

Planning Committee

25 February 2020



Working in partnership with **Eastbourne Homes**

Time and venue:

6.00 pm in the Court Room at Eastbourne Town Hall, Grove Road, BN21 4UG

Membership:

Councillor Jim Murray (Chair); Councillors Peter Diplock (Deputy-Chair) Jane Lamb, Robin Maxted, Paul Metcalfe, Md. Harun Miah, Barry Taylor and Candy Vaughan

Quorum: 2

Published: Monday, 17 February 2020

Agenda

- 1 Minutes of the meeting held on 21 January 2020 (Pages 5 - 8)**
- 2 Apologies for absence and notification of substitute members**
- 3 Declarations of Disclosable Pecuniary Interests (DPIs) by members as required under Section 31 of the Localism Act and of other interests as required by the Code of Conduct.**
- 4 Urgent items of business.**

The Chairman to notify the Committee of any items of urgent business to be added to the agenda.

(a) Addendum Report to Planning Committee 25.02.20 (Pages 9 - 10)
- 5 Right to address the meeting/order of business.**

The Chairman to report any requests received to address the Committee from a member of the public or from a Councillor in respect of planning applications/items listed and that these applications/items are taken at the commencement of the meeting.
- 6 59-63 Summerdown Road ID 190794 (Pages 11 - 38)**
- 7 Land adjacent to Broadwater Way, Broadwater Way ID: 190812 (Pages 39 - 66)**
- 8 Wood Winton, 63a Silverdale Road ID: 190861 (Pages 67 - 84)**
- 9 60 Avard Crescent ID: 200037 (Pages 85 - 88)**

Information for the public

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Information for councillors

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In the case of a disclosable pecuniary interest (DPI), if the interest is not registered (nor the subject of a pending notification) details of the nature of the interest must be reported to the meeting by the member and subsequently notified in writing to the Monitoring Officer within 28 days.

If a member has a DPI or other prejudicial interest he/she must leave the room when the matter is being considered (unless he/she has obtained a dispensation).

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Planning Committee

Minutes of meeting held in Court Room at Eastbourne Town Hall, Grove Road, BN21 4UG on 21 January 2020 at 6.00 pm

Present:

Councillor Jim Murray (Chair)

Councillors Peter Diplock (Deputy-Chair), Jane Lamb, Robin Maxted, Paul Metcalfe, Md. Harun Miah, Barry Taylor and Candy Vaughan

Officers in attendance:

Helen Monaghan (Lawyer, Planning), Leigh Palmer (Interim Head of Planning), Anna Clare (Specialist Advisor for Planning) and Emily Horne, Committee Officer.

74 Minutes of the meeting held on 10 December 2019

The minutes of the meeting held on 10 December 2019 were submitted and approved as a correct record, and the Chair was authorised to sign them.

75 Apologies for absence and notification of substitute members

There were no apologies given and there were no notifications of substitute Members.

76 Declarations of Disclosable Pecuniary Interests (DPIs) by members as required under Section 31 of the Localism Act and of other interests as required by the Code of Conduct.

Councillor Jane Lamb declared a Non Pecuniary Interest in minute 81, 4 The Avenue, as she had business connections with the developer. She withdrew from the room while the item was considered and did not vote.

77 Urgent items of business.

There were none.

78 Right to address the meeting/order of business.

The business of the meeting was reordered from the agenda as listed below.

79 Pine Cottage, 17 Ratton Drive. Application ID: 190871

Planning permission for the demolition of detached garage, rear conservatory, and WC. Proposed two storey side extension with garage, single storey rear extension and front extension enlarging the existing porch – **RATTON**

Amendments to the report were noted in the Addendum.

Councillor Freebody, Ward Member, addressed the Committee (from the public gallery) in objection, stating the building was of historic value and the scheme would result in overdevelopment and loss of light. He urged the Committee to reject the application.

The Committee discussed the application and were concerned of the proximity of the scheme to the neighbouring property. Members were informed of the separation distances between the proposed extension and neighbouring buildings and were advised that the separation distances were consistent with guidance, with no significant loss of light to the neighbouring property.

Members felt that the scheme was an improvement to the area.

Councillor Vaughan proposed a motion to approve the application. This was seconded by Councillor Maxted.

Resolved (Unanimous): That permission be approved as set out in the report and Addendum.

80 26-28 Lottbridge Drove. Application ID: 190726

Planning permission for change of use to part Class D2 (Assembly and Leisure) and Class A3 (Cafe) for a children's educational role play experience. – **ST ANTHONYS**.

Davie Langham, applicant, explained that it had been challenging to find a premises with an open plan layout which met the right criteria for height and parking. He said they had scaled back the capacity of the building from 50 persons to 25 persons and had considered providing a parking survey, but it was costly and would not be available in time. Although the premises is short of 3 parking spaces if the building is at full capacity, he said customers will be encouraged to use public transport and will benefit from discounted entry.

Members welcomed the enterprise, but felt strongly that the location was unsuitable; situated in the heart of an industrial area, the building is not easily accessible and falls short of adequate parking for parents with children.

Councillor Taylor proposed a motion to refuse the application. This was seconded by Councillor Metcalfe MBE.

Resolved (Unanimous): That permission be refused as set out in the report.

81 4 The Avenue. Application ID: 190734

Planning permission for the change of use of 3No. garages to 1No. 1bed self-contained dwelling with the replacement of garage doors with grey cladding and formation of 3No. windows along with provision of allocated disabled parking space - **UPPERTON**.

Amendments to the report were noted in the Addendum.

Having declared a Non Pecuniary Interest, Councillor Jane Lamb was absent from the room during discussion and voting on this item.

Members were informed that the applicant had offered a contribution towards off site affordable housing by way of a commuted sum.

In discussing the application, Members arrived at differing views. Concern was raised that the building was north facing; lacked light, quality living space and access via the service lane was tight. Furthermore, a car could park in front of the dwelling and block the windows. Also, the residents were not given the opportunity to purchase or rent the garages prior to the application. Members also praised the design and quality of the building, stating it was fit for purpose; met the minimum standards for circulation space and light, and provided much needed accommodation in the town.

Members were informed that the applicant owned the service lane and bollards would be installed to prevent parking in front of the windows.

A motion to refuse the application, proposed by Councillor Maxted and seconded by Councillor Taylor, was lost by three votes for to four against refusal.

Councillor Murray proposed a motion to approve the application as set out in the report. This was seconded by Councillor Miah.

Resolved (by 4 votes for and 3 votes against): That permission be approved as set out in the report and Addendum.

82 Langney Shopping Centre Car Valet, Langney Shopping Centre, 64 Kingfisher Drive. Application ID: 190604

Planning permission for erection of 10 houses together with parking and access from Langney Shopping Centre service road - **LANGNEY**.

Amendments to the report were noted in the Addendum.

This application had been brought back to Committee following deferral to mitigate concerns raised by the Committee due to the site being accessed

from Swanley Close. In response, the applicant had submitted amended plans to address these concerns showing a revised layout for the site, which is accessed from Langney Shopping Centre service road on the northern boundary.

The Committee was pleased the applicant had taken on board their comments to relocate the access point.

Councillor Miah proposed a motion to approve the application. This was seconded by Councillor Vaughan.

Resolved (Unanimous): That permission be approved as per the report and Addendum.

83 Ground Floor Flat, 16 Commercial Road. Application ID: 190772

Planning permission for the removal of existing timber framed front door and replace with Eclat arch style composite door with pvc top light - **UPPERTON**.

Members were informed that this application had been brought to committee as the applicant is an employee of Eastbourne Borough Council.

Councillor Taylor proposed a motion to approve the application. This was seconded by Councillor Diplock.

Resolved (Unanimous): That permission be approved as set out in the report.

84 Appeal Summary (Verbal Update)

There were none.

The meeting ended at 6.55 pm

Councillor Jim Murray (Chair)

ADDENDUM 25 February 2020

Item No 6	59-63 Summerdown Road	190794
Nothing further to add.		

Item No 7	Land Adjacent to Broadwater Way	190812
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Additional comments

45 Victoria Drive – Supports the application, stating this is a much needed school and the need for the school outweighs disruption.

Natural England – Consider that the proposed development will not have significant adverse impacts on statutory protected nature conservation sites or landscapes.

Recommendation

1. Subject to the Planning Committee resolving to grant planning permission, *and Sport England sustaining their objection* then the application shall be referred to the Government Office to establish if Secretary of State wishes to call in the application for their determination.
2. Subject to *Sport England withdrawing their objection*, or the Secretary of State not calling in the application then the application be granted planning permission subject to a S106 legal agreement relating to, sports pitch mitigation, local labour obligations, Traffic Regulation Order for Yellow lines on the access road, submission and monitoring of the Travel Plan.
3. If no meaningful progress is made on the S106 within 3 months of *either Sport England withdrawing their objection or the Secretary of State's response* then to delegate to the Head of Planning to refuse the application.

Conditions:-

Amend condition 10, to state: Detailed surface water drainage drawings and calculations *to be submitted before any construction commences on site....*

Reason: To ensure effective surface water management.

Condition 11 amended to include the following reason;

Reason: To ensure effective surface water management.

Condition 12 amended to include the following reason;

Reason: To ensure the Surface Water Drainage System is managed in perpetuity.

Condition 13 amended to state: Details of measures to manage flood risk, both on and off the site, during the construction phase shall be submitted to and approved in writing by the Local Planning Authority before any construction commences on site.

Reason: To ensure satisfactory management of flood risk.

Condition 14 amended to include the following reason;
Reason: To ensure effective surface water management.

Condition 15 amended to state: The development shall not become occupied until details of the layout of the new access and the specification for its construction which shall include details of *visibility splays*, pedestrian crossing, gateway, footway link, position of Double Yellow Lines, have been submitted to, approved in writing by the Planning Authority in consultation with the Highway Authority and the construction of the access has been completed in accordance with the agreed specification.

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

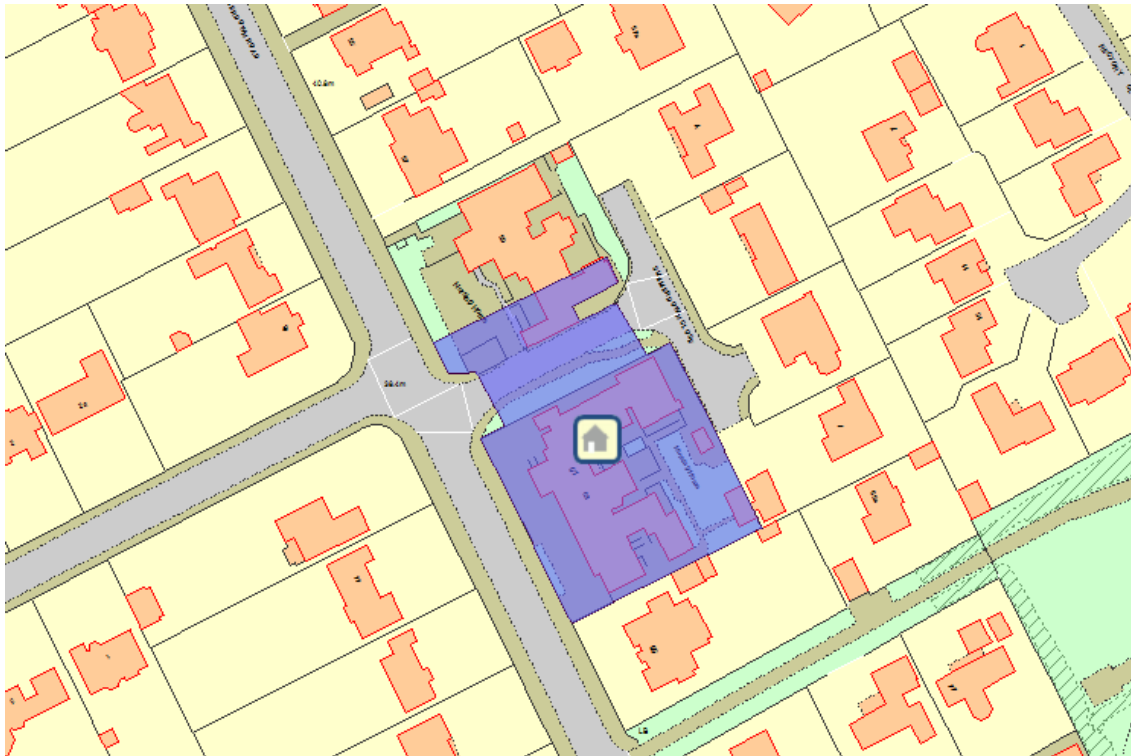
Condition 16 amended to state: The access shall not be used until visibility splays approved by details submitted in relation to condition 15 are provided in both directions and these shall be maintained thereafter for the life of the development.

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

Item No 8	Wood Winton	190861
Nothing further to add.		

Item No 9	60 Avard Crescent	190861
To clarify the report: The development complies with the criteria of Class C, Part 1, Schedule 2 of the Town and Country Planning. The legislation allows for the erection of an extension on a semi-detached property up to the following external dimensions; Depth 3m – the proposal is 1.5m Eaves Height 3m (within 2m of the boundary) – the proposal is 2.7 Total Height 4m – the proposal is 3.9m		

App.No: 190794	Decision Due Date: 26 February 2020	Ward: Old Town
Officer: James Smith	Site visit date:	Type: Planning Permission
Site Notice(s) Expiry date: 16 December 2019 Neighbour Con Expiry: Press Notice(s):		
Over 8/13 week reason: Revisions to layout and parking required.		
Location: 59-63, Summerdown Road, Eastbourne		
Proposal: Demolition of existing Pentlow Nursing Home, partial demolition of adjacent Summerdown Nursing Home at 59 Summerdown Road. Construction of new 62no bed Nursing Home , including relocated entrance/exit on Summerdown Road. Formation of new off street parking within the 59 Summerdown Road site and reinstating planting, landscaping and external works.		
Applicant: Mr Brian Cooney		
Recommendation: <ol style="list-style-type: none"> Subject to a S106 legal agreement to cover :- <ul style="list-style-type: none"> Travel Plan; Local Labour Agreement; Highway Works (at new crossovers); Cessation of use of 59 Summerdown Road as a care home; Subject to the satisfactory conclusion of S106 then application be granted planning permission with conditions. If no meaningful progress has been made on the S106 agreement within 3 months from the date of the decision notice then the application shall be refused. 		



1 Executive Summary

- 1.1 The current application follows the refusal of outline permission for the redevelopment of the site under application 190019. The application was refused for the following reason:-

The Local Planning Authority is not satisfied that a development of the scale specified in the application description can be accommodated within the site without resulting in a detrimental impact upon visual and residential amenities. The proposed development therefore conflicts with saved policies UHT1, UHT4, NE28 and HO20 of the Eastbourne Borough Plan and policy D10a of the Eastbourne Core Strategy.

- 1.2 The reason for refusal did not discount the potential for a 3½-storey building on-site but, given the outline nature of the proposal, it was considered that there were not sufficient assurances that the building described could be accommodated within the site without detrimental impact upon visual and residential amenity.
- 1.3 The current full planning application confirms the details of the design, scale and layout of the building. Whilst 3½-storey elements are present, the building design ensures the upper two floors are accommodated within the roof space, with the result that the overall height of the building is not significantly greater than neighbouring buildings and that elements of the building immediately adjacent to neighbouring residential properties are stepped down in height.
- 1.4 Suitable access and parking arrangements are also provided in a sympathetic manner that would not degrade the visual amenity or character of the surrounding environment nor introduce unacceptable highway safety impacts.

- 1.5 Landscape impact can be mitigated by additional planting and retention of the majority of the existing mature landscaping on and around the site. The Lead Local Flooding Authority are also satisfied that drainage can be appropriately managed within the site.
- 1.6 The proposed scheme represents an opportunity to replace the existing poorly adapted facility with a purpose built care home of a cogent design that would provide an enhanced environment for occupants as well as significant improvements in efficiency and functionality whilst also ensuring the continued presence of an important community and employment use in the area.

2 Relevant Planning Policies

2.1 Revised National Planning Policy Framework 2019

- 2. Achieving sustainable development
- 4. Decision-making
- 5. Delivering a sufficient supply of homes
- 7. Ensuring the vitality of town centres
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places

2.2 Eastbourne Core Strategy 2013

- B1 Spatial Development Strategy and Distribution
- B2 Creating Sustainable Neighbourhoods
- C10 Summerdown & Saffrons Neighbourhood Policy
- D2 Economy
- D7 Community, Sport and Health
- D10a Design

2.3 Eastbourne Borough Plan Saved Policies 2007

- NE4 Sustainable Drainage Systems
- NE7 Waste Minimisation Measures in Residential Areas
- NE18 Noise
- NE28 Environmental Amenity
- UHT1 Design of New Development
- UHT2 Height of Buildings
- UHT3 Setting of the AONB
- UHT4 Visual Amenity
- UHT7 Landscaping
- HO20 Residential Amenity
- HO17 Supported and Special Needs Housing
- TR6 Facilities for Cyclists
- TR11 Car Parking

3 Site Description

- 3.1 The 61-63 Summerdown Road site is occupied by a care home that is accommodated within two former detached residential dwellings that have been connected and extended to the rear. The main building is 2½-storeys in height, the top floor being accommodated within the roof slope, and various single-storey extensions have been added to the rear over time.
- 3.2 The original buildings both have hipped roofing with the eaves line broken in places by modestly sized gable ends, with the link between the two building having a shallow pitched crown roof, with a clear step down in ridge height. A hard surfaced parking/turning/servicing area is provided directly to the front of the buildings, which are set back from the road. This area is served by separate entrance and exit points. An approximately 1.2 metre high flint and brick wall runs along the site frontage whilst the rear of the site is enclosed by timber fencing. Site landscaping provides additional screening.
- 3.3 The site is located on a predominantly residential road which is characterised by large, detached dwellings which are set back from the road and are generally 2 or 2½ storeys in height, with the top floors being accommodated within roof slopes.
- 3.4 The site backs on to Summerdown Close which is a more modern (1970's) development consisting of detached two-storey properties. These dwellings occupy land that is at a slightly lower level than that of the site which, itself, slopes gently downwards from the east to the west.
- 3.5 The presence of mature landscaping in the form of street trees and garden landscaping contributes towards a verdant character and appearance within the surrounding area. The edge of the South Downs National Park is approximately 275 metres to the south of the site, which is partially visible from public footpaths that cross Royal Eastbourne Golf Course.

4 Relevant Planning History

- 4.1 EB/1972/0380
Demolition of 59-63 Summerdown Road & erection 19 houses
Refused
8th June 1972
- 4.2 EB/1972/0451
Demolition of 59-63 Summerdown Road & erection 12 houses & construction service road
Refused
22nd June 1972
- 4.3 EB/1972/0464
Demolition of 59-63 Summerdown Road & erection 20 houses
Refused
6th July 1972

- 4.4 EB/1972/0506
Demolition of existing houses 59-63 Summerdown Road & erect 8 detached houses
Refused
3rd August 1972
- 4.5 EB/1973/0802
Single-storey link and change of use from 2 single private dwellings to nursing home and formation of parking area at front (61-63 Summerdown Road)
Approved Conditionally
15th November 1973
- 4.6 EB/1975/0093
Change of use from a single private dwelling to a nursing home for a total of 14 patients and 4 staff (59 Summerdown Road)
Approved
17th April 1975
- 4.7 EB/1986/0028
First floor addition above existing single-storey link
Refused
20th February 1986
Appeal Allowed
- 4.8 EB/1986/0552
3 storey extension at rear.
Refused
23rd December 1986
- 4.9 EB/1987/0118
Single-storey rear and side extension
Approved conditional
29th April 1987
- 4.10 EB/1989/0097
Single storey extension at rear to provide dining and office space
Refused
6th April 1989
Appeal allowed
- 4.11 EB/1989/0217
Provision of porch and conservatory at front of nursing home
Approved Conditionally
25th May 1989
- 4.12 EB/1990/0127
Single storey extension at rear of nursing home
Approved Conditionally
24th April 1990

- 4.13 EB/1991/0229
Conservatory at rear
Approved
17th June 1991
- 4.14 980516
Erection of conservatory at rear to increase residents' amenity area.
Approved Conditionally
18th February 1998
- 4.15 090551
Erection of single-storey extension and raised decking area in association with removal of existing conservatory
Approved Conditionally
6th November 2009
- 4.16 190019
Outline application for new 64 bed nursing home (Amended description following removal of new building housing residential flats from proposal)
Refused
24th July 2019

5 Proposed development

- 5.1 The proposed scheme involves the demolition of the existing care home at 61-63 Summerdown Road (Pentlow) and constructing a new 3½-storey care home accommodating 62 bed spaces as well as associated resident and staff facilities. All residential rooms would be located on the ground, first and second floor. The third floor, which would be contained entirely within the roof space, would be used for staff facilities, service rooms and plant rooms. The second floor would also be positioned partially within the roof, above the height of the main eaves line.
- 5.2 The proposed building would have a U-shaped footprint, with an overall coverage of approximately 1020 m². The roof top height of the building would be approximately 12.1 metres above ground level with the main eaves height at approximately 6 metres. The building would have a false pitched roof, utilising a hipped effect but with the roof top being flat. The roof top height would step down adjacent to the southern site boundary and towards the eastern end of the northern wing of the building. The majority of the southern wing would be single-storey, with a roof terrace area provided above.
- 5.3 The majority of second floor windows would be housed within dormer type structures within the roof slope, other than where they are in gable ends. All natural light for the third floor would be provided by roof lights and lightwells installed on the flat topped roof of the building. Recessed balcony areas would be provided on the building frontage (western elevation). A courtyard style garden would be provided to the rear of the building.
- 5.4 Part of the southern wing of 59 Summerdown Road, all of which is single-storey in height, would be demolished in order to allow for additional parking facilities to

be provided. In total, 23 car parking bays would be provided, 4 of which would be disabled bays. Bin storage would be provided to the rear and would be serviced via Summerdown Close. The existing in/out arrangements would be maintained for use by emergency and delivery vehicles although the egress would be repositioned to the south in order to allow for additional on-site car parking to be provided. Cycle parking facilities would also be provided.

- 5.5 The proposed development would allow for the consolidation of the two existing care homes occupying No. 59 and No. 61-63 Summerdown Road, which currently provide 59 bed spaces between them.

6 Consultations

6.1 Specialist Advisor (Planning Policy)

- 6.1.1 There are no policy implications for the redevelopment of the nursing home, which is supported. (as per previous application 190019).

6.2 Specialist Advisor (Economic Development)

- 6.2.1 The Pentlow/Summerdown nursing home is an established care provider in Eastbourne, providing sustainable employment opportunities. The proposals for the site would continue to secure employment and enhance the care offer for local people.
- 6.2.2 Regeneration requests that should outline planning permission be granted it be subject to a local labour agreement covering the construction of the residential units and operational workforce for the nursing home.

6.3 ESCC Highways

- 6.3.1 This application seeks approval for the demolition of the existing 53 bed Pentlow Nursing Home and part demolition of the adjacent Summerdown Nursing Home and redevelopment of the site to provide a 62 bed Nursing Home. It is noted that the previous application to redevelop the site (Planning Ref 190019) received highways approval and considering the level of net increase proposed I have no major concerns from a highways perspective; however, having looked through the information provided I have a few issues with the proposed layout and request further information before providing final comments. An amended plan is sought showing acceptable visibility splays, a revised parking layout and a swept path to ensure the new accesses off Summerdown Road are suitable to accommodate larger vehicles.
- 6.3.2 The site is located within a 500m walk of existing bus stops on the A259 Church Street, slightly above the recommended distance of 400m. These bus stops are served by routes into the town centre and run approximately every 10-15 minutes.
- 6.3.3 The town centre is also approximately a 23-minute walk or 6-minute cycle from the site. The site is therefore considered to be in a moderately sustainable location. Cycle parking for staff and visitors should be provided in accordance

with East Sussex County Council's Guidance for parking at non-residential development (1 s/t space per 20 beds and 1 l/t space per 10 staff on duty at one time). The 6 spaces are likely to be sufficient, however the maximum number of staff working at one time will need to be provided. The indicated cycle parking is located via Summerdown Close, should be covered, secure and conveniently located for users, preferably close to the entrance. Visitors are unlikely to be aware of cycle storage to the rear and there is no convenient route through the site.

6.4 59 Summerdown Road

6.4.1 59 Summerdown Road is currently accessed via Summerdown Close. This access is to be reconstructed in a position slightly further towards the junction with Summerdown Road, 4.5m in width to accommodate two way movements, and accommodate additional off-street parking to the east of the access along the frontage.

6.4.2 The provision of a footway to connect the proposed parking/access to the existing footway network further west is required. This will also improve the driver visibility at the relocated vehicular access. The signage currently within the footway will need to be repositioned. Dropped kerbs and tactile paving on both sides of the Summerdown Close arm of the Summerdown Road/Summerdown Close junction is required to enhance accessibility. This section of footway would need to be dedicated as highway and be secured through a s278 or other suitable legal agreement.

6.4.3 A formalised parking area of 10 spaces is to be provided on the northern side of Summerdown Road. The construction details are not provided. It is recommended that a bound surface is proposed to prevent loose material dragged onto the highway. Any new planting will need to be positioned to ensure that the driver visibility requirement can be maintained at the junction with Summerdown Road. An additional 2 parking spaces are proposed on Summerdown Road, accessed via the turning head. Although it is noted that there are only a few properties accessed within the close, a 2m pedestrian visibility envelope will need to be provided either side of the access for users.

6.5 61-63 Summerdown Road

6.5.1 61-63 Summerdown Road is accessed via Summerdown Road. The proposals retain this principle of an in and out arrangement and include the relocation of the entrance/exit on Summerdown Road which will provide some separation between the access and the junction and is considered an improvement. The proposed accesses will be 3.5m in width allowing for one-way through movement and current signage will need to be repositioned. It is also recommended that the Eastbourne Tree Officer be consulted to determine if the relocation of the existing entrance to 61-63 Summerdown Road will impact on the adjacent highway tree.

6.5.2 The pedestrian access is not generally affected by this altered arrangement. However, it is recommended that a pedestrian visibility splay be provided on the exit point (eastern access) to ensure intervisibility between drivers and

pedestrians, and the boundary wall height should be retained at a maximum 600mm. A swept path plan should also be provided to ensure the proposed access arrangements are suitable access for emergency vehicles.

- 6.5.3 The applicant has not submitted a trip generation assessment as part of this application. However, considering the minor increase in number of beds and proposed staffing on site it is considered that the small number of number of vehicle movements in each peak period is unlikely to have a significant effect on the local highway network.
- 6.5.4 In accordance with the East Sussex County Council's Guidance for parking at non-residential development, a nursing home should be provided with 1 space per 2-3 beds for staff and visitors, 1 space per resident proprietor, and an ambulance bay. The site requirement is between 21 and 32 parking spaces for staff and visitors and suitably sized bay for an ambulance. The application form states that 23 spaces are to be provided, however it would appear that only 21 parking spaces have been provided on the Site Layout Plan. Considering the existing shortfall of parking for the current operation, the 21 spaces are an improvement and acceptable. The majority of parking spaces meet the required dimensions of 2.5m x 5m; however, the 2 spaces adjacent to the wall fronting Summerdown Road have not been provided with an additional 0.5m nor have the parking spaces accessed via Summerdown Close turning head. These spaces would need to be revised.
- 6.5.5 A Construction Traffic Management Plan in line with the County Council's guidance will need to be provided with details to be agreed. This would need to include management of contractor parking and compound for plant/machinery and materials clear of the public highway. Hours of delivery/ collection should avoid peak traffic flow times. This should be secured through a condition of any planning permission.
- 6.5.6 As submitted there are a number of missing elements/amendments required. I therefore object to this application and wish to be re-consulted on this application following the applicant's response to these comments. An amended plan is sought showing:
- a) Vehicle access details – to include suitable driver/pedestrian visibility splays;
 - b) Pedestrian access details – Footway connection and tactile paving across Summerdown Close/Summerdown Road junction;
 - c) Parking details - construction details of parking spaces accessed on the northern side of Summerdown Road and amended dimensions for spaces adjacent to wall/fence;
 - d) Cycle parking –to be provided in a convenient location for visitors;
 - e) Swept path – to ensure access arrangements are suitable access for emergency vehicles.

6.6 SUDs

- 6.6.1 Following the submission of additional information, including a drainage strategy the PCWLMB and LLFA are satisfied that site is capable of managing surface water runoff effectively. The proposal is to discharge surface water into the

public surface water sewer in Summerdown Avenue at 5.0 l/s for all rainfall events. This rate is no greater than the existing discharge rate from the site and can be considered an improvement in comparison to the existing maximum discharge rates from the site.

- 6.6.2 It is unclear how much, if any, of the existing drainage infrastructure including connections is intended to be re-used. The applicant may also be required to apply for permission from Southern Water to establish a new connection into its system.
- 6.6.3 We note that a drainage layout has been provided indicating the locations of the proposed pipes and drainage features including the tank and the grasscrete. The LLFA requests that this is amended to include cover levels, invert levels and pipe sizes at the detailed design stage.
- 6.6.4 If the Local Planning Authority is minded to grant planning permission, the PCWLMB and LLFA requests that the following comments act as a basis for planning conditions to manage surface water runoff from the development. (Officer Note: These comments are referred to in full in the drainage conditions attached to this recommendation).
- 6.7 County Archaeologist
 - 6.7.1 This application does not lie within an Archaeological Notification Area and based on the information supplied I do not believe that any significant archaeological remains are likely to be affected by these proposals. For this reason I have no further recommendations to make in this instance.
- 6.8 South Downs National Park Authority
 - 6.8.1 The SDNPA has no comments to make on this application, although this is based on the assumption that the west-facing gable end is to be of solid construction rather than entirely glazed.
- 6.9 Design Review Panel
 - 6.9.1 The opportunity to improve the sites, which have been incrementally changed over many years in a way that has not benefitted the streetscape is welcomed.
 - 6.9.2 The proposal feels cramped on its site: it is an increase in accommodation on a smaller site so this is not surprising. The effect of this is strongest on the rear corner of the access to Summerdown Close, where the height of the proposed building and its close proximity to the street is likely to be oppressive. This is particularly problematic if the existing established hedge does not survive the construction process. The treatment of the other wing of the building adjacent to 63 Summerdown Road is more successful as it steps down more significantly towards the rear of the site.
 - 6.9.3 Design and access statement says the design intends to visually split the frontage (Summerdown Road) into two distinct elements, reminiscent of the original linked buildings on site. The design approach is to break down the bulk

of the building to appear from the street as two buildings that have been linked. This is acceptable as an approach, but is not clearly apparent in the resulting scheme, especially in the rooflines. Also the supposed duality of two equal elements that is implied by the design approach is not reflected in the very subservient scale and design of the right hand side. This may be a natural result of the brief for a large amount of accommodation. If so, it may be a better approach to consider how this new building might appropriately reflect its bulk and institutional nature in its design, rather than trying to conceal this?

- 6.9.4 There is an opportunity to create a new site layout that prioritises pedestrians rather than cars, but this has not been taken.
- 6.9.5 There is an opportunity to create a new site layout that prioritises pedestrians rather than cars, but this has not been taken. Where is the visitor cycle parking? More emphasis in the design needs to be pedestrian access not the vehicle access.
- 6.9.6 Existing boundary treatments are varied and create an inappropriate relationship to surrounding streets. This is historical and clearly part of the legacy of the creation of Summerdown Close, however, the proposed major redevelopment of the sites presents an opportunity that we would like to see taken, to improve this situation with a more cohesive approach to boundary materials and designs, in order to contain the development, which, while broadly speaking is residential, is also institutional, and is quite different in character from the other established surrounding uses. Flint wall to the front should be retained as part of the above.
- 6.9.7 The two isolated parking spaces accessed from Summerdown Close seem like an afterthought that would result in unnecessary watering down of the site boundary in a sensitive location.
- 6.9.8 Separate car parking on a different site is not welcome in the current proposed form. It will be visually invasive and will tend to make Summerdown Close feel like a car park, and part of the nursing home site rather than a street. We are not convinced that the use of grasscrete will overcome this. Parking contained within visually strong boundaries and accessed by a single access point would be more appropriate.
- 6.9.9 Materials – white wash, tile hung and tile roof are acceptable, less emphasis on orange/russet colours, would want to see quality tile in colour to match existing/surrounding properties.
- 6.9.10 Have section plans been submitted? What head height would be provided to the rooms in the roof? How realistic is the height? Sections with AOD should be provided.
- 6.9.11 Such a large section of flat roof but no solar PV or other proposed? What sustainable measures are to be proposed?
- 6.10 Specialist Advisor (Environmental Health)
- 6.10.1 Standard conditions relating to pollution management and hours of work during

construction works requested.

6.11 Specialist Advisor (Arboriculture)

6.11.1 No comments made.

6.12 Eastbourne Society

6.12.1 As Planning Advisor, on behalf of the Eastbourne Society, I confirm an objection to this proposal. It supersedes the previous proposal for a modern contemporary structure that was totally out of keeping in style with other properties in Summerdown Road to which the Society objected. The current proposal, now designed more sympathetically to the architectural styles of the road, still meets with our disapproval due to the height and scale of its three storeys. The three storeys will dominate Summerdown Road and will also dwarf, not only the neighbouring properties in the close behind, but also the properties to the left and right. May I suggest that Pentlow look for a more suitable site in, or outside, of the town such as the similar case a few years back when there was a proposal to rebuild the St Wilfrid's Hospice building in Mill Gap Road which, after refusal, decided that relocation to a much more suitable site on Cross Levels Way was far preferable.

7 Neighbour Representations

7.1 Letters of objection have been received from 78 respondents, the content of these letters is summarised below:-

- Changes made have not overcome reasons for refusal of previous application;
- Would compromise building lines;
- Building would be overbearing;
- Erosion of local distinctiveness;
- Will cause overlooking and overshadowing;
- Bin storage would cause noise and disturbance to neighbours;
- Submitted consultation report is flawed and inaccurate;
- No quantifiable evidence of need is provided;
- Government statistics suggest 90% of care homes are smaller than 20 bed spaces so why is a larger home needed for viability;
- Excessive height and mass;
- Overdevelopment of site;
- Concerned about increased traffic especially during school run;
- There are no equivalent buildings nearby;
- Increased noise nuisance;
- Traffic calming and crossings should be provided;
- Should be relocated away from the town centre;
- Does not conform with corporate aims of EBC or planning policies;
- Insufficient parking provision;
- Increased light pollution;
- Will set a precedent for further similar development;
- The building size has not been reduced enough;

- Building occupies a greater area than previous scheme;
- Single-storey extensions have previously been refused on the site so why would a larger building be allowed?
- Negative impact on South Downs National Park;
- Would detract from historic environment;
- Building should not be a focal point;
- Some responses were omitted from neighbour consultation;
- Delivery lorries will have to park on the main road;
- Application description is misleading;
- Staff numbers stated in application are incorrect;
- Not enough staff parking;
- Pleased to see revised design and increased parking but it is still overdevelopment;
- Garden area is too small for a home of this size;
- Introduces commercial use in residential area;
- Not enough notice for public consultation;
- Overdevelopment evident due to need to provide more parking on neighbouring site;
- Failure to utilise advice of Design Review Panel;
- Incorrect red edge area;
- Insufficient level of information provided;
- Pollution will impact on biodiversity;
- Loss of trees;
- Lack of renewable energy/sustainability measures;
- Concern relating to drainage;
- Why not renovate both sites?;
- Loss of trees and greenery on boundary with 65 Summerdown Road;
- Financial viability is not a relevant planning matter;
- No information on future use of 59 Summerdown Road;
- Transport Report not provided;
- A Tree Report should be provided;
- A daylight/sunlight assessment should be provided;
- Concern any new landscaping will not be maintained;
- Concerned about storage and use of hazardous substances;
- There is a restrictive covenant to prevent further development of the site;
- Fails to comply with planning policy;
- Existing infrastructure cannot cope with further development;
- Parking spaces on Summerdown Close will result in highway hazard;

8 Appraisal

8.1 Principle

- 8.1.1 The Revised National Planning Policy Framework (NPPF) directs Local Planning Authorities to adopt a presumption in favour of sustainable development. One of the three overarching objectives, that form the components of sustainable development, is a social objective (para. 8 b). The social objective requires the support of 'strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and

future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.' The retention of care facilities at the site is considered to support the continued presence of a mixed community in the surrounding area, promoting cohesion and interaction between different elements of the community and, thereby, improving community well-being.

- 8.1.2 This social objective is recognised by Policy D7 of the Eastbourne Core Strategy, which states that 'The Council will work with other relevant organisations to ensure that appropriate health care facilities, including new provision and enhancements to existing facilities, are provided in the most appropriate locations to meet existing and anticipated local needs.'
- 8.1.3 Para. 61 of the NPPF provides further context, stating that 'the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including... older people...and... people with disabilities). This social objective is recognised by Policy D7 of the Eastbourne Core Strategy, which states that 'The Council will work with other relevant organisations to ensure that appropriate health care facilities, including new provision and enhancements to existing facilities, are provided in the most appropriate locations to meet existing and anticipated local needs.'
- 8.1.4 The principle of sustainable development requires the aims of the social objective to be balanced against the economic objective and the environmental objective. By maintaining a significant employment use within the area, it is considered that the proposed development would support the economic objective. The wider implications on the environmental objective, in terms of impacts upon environmental, residential and visual amenities will be assessed in the main body of this report, along with other relevant criteria.
- 8.1.5 The clear benefits offered by the proposed scheme in terms of providing a modern, purpose built care facility will therefore need to be balanced against any potential for negative environmental impacts. However, the principle of locating a care home in this area is supported by the fact that the site is currently occupied by such a facility and that its retention and expansion would contribute towards the mixed needs of the community.
- 8.2 Impact of proposed development on amenity of adjoining occupiers and surrounding area:
- 8.2.1 The footprint of the proposed building is approximately 200 m² greater than that of the existing building, representing an increase of approximately 25%. The majority of this increased footprint is provided alongside the southern site boundary, adjacent to 65 Summerdown Road. By increase in site coverage would also bring the building closer to 7 Summerdown Close and 65a Summerdown Road, which are positioned to the rear of the site.
- 8.2.2 Along with the increased site coverage, the overall mass of the building would be significantly increased, allowing for additional storeys to be provided. The increased mass of the overall building would alter its relationship towards

neighbouring properties, particularly those on Summerdown Close which are on lower lying land to the rear of the site.

- 8.2.3 The proposed building has been designed to mitigate unacceptable impacts upon neighbouring residential properties. The majority of the southern wing of the building, which projects beyond the rear elevation of the neighbouring dwelling at 65 Summerdown Road, would be limited to single-storey height in order to prevent it from appearing overbearing towards the neighbouring property or from causing undue levels of overshadowing. All windows would be at single-storey height and, as such, views from them towards the neighbouring property would be interrupted by site boundary treatment.
- 8.2.4 A roof terrace would be provided above the single-storey part of the eastern wing. A false pitched roof would be used to provide screening to the southern and eastern edges of this terrace in order to prevent opportunities of overlooking towards neighbouring dwellings. The size of the terrace would potentially allow for large groups of people to congregate on it and, as this may result in disturbance towards neighbouring residents, conditions will be attached to any approval given to control the hours in which the terrace can be used as well as the amount of people who may use it at any given time. Any use of amplified music would also be prohibited. Given the nature of the use of the building, it is considered that such management measures could be implemented efficiently and effectively.
- 8.2.5 The height of the building steps down towards the rear of the site and the central part of the building is stepped away from the eastern site boundary, allowing for the courtyard garden area to be provided. The proposed building would be a minimum distance of approximately 22 metres from the neighbouring dwellings that it backs on to, this being the distance maintained between the northern wing of the building and No. 2 Summerdown Close. This is similar to the distances maintained between the existing building, albeit the existing building is predominantly single-storey to the rear. The degree of separation is considered adequate to prevent the building from appearing unacceptably overbearing towards neighbouring properties, particularly as the majority of the proposed building is pulled further away from the site boundary, other than single-storey elements. It is considered that the ultimate relationship between existing and proposed building would be similar to those generally expected between buildings on a typical residential cul-de-sac.
- 8.2.6 There would not be an excessive amount of windows on the rear elevation of the building, particularly on the parts closest to neighbouring dwelling on Summerdown Close. All rear facing windows on the northern wing would serve bathrooms and could be obscurely glazed. Windows shown on the rear elevation of the northern wing at first floor level are false windows installed to prevent the elevation wall appearing overly monotonous.
- 8.2.7 Whilst the use of the site would be intensified due to the increase in rooms, the general nature of the use would remain as existing and the intensification offset by a large extent by the cessation of the use of the neighbouring facility at 59 Summerdown Road and by the subsequent removal operations involving transfers between the two buildings. The construction of a purpose built care

facility also allows noise, light and air pollution measures to be incorporated into the overall design, representing an improvement in comparison to the existing converted building. Further management and mitigation measures relating to noise, light and air pollution can also be achieved through the adoption of an environmental management plan, which can be secured by condition. This would also relate to general control of activities such as visiting hours, delivery co-ordination and shift changeovers.

8.3 Design Issues:

- 8.3.1 It is not considered that the existing buildings occupying the site possess any particular architectural merit and, as such, there are no objections raised against the loss of these structures. The existing care home is formed from two former dwellings which have had various contrasting extensions made to them over time, resulting in a somewhat cluttered and disorganised appearance to the site. The proposed scheme would allow for facilities to be provided in a more cogent arrangement,
- 8.3.2 The prevailing form of development on the part of Summerdown Road on which the site is located is that of relatively large, detached pitched roof dwellings of 2 - 2½-storey height. Whilst the proposed building would have more storeys than neighbouring buildings, its overall height would not be significantly greater due to the accommodation of the upper two floors of the proposed building above the roof eaves height. Furthermore, the site is on a corner plot and so lends itself to a more visually prominent form of development and it is noted that the dwelling occupying the corner plot on the opposite side of the road (42 Summerdown Road) has a roof top height of approximately 10.5 metres (as opposed to 12.1 metres for the proposed building) and an eaves height of 5.3 metres (as opposed to 6 metres).
- 8.3.3 It is not considered that 42 Summerdown Road appears overly disruptive within the street scene. It is considered that the proposed building, at only 1.6 metres greater height (approx.) would therefore also not appear incongruous in terms of height. Furthermore, the roof line is articulated and steps down to approximately 9.7 metres towards the neighbouring property to the south, ensuring that the building would not appear overly dominant towards the only immediately adjacent property within the street scene.
- 8.3.4 Whilst the proposed building would have a flat topped roof, the use of substantial false roof pitches on all elevations would ensure that the general appearance of the roof line is consistent with that of neighbouring buildings. The wide building frontage would also reflect the general characteristic neighbouring development, where buildings typically occupy close to the full width of their plots. The overall structure is well articulated, utilising stepped changes in height and staggered elevation walls. A mixed palette of materials is employed to further assist in breaking up the mass of the building and preventing it from appearing monotonous. It is noted that the Design Review Panel suggest a reduction in the abundance of orange/russet coloured external finishes, a condition can be used to control the final selection of material finishes for the building. It is accepted that the building would appear distinct from neighbouring dwellings to a certain degree but this is considered to be an attribute given that the building provides

for a specific use that should be distinguishable from neighbouring buildings.

- 8.3.5 The proposed building would engage well with the street, with a distinctive gable ended element incorporated into the frontage, a good level of natural surveillance provided by the amount of glazing provided and a clearly defined pedestrian access. This is also the case for the northern elevation, which faces onto Summerdown Close, where the provision of windows would ensure suitable overlooking of the car parking facility, thereby reducing the potential for crime and anti-social behaviour.
- 8.3.6 The comments made by the Design Review Panel (section 6.7) are noted, particularly para. 6.7.3 which suggests that there is potential to enhance the bulk of the building rather than limit it as is the case with the submitted design. However, the current scheme is considered appropriate in light of the need to ensure a more sympathetic relationship towards immediately adjacent dwellings. The concerns regarding the impact of the northern wing of the building upon the character of Summerdown Close are also noted. Since the comments were received, the applicant has confirmed that replacement tree screening would be provided on the eastern site boundary to soften the visual impact of the building.
- 8.3.7 In regard to the wider surrounding area, there are distant views of the site available from the South Downs. Given the orientation and positioning of the proposed building would comply with existing spatial characteristics and that the overall height and footprint is modest in the context of long distance views it is not considered that the proposed building would appear visually disruptive when viewed from the Downs. It is also considered that the proposed building would not compromise any valuable viewpoints from Eastbourne towards the downland. The South Downs National Park Authority were consulted and have raised no objection against the application, subject to clarification that the gable ended section on the western elevation of the building would not be glazed in its entirety. A condition will also be used to ensure blinds are installed on all rooflights in order to prevent lightspill that may cause harm the status of the South Downs National Park as a dark sky reserve. This is of particular importance as the top floor of the building is likely to be in use into the night given that it contains staff and servicing facilities.
- 8.4 Quality of Accommodation:
- 8.4.1 The proposed scheme would allow for the existing care home operation, which is distributed across two sites, to be amalgamated into a more efficient, purpose built care home. This would improve the ongoing viability of the care home use which is currently subject to a degree of uncertainty due to the practical difficulties and costs of adapting the existing building to meet required standards. The stock of care homes within Eastbourne has been reduced as a result of similar experiences where difficulties involved in adapting buildings has resulted in facilities closing down or relocating.
- 8.4.2 The interior layout of the building would be far more logical, functional and adaptable, as opposed to the layout of the existing facility which is convoluted, with narrow corridors, awkwardly shaped rooms and numerous changes in floor level. All bedrooms would be well served by clear glazed windows allowing for

good levels of access to natural light and ventilation. Additional communal spaces would be provided inside and outside of the building whilst more functional facilities, such as kitchens and laundry equipment, would be isolated on the top floor of the building.

- 8.4.3 It is therefore considered that the proposed building would provide improved facilities, better quality living conditions and a more adaptable environment that would be supported by the social objective of sustainable development as defined in the Revised NPPF as well as policy D7 of the Eastbourne Core Strategy. The retention of the use in this residential setting would enable it to remain part of the local community, ensuring that the principle of promoting mixed communities, inclusiveness and cohesion is adhered to.

8.5 Impact on Highway Network and Access:

- 8.5.1 The proposed development would incorporate a total of 23 parking bays, one of which would be allocated for ambulances and servicing/delivery vehicles. 4 x disabled parking bays would be included, these being situated as close as possible to the main building entrance and pedestrian footpath in order to allow for ease of access. The car parking spaces would be distributed across 3 main areas, 20 x spaces provided directly to the front of the building, 2 x spaces to the rear and 11 x spaces adjacent to Summerdown Close occupying part of the existing curtilage of 59 Summerdown Road. 4 x motorcycle parking spaces would also be provided. ESCC Highways have confirmed that 23 x car parking spaces is an adequate quantum to serve a 62 bed space care home facility.
- 8.5.2 The existing in/out looped access arrangement would be maintained, although the egress point would be repositioned marginally to the north in order to allow for additional on-site car parking spaces to be accommodated. The amended site layout plan SK20 Rev C shows the 43 metre long visibility splays either side of the site access and egress that would be required on a 30mph speed limit road. It is noted that street trees fall within these splays but it is considered that their canopies are raised high enough to prevent obstructing views of the road and of pedestrians. Parking to the rear of the site and to the north would be accessed via Summerdown Close. The parking to the north of the site would be split into two separately accessible areas, with bays aligned parallel to the road. The provision of dropped kerb access to serve these spaces would not result in the loss of on street car parking as Summerdown Close is too narrow to allow for vehicles to be parked on both sides of the road. Sufficient manoeuvring space would be provided behind the parking bays to allow for vehicles to enter and leave the highway in forward gear.
- 8.5.3 As the proposed development would only a small increase in bed spaces over the combined amount of the two existing facilities, it is not considered that it would result in any unmanageable increase in traffic levels on the surrounding highway network. A condition would be used to require the cessation of the use of 59 Summerdown Road as a care home upon the full occupation of the proposed new facility in order to prevent the two facilities operating in tandem, which would potentially generate an unsustainable increase in traffic and parking demand.

- 8.5.4 Plan SK20 rev C shows vehicle tracking for a delivery vehicle/ambulance. Bin stores are provided to the rear of the site and service vehicles would be able to access these via Summerdown Close as with existing refuse collection arrangements.
- 8.5.5 The building would have a designated pedestrian access, a condition will be used to obtain further details of the method used to mark this out to ensure that motorists are aware of pedestrians crossing the front of the site, as well as any signage required. A section 278 agreement will also be used to secure textured paving either side of all dropped kerbs in order to improve pedestrian safety.
- 8.5.6 In order to encourage the use of more sustainable modes of transport, a secure and covered cycle storage facility would be provided to the rear of the site. Shower and changing rooms are provided for staff in order to further encourage cycling to work. A condition will also be attached to any approval given requiring a minimum of 2 x electric vehicle charging points to be provided.
- 8.6 Landscaping:
- 8.6.1 Existing soft verging and tree planting on the adjacent to the northern boundary of the site would be retained and would provide sympathetic screening to the northern aspect of the proposed building. The proposed parking area adjacent to Summerdown Close will include new planting that would augment with the greenery on the opposite side of the road to maintain a verdant appearance and to soften the visual impact of the parking area. Boundary treatment would also be provided adjacent to the parking area to further soften visual impact of the parking and to integrate with the established trend of boundary walling and/or fencing adjacent to the highway that is demonstrated within the surrounding area.
- 8.6.2 The existing leylandii hedging on the eastern site boundary would be removed to allow for construction of the new building but would be replaced by hedging of a similar height that would provide sympathetic screening of the proposed building and the bin storage facilities to the rear of the site.
- 8.6.3 The flint and brick wall to the front of the site would be retained. A condition would be used to ensure that the brick piers either side of the existing egress are used for the repositioned egress and that the closing off of part of the existing egress as carried out by continuing the existing flint wall.
- 8.6.4 The mature trees on the verge to the north of the site are the subject of a Tree Preservation Order as are three trees to the rear of the site and other mature trees on Summerdown Close. The order was issued in 1973 in response to the development of Summerdown Close, the trees previously having been within the rear gardens of 59-63 Summerdown Road. One of these trees, on the southern boundary of the site, would need to be removed in order for the proposed building to be accommodated. Whilst this is regrettable, the tree is not considered to possess significant individual amenity value given its relatively modest height and spread and its positioning in the rear corner of the site. It is considered that the loss of this tree would be mitigated by the retention of other mature trees nearby as well as by additional site landscaping proposed. A

condition will be used to ensure all other TPO trees are protected during and after construction works. The Council's Arboriculturalist has not raised any objections against the scheme.

8.7 Drainage:

8.7.1 The proposed development would result in an increase in impermeable coverage within the site as a result of the enlarged building size and the provision of hard surfaced parking area.

8.7.2 The Lead Local Flooding Authority (LLFA) are satisfied that surface water generated by the proposed development can be managed at an appropriate discharge rate, thereby preventing increased risk of surface water flooding of the site, neighbouring properties and the public highway. This is subject to more detailed technical drawings being submitted to and approved by the Council (in conjunction with the LLFA) prior to development commencing.

8.8 Employment:

8.8.1 The proposed development would secure a modern, purpose built care home facility within the Borough that provides a significant level of employment and has the potential to offer new employment opportunities. In this regard, the proposed development responds positively to policy D2 of the Eastbourne Core Strategy which seeks to support job growth and economic prosperity.

8.9 Planning Obligations

8.9.1 In order to safeguard against the potential for the existing care home use at 59 Summerdown Road to remain in operation in tandem with the proposed enlarged care home, in order for the application to be approved, a legal agreement requiring the use of 59 Summerdown Road to revert to that of a single residential dwelling within 3 months of the first occupation of the proposed development will need to be put in place. This 3 month timeframe allows for a period of transition as facilities are moved from 59 Summerdown Road into the new building.

8.9.2 The legal agreement would also be used to secure the use of local labour for construction as the scheme as well as additional training and also to cover off-site highway works (tactile paving etc) and the adoption of a travel plan that will specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking.

9 Human Rights Implications

9.1 The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been taken into account fully in balancing the planning issues; and furthermore the proposals will not result in any breach of the Equalities Act 2010.

Recommendation

1. It is recommended that the application is approved, subject to the signing of a Section 106 agreement covering the following:-

- Travel Plan;
- Local Labour Agreement;
- Highway Works (at new crossovers);
- Cessation of use of 59 Summerdown Road as a care home;

The following conditions are also recommended in order to control the development:-

2. The development hereby permitted shall be begun before the expiration of three years from the date of permission.

Reason: To comply with Sections 91 and 92 of the Town and County Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3. The development hereby permitted shall be carried out in accordance with the following approved drawings:-

- 4302 SK20 Rev C;
- 4302 SY11 Rev C;
- 4302 SK28 Rev A;
- 4302 SK26 Rev A;
- 4302 SK27 Rev A;

Reason: For the avoidance of doubt and in the interests of proper planning.

4. No works above foundation level shall be carried out until a full schedule of external materials and finishes to be used on the dwellings hereby approved have been submitted to and approved by the Local Planning Authority. The development shall thereafter be carried out in accordance with these approved details.

Reason: In the interest of visual amenity, in accordance with saved policy UHT1 of the Eastbourne Borough Plan.

5. Prior to first occupation of the development hereby permitted a plan detailing the positions, height, design, materials and type of all proposed boundary treatments shall have been submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be provided in accordance with the approved details prior to first occupation of the development and shall thereafter be retained at all times.

Reason: In order to ensure the development is adequately screened and secured in a visually sympathetic manner in accordance with saved policy

UHT1 of the Eastbourne Borough Plan and Policy D1 of the Eastbourne Core Strategy.

6. Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

Specific issues to be dealt with in the TPP and AMS:

- a. Location and installation of services/ utilities/ drainage.
- b. Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- c. Details of construction within the RPA or that may impact on the retained trees.
- d. a full specification for the installation of boundary treatment works.
- e. a full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.
- f. A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- g. Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- h. details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
- i. Boundary treatments within the RPA
- j. Methodology and detailed assessment of root pruning
- k. Arboricultural supervision and inspection by a suitably qualified tree specialist
- l. Reporting of inspection and supervision
- m. Methods to improve the rooting environment for retained and proposed trees and landscaping

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with saved policy UHT7 of the Eastbourne Borough Plan, Policy D1 of the Eastbourne Core Strategy and pursuant to section 197 of the Town and Country Planning Act 1990

7. Prior to completion or first occupation of the development hereby approved, whichever is the sooner; hard and soft landscaping details of all parts on the

site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

1. a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
2. Biodiversity enhancements;
3. location, type and materials to be used for hard landscaping including specifications where applicable for:
 - a. permeable paving
 - b. underground modular systems
 - c. Sustainable urban drainage integration
 - d. use within tree Root Protection Areas (RPAs);
4. a schedule detailing sizes and numbers/densities of all proposed trees/plants;
5. specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and there shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority.
6. Unless required by a separate landscape management condition, all soft landscaping shall have a written five year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

Reason: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with saved Policy UHT7 of the Eastbourne Borough Plan.

8. Prior to first occupation of the development hereby permitted, details of external lighting shall have been submitted to and approved in writing by the Local Planning Authority. The external lighting shall be installed in accordance with the approved details and thereby retained as such unless a variation is subsequently submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of environmental amenity and biodiversity in accordance with saved policy NE28 of the Eastbourne Borough Plan and Policies D1 and D9 of the Eastbourne Core Strategy.

9. Prior to development commencing, detailed specifications and plans of the roof lights and associated shutters/blinds to be installed in the building hereby permitted, including details of how the blinds would be operated, shall be submitted to and approved in writing by the Local Planning Authority. The roof lights and associated shutters/blinds shall be installed and operated in accordance with the approved details prior to first occupation of the building and shall remain in perpetuity.

Reason: To prevent light pollution towards the South Downs National Park dark skies reserve in the interest of environmental amenity and the character of the natural environment in accordance with saved policy NE28 of the Eastbourne Borough Plan and policy D9 of the Eastbourne Core Strategy.

10. Prior to development commencing, detailed drainage drawings and calculations shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include evidence (in the form hydraulic calculations) that surface water discharge rates are limited to 5.0 l/s for all rainfall events, including those with 1 in 100 (+40% for climate change) annual probability of occurrence. The hydraulic calculations shall take into account the connectivity of the different surface water drainage features including the proposed grasscrete parking areas.

The details of the outfall of the proposed attenuation tank and how it connects into the public sewer system shall be submitted as part of a detailed design including cross sections and invert levels.

A maintenance and management plan for the entire drainage system shall be submitted to the planning authority before any construction commences on site to ensure the designed system takes into account design standards of those responsible for maintenance. The management plan shall cover the following:

- a) This plan should clearly state who will be responsible for managing all aspects of the surface water drainage system, including piped drains.
- b) Evidence of how these responsibility arrangements will remain in place throughout the lifetime of the development.

These details shall be submitted to and approved in writing by the Local Planning Authority and shall thereafter remain in place for the lifetime of the development.

Prior to the construction of the outfall, a survey of the condition of the public sewer and any existing on-site drainage connections which will take surface water runoff from the development shall be investigated. Results of the survey shall be submitted to and approved in writing by The Local Planning Authority. Any required improvements to the condition of the sewer and

drainage connections shall also be included and, if approved by the Local Planning Authority, implemented accordingly.

Prior to occupation of the development, evidence (including photographs) shall be submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.

Reason: In order to ensure the site is adequately drained and that surface water is appropriately managed in accordance with saved Policy US4 of the Eastbourne Borough Plan.

11. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters:

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and egress and routeing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interest of environmental amenity and highway safety in accordance with saved Policy NE28 of the Eastbourne Borough Plan and Policy D8 of the Eastbourne Core Strategy

12. Before first occupation of the development hereby approved, the car parking spaces, access and turning areas shown on drawing no SK20 Rev C shall be provided, and thereafter shall be retained for such purposes to the satisfaction of the Local Planning Authority. The parking provision shall include a minimum of two electric vehicle charging facilities which shall be installed prior to the first occupation of the development and maintained in place thereafter.

Reason: In order to ensure that the development is properly managed and does not result in any unacceptable hazard to highway safety or damage to residential amenity in accordance with saved policies HO20 and TR11 of the Eastbourne Borough Plan and policies B2 and D1 of the Eastbourne Core Strategy.

13. The repositioned vehicular egress onto Summerdown Close shall not be used until such a time as the existing egress has been permanently closed off using flint and brick walling of matching height and appearance as the existing boundary wall and the kerb reinstated. All new crossovers shall be constructed to ESCC standards and incorporate textured paving either side.

Reason: In order to ensure that the development is properly managed and does not result in any unacceptable hazard to highway safety or damage to residential amenity in accordance with saved policies HO20 and TR11 of the Eastbourne Borough Plan and policies B2 and D1 of the Eastbourne Core Strategy.

14. No part of the development shall be occupied/brought into use until visibility splays of 2.4 metres by 43 metres have been provided at the site vehicular access/egress onto Summerdown Road in accordance with the approved drawing ref: SK20 Rev C. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 600mm.

Reason: In order to ensure that the development is properly managed and does not result in any unacceptable hazard to highway safety or damage to residential amenity in accordance with saved policies HO20 and TR11 of the Eastbourne Borough Plan.

15. Before first occupation of the development hereby approved, full details of road markings and signage associated with the safe use of pedestrian site access shall be submitted to and approved by the Local Planning Authority

Reason: In order to ensure that the development is properly managed and does not result in any unacceptable hazard to highway safety or damage to residential amenity in accordance with saved policies HO20 and TR11 of the Eastbourne Borough Plan.

16. Before preparation of any groundworks or foundations for the development hereby approved, full details for the incorporation of water and energy efficiency measures, the promotion of renewable energy and sustainable construction within the development shall be submitted to and agreed in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details and thereafter so retained.

Reason: In the interest of providing sustainable development in accordance with policies B2 and D1 of the Eastbourne Core Strategy.

17. The premises shall be used as a nursing home only and for no other purpose including any other purpose in Class C2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987) (as amended) or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that order with or without modification.

Reason: In order to control the use of the building and prevent occupation by another use that may result in increased levels of activity and

disturbance, in accordance with saved policies NE28 and HO20 of the Eastbourne Borough Plan.

18. No occupation of the building shall commence until a management plan relating to noise, light and air emissions generated by the proposed development has been submitted to and approved by the Local Planning Authority, including, but not limited to, the following information:-

- Details of the amount of external lighting to be installed and the specifications of the lighting to be installed;
- Details to restrict light spill from interior lights to the exterior of the building;
- Details of any plant and machinery to be installed, including full specifications;
- Management of use of external amenity areas including hours of use and numbers of people using external amenity areas at any given time.

The use shall thereafter be carried out in accordance with these approved details.

Reason: In the interests of environmental and residential amenity in accordance with saved policies HO20 and NE28 of the Eastbourne Borough Plan.

19. Prior to the first occupation of the development hereby approved a Delivery & Service Management Plan, which includes details of the types of vehicles, how deliveries will take place and the frequency of deliveries shall be submitted to and approved in writing by the Local Planning Authority. All deliveries shall thereafter be carried out in accordance with the approved plan.

Reason: In order to ensure that the development is properly managed and does not result in any unacceptable hazard to highway safety or damage to residential amenity in accordance with saved policies HO20 and TR11 of the Eastbourne Borough Plan.

11 Appeal

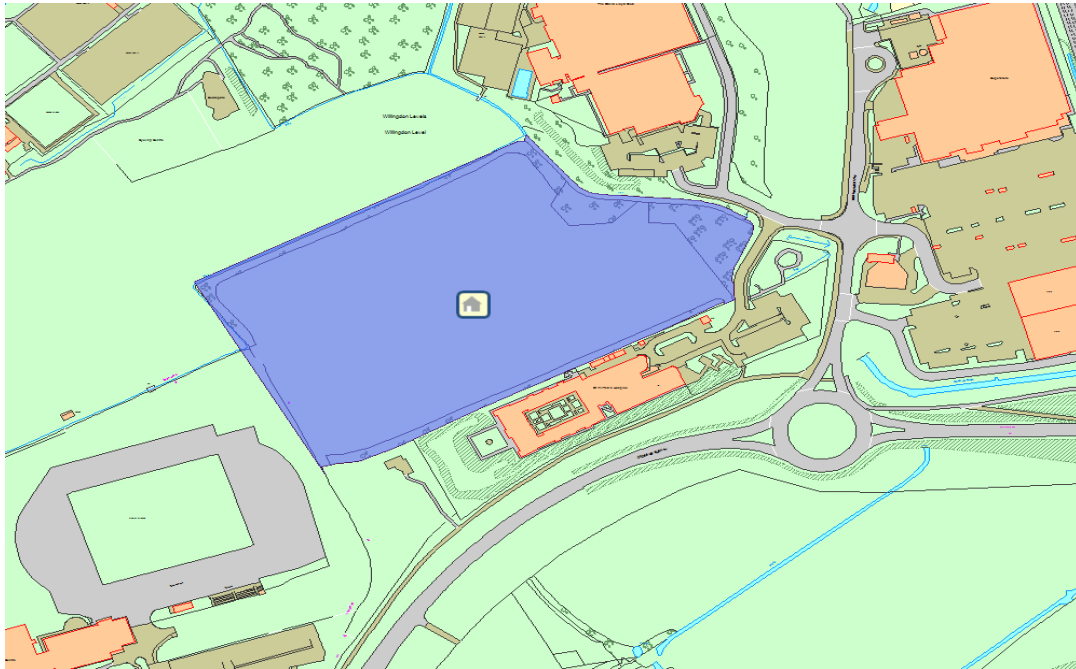
Should the applicant appeal the decision the appropriate course of action to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be written representations.

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Agenda Item 7

App.No: 190812	Decision Due Date: 15 January 2020	Ward: Hampden Park
Officer: Anna Clare	Site visit date: 12 November 2019	Type: Planning Permission
Site Notice(s) Expiry date: 21 November 2019 Neighbour Con Expiry: 12 December 2019 Press Notice(s): 28 October 2019		
Over 8/13 week reason: To allow for submission of further traffic modelling.		
Location: Land adjacent to Broadwater Way, Broadwater Way, Eastbourne		
Proposal: : Creation of new Special Educational Needs school, including part single / part two storey main school building, car parking and external play areas, landscaping and refuse storage area		
Applicant: The Department of Education		
Recommendation: 1. Subject to the Planning Committee resolving to grant planning permission then the application shall be referred to the Government Office to establish if the Secretary of State wishes to call in the application for their determination. 2. Subject to the Secretary of state not calling in the application then the application be granted planning permission subject to S106 Legal agreement relating to, sports pitch mitigation, local labour obligations, Traffic Regulation Order for Yellow lines on the access road, submission and monitoring of the Travel Plan. 3. If no meaningful progress is made on the S106 within 3 months of the resolution of the Planning Committee to delegate to the Head of Planning to refuse the application.		
Contact Officer(s):	Name: Anna Clare Post title: Specialist Advisor - Planning E-mail: anna.clare@eastbourne.gov.uk Telephone number: 01323 4150000	

Map location



1 Executive Summary

- 1.1 It is acknowledged that the scheme proposes a net reduction in available sports pitches at the site. Given this reduction the scheme falls to be referred to the Government Office for determination.
- 1.2 Notwithstanding the referral to the Government Office it is considered that the wider public benefit of the proposal outweighs the harm caused by the loss of the playing pitches.
- 1.3 In principle the application is supported given the identified need for the new school. It is not considered that harm would be caused, either on surrounding uses, on the highway network or visually on the area and therefore the application is recommended to be approved subject to S106 legal agreement and planning conditions.

2 Relevant Planning Policies

2.1 Revised National Planning Policy Framework (2019)

- 2. Achieving sustainable development
- 3. Plan-making
- 4. Decision-making
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places

- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment
- 16. Conserving and enhancing the historic environment

2.2 Eastbourne Core Strategy Local Plan (2013)

- B1: Spatial Development Strategy and Distribution
- B2: Creating Sustainable Neighbourhoods
- C7: Hampden Park Neighbourhood Policy
- D1: Sustainable Development
- D7: Community, Sport and Health
- D8: Sustainable Travel
- D9: Natural Environment

2.3 Eastbourne Borough Plan – Saved Policies

- NE3: Conserving Water Resources
- NE4: Sustainable Drainage Systems
- NE15: Protection of Water Quality
- NE18: Noise
- NE22: Wildlife Habitats
- NE28: Environmental Amenity
- UHT1: Design of New Development
- UHT2: Height of Buildings
- UHT4: Visual Amenity
- UHT6: Tree Planting
- UHT7: Landscaping
- UHT13: External Floodlighting
- TR2: Travel Demands
- TR7: Provision for Pedestrians
- TR6: Facilities for Cyclists
- TR11: Car Parking
- US4: Flood Protection and Surface Water Disposal
- LCF2: Resisting Loss of Playing Fields
- LCF16: Criteria for New Schools

3 Site Description

- 3.1 The site is situated to the South side of Hampden Park, east of the existing sports park, west of the David Lloyd Gym complex and north of St Wilfrid's Hospice. There is currently no vehicular access to the site, which is tree lined to the south and west. Various official and unofficial footpath access' exist to the site.
- 3.2 The site is currently occupied by sports pitches which form part of the wider Eastbourne Sports Park. The school is proposed to be sited on the southern part of the existing sports field, with the northern portion maintained as sports fields.
- 3.3 The wider surrounding area is characterised by low level commercial buildings with substantial footprints, evident in the retail park adjacent, David Lloyd Gym, Park Practice medical Centre and St Wilfrids Hospice.

4 Relevant Planning History

4.1 An application for pre-application advice was submitted for the construction of a new school on this site in June 2018. The response to such advice included, but was not limited to the following points:

- It is incumbent for any future application to provide a rigorous assessment of the frequency of use of the existing facilities and if it cannot be demonstrated that they are surplus to requirements, to set out a strategy to provide suitable replacement sports fields or to make improvements and enhancement to the facilities;
- The height of buildings should be kept to a minimum through the use of shallow roof pitches and no buildings should be above two storeys in height;
- Given the sensitivity of the neighbouring Hospice use, the building should be designed so as to prevent it from appearing overbearing towards the Hospice and offering intrusive views towards it;
- Further details need to be submitted to demonstrate how noise would be controlled and mitigation measures that would be employed;
- No objection was raised by the Council's Tree Officer to removal of trees to create the proposed access, advice was given as to the requirement for landscaping and an ecological survey to support an application.

5 Proposed development

5.1 The application proposes the erection of a new school. Funded by the Department for Education to be run by The Southfield Multi Academy Trust which consists of three special schools (Hazel Court, Lindfield Centre, South Downs School). The trust would then work across four schools and six sites within Eastbourne.

5.2 The school would educate up to 84 learners between the ages of 5 and 16 how was a diagnosis of Autism (ASD pupils) and will also include a separate centre called the Southfield Centre which will educate up to 51 learners with complex learning and medical needs (PMLD pupils).

5.3 The proposal will offer approximately 4047m² of teaching facilities including classrooms, specialist teaching spaces, library, sensory rooms, hydrotherapy pool, plus external play areas along with car parking and access from the existing road serving St Wilfrids Hospice. The school will employ approximately 95 full-time equivalent jobs, in teaching and non-teaching roles.

5.4 The proposal results in the loss of two football pitches (one senior, one junior) within the sports park. Two fields (one senior, one junior) will be retained to the north of the site as would the existing access from the sports park to the west. A further 5 senior pitches and 1 junior pitch are located elsewhere within the sports park.

5.5 The building proposed is part single, part two storey, with the two storey element located centrally with the east wing housing the increased height main hall.

6 Consultations

6.1 Sport England

- 6.1.1 It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.
- 6.1.2 Sport England has considered the application in light of the National Planning Policy Framework (particularly Paragraph 97) and Sport England's Playing Fields Policy, which is presented within its 'Playing Fields Policy and Guidance Document': www.sportengland.org/playingfieldspolicy
- 6.1.3 Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless one or more of the five exceptions stated in its policy apply.
- 6.1.4 The area outlined in red on the submitted drawings is a playing field that forms part of a wider playing field/sports hub area. The proposed development would result in the loss of approximately half of this section of the playing field. Sport England does not consider that the proposed MUGA and small football pitch proposed is sufficient to outweigh the extent of playing field lost in terms of quality and quality. It is noted that the report titled "*An equivalent quality assessment of the existing and proposed sports pitch provision for Summerdown School, Cross Levels Way, Eastbourne.*" has been submitted but this examines the wider hub site beyond the area outlined in red on the rest of the documents submitted. There is also no reference in any of the submitted documentation refereeing to this assessment and its recommendations therefore it is not clear if the works recommended in this document are linked to this development, would be implemented, to what extent they would be implemented, how the works would mitigate the loss and how the resultant site would be managed and maintained in the long-term. It should also note that Sport England does have concerns with some of the recommendations of this report.
- 6.1.5 Sport England, therefore, considers that the application proposes the loss of playing field without any adequate replacement provision proposed in an area where no borough wide surplus is identified. As a result Sport England does not consider that the application meets the requirements of the NPPF, paragraph 97, and Sport England's Playing Field Policy.
- 6.1.6 Overall, the proposed development would result in a substantial loss of playing field and would not align with any of Sport England's Planning Policy Exceptions. Sport England, therefore, **objects** to the application because it is not considered to accord with any of the exceptions to Sport England's Playing Fields Policy or with Paragraph 97 of the NPPF. To overcome Sport England objection it is recommended that it seeks to replace the playing field lost or seek an alternative site for the proposed development.

6.1.7 Should the local planning authority be minded to grant planning permission for the proposal, contrary to Sport England's objection then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, the application should be referred to the Secretary of State, via the National Planning Casework Unit.

6.2 Specialist Advisor (Arboriculture)

6.2.1 No material adverse comments to make subject to the following:

- That the recommendations made by the Council's ecology expert are implemented in full and that they are incorporated into a soft landscaping scheme.
- The tree protection measures for trees to be retained are implemented including installation of tree protection fencing prior to development operations and on-site arboricultural supervision (5.2 of Tree Survey & Report Delta Simmons Project 17-1117.01)
- A suitable planning condition is recommended to ensure that the existing vegetative cover surrounding the playing fields/football pitches are retained in accordance with the ecological report.

6.3 Specialist Advisor (Ecology)

6.3.1 As detailed in the *Preliminary Ecological Appraisal* (PEA) '*The Site is characterised by sports pitches bordered by woodland, hedgerow and scrub. A roadway and further woodland lie in the east*'. The following habitats are listed as being present on site: Broadleaved Semi-Natural Woodland; Mixed Woodland Plantation; Dense Scrub; Amenity Grassland; Intact Species-Poor Hedgerow; Dry Ditch; and Hardstanding. Looking at aerial mapping tools (dating to 2016/17), the situation still appear to be consistent to those recorded on the Phase 1 Habitat plan.

6.3.2 The Broadwater area of the Eastbourne Park wetland complex, a nominated Local Wildlife Site, is located immediately to the south of Cross Levels Way. The development should therefore have regard to the Eastbourne Park Supplementary Planning Document (EPSPD), specifically Key Principle 9: Green Corridors for the '*network of green, ecological corridors linking Eastbourne Park.....other areas of green space within the Borough;*' and '*Encouraging local schools to create wildlife habitat areas*'. The *Figure 9 Key Principle 9: Green Corridors* map, within the EPSPD, does not specifically show the development site within the corridor, however the opportunity is there to meet with this objective, with meaningful biodiversity net gains and connectivity highly feasible on this development.

6.3.3 The site has been identified with some potential for bats, reptiles and birds. Also to note, there are records of a Grey Bush-cricket and a Grey Heron (Sussex Biodiversity Records Centre) showing within close proximity on our mapping system.

- 6.3.4 The current design shows retention of the boundary habitat features including woodland, hedgerows and scrub, and as such the avoidance of direct impacts on the habitats assessed as likely to hold protected / notable species interest, including the trees identified with low bat roost potential. This is very much welcomed within the design, and the retention of such should be fully secured through the planning permission, if granted, with the protection, in its entirety through the whole construction phase with no development stray permitted within these habitats at any later date.
- 6.3.5 Further connectivity both north to south and east to west would also be encouraged within the development by way of the inclusion of green roofs, walls and tree / shrub planting, and should be included within the scheme design so as to meet with EPSPD KP9 green corridors to and from the adjacent Eastbourne Park.
- 6.4 Specialist Advisor (Planning Policy)
- 6.4.1 The application site is situated in the 'Hampden Park Neighbourhood' as identified by Policy C7 in the Eastbourne Core Strategy (2013). Policy C7 of the Core strategy explains that the vision for the 'Hampden Park Neighbourhood' is; *"Hampden Park will increase its levels of sustainability and reduce the levels of deprivation in the neighbourhood whilst assisting in the delivery of housing and employment opportunities for the town"*. The Core strategy also states that *"...the neighbourhood does suffer from deprivation in some areas and this is generally in relation to housing and education..."* Though the change of use would not provide housing, it would provide employment opportunities for the staff, it could go help with dealing with the problems caused by deprivation that affect education.
- 6.4.2 Policy LCF2: Resisting the Loss of Playing Fields of the Eastbourne Borough Plan, states that *"Proposals which result in the net loss of playing fields will not be permitted."* However, the application includes an Equivalent Quality Assessment, which indicates that as part of the development, they will create new sports pitches nearby, which will actually result in the net gain of 3,102 sqm of playing space. It is worth noting that the photographs of the Trail pits, used to show the quality of the soil and the depth of the thatch, have been duplicated from Figure 30 and 31 to Figure 32 and 33. This document would indicate that the proposal is compliant with policy LCF2.
- 6.4.3 Policy LCF16: Criteria for New Schools, in the Eastbourne Borough Plan, states that *"Planning Permission will be granted for new schools where it can be satisfactorily demonstrated that there is a need for such a facility, provided that...the development has no significant detrimental effect on environmental, residential or visual amenity..."* A preliminary ecological appraisal is provided with the application which concludes that the site is of low ecological value, however the woodland offers an ideal habitat for nesting birds and potential for bats, as well as providing a buffer from nearby developments. Several suggestions are made for the mitigation of these losses, though it is not clear from the application that these will be implemented.

- 6.4.4 It is worth noting that the site is within an Archaeological Notification Area. An archaeological evaluation has been carried out on this site, and identified archaeological remains. A series of archaeological works, in accordance with the Written Scheme of Investigation approved by East Sussex County Council, will have to be undertaken prior to the development of the site.
- 6.4.5 As described in the Planning Statement that was provided with the application, the NPPF requires that *“Local planning authorities should...give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications...”*
- 6.5 Regeneration
- 6.5.1 This application provides employment opportunity in the construction and operation of the development. The build will enable use of local SMEs and associated supply chain as well as on site construction employment. The operation offers a substantial number of long term jobs, many of which are likely to be non-teaching/support staff. The accompanying planning statement confirms that due to the school’s pupil intake, high staffing levels and care are required.
- 6.5.2 Regeneration in conjunction with the school’s management team and a local training provider would be keen to develop a bespoke support staff training programme to assist with initial recruitment.
- 6.5.3 In line with the thresholds for development detailed in the Local Employment and Training Supplementary Planning Document, Regeneration requests that should planning permission be granted it be subject to a local labour agreement covering the construction and first operation of the development. Page 10 of the planning statement acknowledges the Council’s Employment Land Local Plan seeks to secure local labour agreements on developments exceeding 1000 sqm or more. Subject to a local labour agreement, Regeneration supports the proposal.
- 6.6 County Archaeologist
- 6.6.1 The proposed development is within an Archaeological Notification Area defining the pre-historic wetlands of the Willingdon Levels, as well as prehistoric, Roman, medieval and post medieval sites. The archaeological potential of the site has been demonstrated by means of a recent archaeological trial trench evaluation carried out by Oxford Archaeology, which identified a later Bronze Age landscape of field systems, enclosures, pits, postholes and a possible trackway, along with struck flint and pottery of probable Neolithic date, and a limited concentration of Mesolithic lithic material. Dense but disturbed lithic scatters were also noted in the subsoil horizon of the site.
- 6.6.2 In light of the potential for impacts to heritage assets with archaeological interest resulting from the proposed development, the area affected by the proposals should be the subject of a programme of archaeological works. This will enable any archaeological deposits and features that would be disturbed by

the proposed works, to be either preserved in situ, or where this cannot be achieved, adequately recorded in advance of their loss. These recommendations are in line with the requirements given in the NPPF.

6.7 Lead Local Flood Authority

- 6.7.1 No objection raised. The drainage details indicate that a package foul treatment plant will be used and the effluent discharge through the proposed surface water outfall pipe to the adjacent watercourse. This watercourse discharges into a drainage network, which contributes surface water runoff to the Pevensey Levels, a designated Site of Special Scientific Interest (SSSI).

We note that the details of the foul treatment plant includes measures to manage the potential flotation due to high groundwater. However, no such measures are indicated for the proposed surface water attenuation tanks which will be subject to the same forces as a result of high groundwater.

6.8 East Sussex County Council Highways – Raise no material objection to the proposal. Their full representation is reported below.

- 6.8.1 *Original Comments of 19 November 2019 - The school campus intends to accommodate 135 pupils of ages 3-16 years, with operational hours 0700-1800hrs, and school day 0845-1515hrs Monday to Friday. The anticipated staff numbers are 95 full-time equivalent members that would be based permanently on site and approximately 10 visiting professionals on a daily basis.*
- 6.8.2 *The proposal has 2 departments – Summerdown School and Southfield Centre, each accommodating 84 and 51 pupils respectively, with staggered later start time by 30 minutes and finish time by 15 minutes for Southfield Centre.*
- 6.8.3 *A Transport Statement and Travel Plan have been submitted with this application.
The main issues to consider from a highway perspective are:*
a) Access
b) Highway impact
c) Internal layout, parking and servicing
d) Sustainable travel
- 6.8.4 *Access – the site is proposed to be accessed from Broadwater Way which is a private road owned by East Sussex County Council. The road was constructed as part of the approved Hospice development back in 2011 and St Wilfrid's have ownership of the area of road 8m north of their car park entrance (measured from the northern edge of that access). The remainder of the road which measures approximately 64m from St Wilfrid's land up to the edge of the unnamed road that leads to the David Lloyd Sports Club (private road) has carriageway width 6m and footway provision 2m wide which is construction detail that is compliant to adoptable standard. There are parking restrictions on the east side of the access road by way of double yellow lines. Parking does take place on street, predominantly on the west side of this access road from St Wilfrid's up to the location of the pedestrian crossing facility position at the junction with the private road to David Lloyd Sports club. This distance is*

approximately 54m and is area for around 8-9 cars. From the comments on the planning portal, there is a high probability that the parking on this access road is overspill parking from St Wilfrid's. There have been no reported crashes to the Police in this area for the period of 5 years (October 2014- October 2019). This access road has street lighting.

- 6.8.5 *The proposed access is positioned 57m south from the junction with the private road leading to David Lloyd club and staggered at approximately 17m from the St Wilfrid's car park entrance (measured mid-point to mid-point). This is a position where there is already an opening between the landscaped verge/trees. Visibility at the proposed access position can be achieved at 34m looking south and 45m looking north. The sightline distances are considered to be acceptable given that vehicle speeds do not generally exceed 20 mph in this location; access is 5.5m wide to allow for 2 way flow of vehicles; a footway provision on the south side, 2m in width. The bellmouth width is approximately 15m and distance from the proposed gate to edge of carriageway is 12m.*
- 6.8.6 *The details for the access provision lacks proper footway connection, and by this there should be an area of footway with dropped kerbs and tactile paving to direct pedestrians to a suitable location to cross the road and join existing footway infrastructure where a dropped kerb and tactile paving would also be required. The south side of the proposed access does not offer sufficient pedestrian visibility to see oncoming vehicles from south, nor can it join to the opposite side of the road where it is entirely ESCC land (3rd party land would be required). Potentially a crossing point located to the north of the proposed access or a footway along the west side of the access road to link to the existing crossing infrastructure would be more favourable. For this reason an alternative option should be considered to provide pedestrian access to/from the site that complies with the safe routes to school policy (TR10) (objection).*
- 6.8.7 *To demonstrate visibility and turning at the proposed access point there are swept path plans included to validate the manoeuvre through the access into the site and back to the access road. This covers vehicle sizes between 5.4m long (ambulance) and 12m long (refuse vehicle). These vehicles can be accommodated at the access theoretically. Parked cars along the access road may cause obstruction for larger vehicles to pass and also for pedestrian visibility where they wish to cross the road. Parking restrictions may be imposed to safeguard access for all vehicles to both St Wilfrid's and the proposed development and to enable a safe position for pedestrians to acknowledge passing vehicles and to cross to road safely.*
- 6.8.8 *In principle the details provided for vehicular access position is acceptable and details will be required to secure pedestrian access and parking restrictions. Based on the highway authority policy for major development, a RSA1 is also required for this proposal. As such, matters regarding access cannot be supported until additional information is submitted.*
- 6.8.9 *Highway Impact*
Within the Transport Statement, the applicant has set out what is the anticipated traffic impact arising from a specialist school in this location. For 135 pupils and 95 FTE staff the predicted vehicle trips are predominantly taxi borne as 95% of

pupils are transported by this mode. The evidence presented in this section of the Transport Statement has been drawn from information provided by the Southdown Trust.

- 6.8.10 *Set out in the section 'Pupil Travel', the applicant suggested that 128 out of the 135 pupils (95%) will arrive and depart by taxi on a daily basis. It suggests further that average taxi occupancy is 3-4 pupils and therefore approximately 32-43 taxis are likely to drop off and depart at every start and finish of each day Monday – Friday.*
- 6.8.11 *Firstly, pupil travel by taxi methodology needs to be supported with evidence. Having dealt with a number of special needs schools, shared taxis with more than 2 pupils is uncommon, and ESCC Transport Hub have verbally indicated that 3-4 pupils per taxi would be most unlikely. If 1-2 pupils arrive and depart by taxi, the traffic impact at this site is likely to be twice that of the predicted figure of 100 trips for pupils.*
- 6.8.12 *School capacity for 135 pupils would create a peak surge at arrival and departure times which may cause delays as a result of vehicles attempting to arrive and depart at the same time. It is suggested that there is a stagger period so that the arrival and departure of vehicles in the AM and PM drop off and pick up periods is spread, allowing school and other traffic to access the site and Hospice without causing unnecessary waiting periods. It is crucial that there is sufficient stack area within the site to prevent vehicles blocking or causing obstruction in the access road. The submitted assumption will require verification so that the internal stack capacity can be tested and that delays on the access road are not severe or exacerbate flows on Broadwater Way.*
- 6.8.13 *Trips calculated for school staff have been derived from census data for the local area, and this provides multi modal details for residents in the local area not for those working there. As the site is a destination and not an origin point, this is not the correct way to assume trips for this use. Generally, specialist staff would travel further whereas non-teaching staff are more likely to be locally based. The applicant has not drawn evidence from the 3 other specialist schools as to the staff modes of travel as suggested for the pupil trips. This approach would be more applicable than that as submitted and this aspect of the application will need to be reconsidered.*
- 6.8.14 *The transport statement has only included junction analysis for mini-roundabout connecting the site access and Broadwater Way for the peak periods relating to the school, to assess the impact on the highway network. For a proposed development that could potentially generate 300 trips in each peak period, wider assessment on the network is necessary, and the Broadwater Roundabout, Lottbridge Roundabout and Rodmill Roundabout should be considered.*
- 6.8.15 *The trip assessment for pupils and staff is not accepted at this stage and therefore the application of such trips on the network, namely the mini-roundabout on Broadwater Way.*

- 6.8.16 *Parking and servicing – the application proposes a total of 82 parking spaces for staff, visitors, and an ambulance bay. A set-down area for 25 vehicles in addition is proposed, and 2 spaces for mini-buses. This accords with ESCC's non-residential parking standards of 1 space per full time teaching staff and 1 per 3 full time non-teaching staff, 2 visitor spaces. Cycle accommodation has been proposed at the front of the school and securing this is possible by condition, with size to be agreed once it is known how many spaces are likely to be needed. The parking area has been designed in a looped arrangement which is considered to be the ideal type of arrangement for a specialist school where the majority of pupils travel by motor vehicle. As mentioned earlier, the trips associated with arrivals will require taxis to arrive and drop off pupil under supervision, and so may vary in the time taken to ensure that pupils arrive safely. The AM peak period is likely to result in queues of waiting taxis; arrivals and departures over a half hour period. If staggered, this period may extend to an hour but be less concentrated. In the PM peak, taxis will arrive and wait for end of school pick-up. This could potentially result in approximately 100 vehicles waiting collect pupils and concern is expressed with regard to how this can be managed without affecting the required safe operation of the access road and highway network.*
- 6.8.17 *A swept path plan for a refuse truck has been tracked to access the site, turn and exit in a forward gear.*
- 6.8.18 *Internal layout - The applicant should be aware that the gradient of any footway provision should be compliant with Disability Discrimination Act. Specifically, pedestrian facilities within the site should not be greater than 1:20 and be 2m in width to allow 2 wheelchair users to pass one another. It is noted that there is a pedestrian route through the car park area for car/taxi passengers. Ideally, those arriving and departing on foot should have access to an unobstructed and continual footway around the site between the site entrance and the school building entrance. Noted from the site visit was the generally level nature of the site and that achieving the recommended gradients should not be an issue.*
- 6.8.19 *Sustainable Travel – the site location is considered to be well connected by public transport (bus and rail), designated cycling routes and footways to enable it to be accessible by modes other than the private car.*
- 6.8.20 *This is not to say that the proposed development can, by the nature of the school extend sustainable transport initiatives to pupil travel as taxi travel for 1-2 pupils per journey is the same as a parent/carer transporting their child to/from school, unless pupils are local and within walking distance and able to walk or cycle. There are a number of challenges in making pupil travel sustainable and hence the assumption of 3-4 pupils per taxi requires proper justification:*
- 1) Catchment area. It is not stated in the planning submission what the distance threshold is, or whether it is Countywide. How does the expanse of the County allow the shared journeys?*
 - 2) There are 2 separate units within the proposed campus, both starting at different times. Will a taxi collect 2 children in the same village for example where one would have to wait half an hour before they could 'arrive'.*

- 3) *Depending on the special needs of the individual pupils, distance and ages, it may not be possible for sharing taxis as expressed by the applicant.*

6.8.21 *A framework school travel plan has been submitted which although is a welcomed element for the proposed development, it is expected that the travel plan is carefully tailored for the pupils attending, identifying abilities, travel routes and distances to encourage sustainable travel where possible. For staff, car sharing, public transport use, cycling and walking should be encouraged where possible. The content within the submitted framework is accepted, and it is acknowledged that this would be a live document, requiring annual updates and review throughout the life of the school.*

6.8.22 *As far as transport details are concerned, this application is incomplete and required further information and detail relating to access and highway impact. The pending items are:*

- 6.8.23
- a) Pedestrian access provision*
 - b) RSA1 for the proposed permanent access*
 - c) Taxi trip rate*
 - d) Junction assessments for roundabouts Rodmill, Broadwater and Lottbridge and reassessment when taxi trips rates have been agreed*
 - e) Staff trips from Southfield Trust schools in Eastbourne.*

6.8.24 *Parking controls on the access road by way of 'School Keep Clear' markings and parking restrictions close to the junction are required. This can be secured within an appropriate legal agreement as a scheme to be delivered by the applicant and include the Traffic Regulation Order fee of £5000.*

6.9 *East Sussex County Council Highways – Comments following submission of further information of 10 February 2020*

6.9.1 *This response follows on from a meeting between the applicant, transport consultant, ESSC passenger transport services, and the planning case officer to discuss the matters that had been flagged up as highway information required for a full assessment of this planning application to be made. The areas of discussion were based on the bullet points listed below and since then, further details by way of a Technical Note 2: Additional Transport Information and revised access and layout plan have been submitted.*

- Revised pedestrian access requirements*
- Stage 1 Road Safety Audit and designer's response for the revised access*
- Evidence of taxi occupancy for pupils arriving/departing the proposed school and taxi trip rate*
- Junction assessments for roundabouts Rodmill, Broadwater and Lottbridge and reassessment when taxi trip rates have been agreed*
- Staff trip assessment from Southfield Trust schools in Eastbourne to derive staff trip rate.*

- 6.9.2 *I will refer to each point in turn, and consider the submission of details recently submitted. For reference, my original comments are attached at the end of this report.*
- 6.9.3 *Pedestrian access – A revised access drawing has been provided and shows this redesigned to accommodate suitable access provision for pedestrians. Proposed now is a footway connecting on the west side of the access road (unnamed) up to existing tactile paving which is where the existing footway network is already present. The access into the site accommodates the footway and crossing point adjacent to the position of the gate so that pedestrians can use a walkway that is segregated from the car park. Drawing number 0100 rev 13 Landscape General Arrangement shows this arrangement. The only very minor concern is that the footway has been included on south side of the vehicular access right up to the carriageway where pedestrian visibility may be restricted by overgrown vegetation when looking south. This section of footway can be shortened so that pedestrians are not encouraged to cross over at this point, close to the vehicle access. The applicant should refer to comments made by the safety auditor in this regard. With regard to pedestrian access, I am satisfied that the extended footway section on the west side of the access road to connect to the existing highway network is acceptable and the minor amendment made as suggested.*
- 6.9.4 *Stage 1 Road Safety Audit and designer's response for the revised access – this has been provided and the only issues that were flagged up were related to pedestrian sightlines. This has been overcome by providing access as set out in the previous section.*
- 6.9.5 *School Travel and Taxi Occupancy Evidence – the transport occupancy assumption made in the former submitted Transport Statement was 2.5 pupils per vehicle. Verification was requested on the basis that other schools of specialist nature tended to occupy a lesser number of pupils per vehicle. It was from discussion on this matter at the meeting that it was proposed that an officer observation would be a useful exercise to verify the school transport operation. A site visit was carried out on 17th January at Lindfield School which has capacity for 84 but is oversubscribed by 11 pupils. This school is also managed by the Southdown Trust, and has pupils with similar needs to the proposed Summerdown School, also intending to enrol 84 pupils. Summerdown Centre, also being part of the proposal intends to have capacity 51 pupils with more specialist needs.*
- 6.9.6 *The gates to the school were open when I arrived at 0820 and there were 2 members of staff in the school car park who were marshalling and a staff member at the school building entrance. At 0842 taxis began arriving and the car park area was utilised as a loop so that taxis could stack in a way that pupils could leave the vehicles safely whilst being contained within the site. In total 18 taxi vehicles of which 12 were cars and 6 were people carriers. By 0855 the gates were closed as all taxis had arrived and only then pupils were chaperoned out of their respective vehicles turn by turn. All vehicles were able to fit into the car park and looped layby area and there was no evidence that vehicles had to wait outside the gate and obstruct the public highway. It is noted that Lindfield School had not been constructed with a specially designed drop*

off area, whereas the proposed site has incorporated a purpose built area in which to safely accommodate the arrival and departure procedure. The operation observed was considered be efficient and to account fully for pupil and highway safety with no disruption. Taxis contracted out for school transport are designated specifically for purposes of transporting children and have a chaperone present to ensure multiple collections and drop-offs are supervised. The occupancy of the vehicles to Lindfield School was 3-4 pupils per vehicle. Six pupils were observed arriving on foot.

- 6.9.7 *Having seen the Southdown Trust transportation operation in practice, it is clear that it works well and is a system that is supported for the 'school' proposal at Broadwater Way. The Summerdown Centre will have pupils attending with more specialist needs, including children requiring mobility assistance. As such vehicle occupancy may not be as high as 3-4 pupils per vehicles because of the space required for a chaperone as well as wheelchairs for example.*
- 6.9.8 *As a result an average occupancy rate of 2.5 has been discussed and accepted for the proposal. For 135 pupils, this would equate to 54 vehicles being present for dropping-off and collecting. It is proposed that Summerdown School has start time at 0845hrs and finish time 1500hrs; Summerdown Centre 0915hrs and 1515hrs respectively. This stagger would result in 25-30 taxis arriving and then departing by 0900 for the first cohort; this allows for 20-25 taxis to arrive and then depart by 0915 for the second cohort. There is expected to be a marshal at the gate to ensure that all arrivals can enter the site safely and not obstruct the access road. Please note that these figures are based on 100% of pupils arriving by taxi and that the school is at full occupancy, when in reality there will be some pupils who can walk to school and some that are transported by parents/carers.*
- 6.9.9 *It is therefore expected that between 0840 and 0915 approximately 100 trips would be generated at this site, with vehicle flows that are managed in tidal cohorts.*
- 6.9.10 *Teaching staff arrive between 0730 and 0800hrs and teaching assistants arrive between 0800 and 0830hrs, so that the arrival of pupils can be carried out with limited disruption and so that staff is available to assist transit between taxis and school where required.*
- 6.9.11 *Parking and pupil arrival/departure management: A plan has been provided within the Technical Note 2 which sets out a tracked stack system to allow taxis to arrive then wait for unloading before departing under instruction. I am satisfied that there is sufficient car park circulation space to allow this without disrupting the free flow of traffic on the access road leading to St Wilfrid's Hospice site.*
- 6.9.12 *Staff Trip assessment – Other Southdown Trust School staff profiles have been used to calculate the expected number of staff vehicle trips and car parking spaces required for this proposal. This has been verified and the numbers used to model the highway impact and to assign car parking is agreed. The modelled staff trips are summarised as 60 arrivals and 1 departure in period 0715-0815hrs which falls mostly into period just before standard AM peak, and 1*

arrival and 60 departures in period 1545-1645hrs which is just prior to standard PM peak 1700-1800hrs. These trips, have been applied to the modelling of junctions, discussed next.

- 6.9.13 *Junction Assessments – capacity at the junctions Broadwater Way mini roundabout; Broadwater Way/Cross Levels Way; Kings Drive/Rodmill/Cross Levels Way; Cross Levels Way/Lottbridge Drove have been tested in accordance with the request made in the original Highway Authority response for Base Year, forecast year 2024 and 2024 with development. These scenarios have been checked for impact on the network to understand how the inclusion of a school and associated traffic movements are likely to affect the highway network.*
- 6.9.14 *Proposed school peak periods 0715-0915/1545-1645 to cover both staff and pupil trips*
Broadwater Way mini roundabout – AM
Base 2019 - In this period the mini-roundabout operates comfortably within capacity. Maximum queues are 3 vehicles on the Broadwater Way south arm.
Base 2024 (no devt) – In this period the mini-roundabout operates comfortably within capacity. Maximum queues expected are 4-5 vehicles on the Broadwater Way south arm.
2024 with devt – this period sees the mini roundabout operating with its reserve capacity and maximum queue expected is 6 vehicles
Broadwater Way mini roundabout – PM
Base 2019 - In this period the mini-roundabout operates comfortably within capacity. Maximum queues are 2 vehicles on the Broadwater Way south arm.
Base 2024 (no devt) - In this period the mini-roundabout operates comfortably within capacity. Maximum queues expected are 2-3 vehicles on the Broadwater Way south arm.
2024 with devt – this period sees the mini roundabout operating within capacity and maximum queue expected is 3 vehicles.
- 6.9.15 *Impact summary: This mini-roundabout will experience additional vehicles by 2024 without this proposed development and even with the school development there will not be a discernible difference to its operation (AM queue increases by 2 vehicles between 0815 and 0915 by 2024). The junction will remain operating within capacity.*
- 6.9.16 *Broadwater Way/Cross Levels Way roundabout AM*
Base 2019 - In this period the roundabout operates at a level comfortably within capacity on arms Cross levels Way west and Broadwater Way, and reaches reserve capacity on Cross Levels Way east arm and experiences queue lengths of 6 vehicles.
Base 2024 (no devt) - as above but queue on Cross Levels Way east arm queue increasing by 1 vehicle. The remainder of the arms operate within capacity during this period.
2024 with devt – This period expects to see the Cross Levels Way east arm increasing by a further vehicle. The remainder of the arms operate within capacity during this period.

- 6.9.17 *Broadwater Way/Cross Levels Way roundabout PM*
Base 2019 - In this period the roundabout operates at a level comfortably within capacity on all arms. On Cross Levels Way east arm it experiences queue length of 3 vehicles.
Base 2024 (no devt) – as base 2019
2024 with devt – as base 2019
- 6.9.18 *Impact summary: This roundabout will experience additional vehicles by 2024 without this proposed development and the impact from the school development in 2024 will not make a discernible difference to its operation (AM queue increases by 1 vehicle between 0815 and 0915). The junction will remain operating within capacity by 2024.*
- 6.9.19 *Kings Drive/Rodmill/Cross Levels Way Roundabout AM*
Base 2019 -In this period the roundabout operates at a level comfortably within capacity on all arms. On Rodmill Drive arm it experiences queue lengths of 4 vehicles.
Base 2024 (no devt) – in the AM 0815-0915 there is an increase in flows that cause the Rodmill Drive arm to operate close to capacity with RFC value 0.95 and 9 vehicles more in the queue. The remainder of the arms are operating without constraint
2024 with devt – similar to base 2024, but with further constraint on the Rodmill Drive arm bringing RFC value to 0.98. Although this is still within capacity, queue length on this arm will reach 17 vehicles.
- 6.9.20 *Kings Drive/Rodmill/Cross Levels Way Roundabout PM*
Base 2019 - In this period the roundabout operates at a level comfortably within capacity on all arms. On Rodmill Drive arm it experiences maximum queue lengths of 3-4 vehicles.
Base 2024 (no devt) – as base 2019
2024 with devt – as base 2019
- 6.9.21 *Impact summary: this roundabout should operate as it does now, in 2024 when the school is open and has 135 pupils attending.*
- 6.9.22 *Cross Levels Way/Lottbridge Drove Roundabout AM*
Base 2019 - In this period the roundabout operates at a level comfortably within capacity on all arms. On Cross Levels Way arm it experiences queue lengths of 2-3 vehicles.
Base 2024 – as base 2019
2024 with devt – as base 2019
Cross Levels Way/Lottbridge Drove Roundabout PM
Base 2019 - In this period the roundabout operates at a level comfortably within capacity on all arms. On Cross Levels Way arm it experiences queue lengths of 5 vehicles.
Base 2024 – the Cross Levels Way arm sees additional queue length by 3-4 vehicles, and RFC value reaches 0.87, just marginally higher than 0.85. In operational terms, the roundabout should not be affected by the growth of traffic.
2024 with devt – it is expected that with school related traffic the base 2024 will see an increase to queue lengths on Cross Levels Way of 1 vehicle during

departure periods for staff and pupils.

6.9.23 *Impact summary: this roundabout will see additional pressure on the Cross levels Way arm in 2024 without the proposed development and although it would operate at a level close to theoretical capacity, the with development impact would not add significantly more to affect the operation of baseline 2024.*

6.9.24 *Conclusion*
The Technical Note 2 has presented the modelled junction summaries and overall I would conclude that with regard to the operation of the highway network there is not expected to be a material increase of traffic that will result in severe impact or cause delays significantly worse than would be present in 2024 predicted impact without development. It is understood that the presented impact is based on all pupils arriving by taxi which may not be the case and there will be some that will walk or travel by bus if accompanied. Furthermore, the school may not reach full capacity for some years after opening and the occupation of the school in terms of both staff and pupils will grow gradually; also as some pupils will be relocated to the proposed school from other Southdowns Trust schools that are oversubscribed currently, it can be assumed that there are already trips on the network that will transfer from either Lindfield or South Downs Schools to this one. The pedestrian access and proposed infrastructure by way of footway up to the junction with Broadwater Way is accepted and has been considered in the stage 1 Road Safety Audit.

7 Neighbour Representations

7.1 42 Letters of objection received from members of the public across Eastbourne and the wider area covering the following points;

- Impact of noise on adjacent Hospice
- Increase of traffic
- Impact on Hospice access
- Impact on Hospice parking
- If school gates are closed cars could block the access
- Disruption during build
- Loss of park
- Congestion at roundabout with Cross Levels Way
- Loss of trees

7.2 St Wilfrid's Hospice

Have written in objection to the application for the following reasoning:

- Requested consideration of alternative access as concerned about;
 - traffic flow on the existing access road;
 - width of access road, with or without on-street parking;
 - loss of overflow parking on access road.
- Concerns the traffic flow has been underestimated, both of patients and staff
- Potential for back up of vehicles if gates are closed
- Lack of noise mitigation measures

7.3 The hospice ran an in-house petition against the application with 535 signatures, a petition on the Council website requesting consideration of an alternative access had 98 signatures.

7.4 David Lloyd Clubs
Object to the application on the basis of the increase in traffic and the resulting impact on local businesses.

8 Appraisal

8.1 Principle of development

8.1.1 Paragraph 94 of the National Planning Policy Framework states, it is important that a sufficient choice of school places is available to meet the needs of existing and new communities and local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement. Local Planning Authorities should give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications. The proposals are considered to widen choice and this new facility is proposed to meet the specific learning needs of the children it will educate.

8.1.2 The East Sussex Education Commissioning Plan for 2017-2021 identifies a trend in increasing demand for specialist school places. Autistic Spectrum Disorder (ASD) primary need is anticipated to rise by 26% (205 places) and Profound and Multiple Learning Difficulties (PMLD) primary need is anticipated to increase by 50% (35 places). Therefore there is a demonstrable need for the facility and the County Plan for meeting identified need for new school places is reliant on all 135 places proposed being delivered in this location for September 2021.

8.1.3 Saved policy LCF16: Criteria for New Schools, in the Eastbourne Borough Plan, states that planning Permission will be granted for new schools where it can be satisfactorily demonstrated that there is a need for such a facility and subject to certain criteria which is considered to be met.

8.1.4 Therefore in principle the proposed new school is supported as there is an identified need for the provision.

8.2 Sports Pitch Provision

8.2.1 National Planning Policy Framework paragraph 97 states that existing open space, sports and recreational buildings and land, including playing fields should not be built on unless one of three exceptions are met. Exception b) states, the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.

8.2.2 Saved policy LCF2: Resisting the Loss of Playing Fields of the Eastbourne Borough Plan, states that proposals which result in the net loss of playing fields will not be permitted. However the policy allows in exceptional circumstances this will be allowed where alternative provision of equivalent community benefit is made available, or enhancement is made of the existing playing fields for

wider community use.

8.2.3 A detailed Equivalent Quality Assessment has been undertaken to compare the existing sports pitch provision and an Agronomy Report (Open Space Assessment) has been submitted in support of the application and the applicant has proposed a range of measures to offset the loss of the existing sports pitches.

8.2.4 However Sport England have raised an objection to the application. Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field unless one or more of the five exceptions stated in its policy apply. The issue arises from the lack of clarity over what works are to take place, a timeframe for these, and how they will be managed in the future, not the works in and of themselves.

8.2.5 Given the objection the application would if resolved to be approved, need to be referred to the Secretary of State.

8.3 **Impact on amenities of surrounding uses**

8.3.1 The site is situated to the north of St Wilfrid's Hospice which is a noise sensitive development. There are no surrounding residential properties that would be impacted by the proposed use. Given the distance it is unlikely that the nearby David Lloyd club would have any significant impacts from noise or disturbance.

8.3.2 In terms of impact on the Hospice the proposal is sited and orientated, so that windows generally face away from the hospice. At ground floor any views towards the hospice would be blocked by boundary treatments. The existing patient rooms of the hospice either face into an internal courtyard or out onto the garden at the western end of the site, therefore it is not considered there would be any overlooking or privacy impacts resulting from the proposed development.

8.3.3 The bulk of the school is single storey and therefore will not be overbearing on the existing hospice. The main impacts will be from general increase in footfall/vehicle impacts and potential for noise. The Hospice with windows closed is very tranquil; the location however with windows open is subject to high levels of traffic noise from the adjacent road. There is potential for noise impacts from the use of the outside play area's on the users of the hospice grounds. The proposal includes the erection of an acoustic fence to the boundary between the hospice and the school. A condition requiring the erection of the fence as soon as practicable is recommended to try to assist with some impacts from the construction noise and not just the noise once the school is operational.

8.3.4 The impacts of additional coming and going to the site, either footfall or vehicular will have limited impacts on the running of the Hospice, the road is set away from the building itself and the additional traffic will not impact generally on the noise perceived by the users of the Hospice.

8.4 Design

- 8.4.1 The building itself is for the most part single storey and as a result has a large footprint. Generally the building will not be visible from the road or wider area, but will be visible from within the sports field north of the site.
- 8.4.2 A palette of 2 brick tones has been selected to be robust and low maintenance, appropriate for a school typography. Colour is introduced in window reveals and canopies. The choice of materials is considered acceptable given the context as is the proposed bulk and scale of the proposal.
- 8.4.3 The landscaping and boundary treatments are considered typical of this type of use and not inappropriate within the setting of the park/sportsfields.

8.5 Ecology and Trees

- 8.5.1 The design shows the retention of the boundary habitat features including woodland, hedgerows and scrub and as such avoids direct impacts on the habitats assessed as likely to hold protected/notable species interest. A condition requiring no encroachment into these areas is recommended, including during the construction period.
- 8.5.2 Tree removal is kept to a minimum and impacts only a small section of the boundary for the new access. Otherwise existing trees are protected by condition along with the hedgerows and vegetation.

8.6 Highways Impacts

- 8.6.1 A number of comments have been received regarding the highway safety of the proposal and impacts of the loss of car parking on the access road. The application submission has been subject of scrutiny by the Highways Officer who following amendments, a Road Safety Audit of the access and further modelling of the traffic impacts has no objection to the proposal subject to the imposition of conditions.
- 8.6.2 The applicant has submitted details of other considered access points and why these have been discounted. It is considered that the proposal access is suitable for the proposed development and will not result in detrimental impacts to the highway network to justify a reason for refusal on this ground.
- 8.6.3 The access to the site has been the subject of a Road Safety Audit (RSA) at the request of the Highways Officer, the only issue raised was in relation to pedestrian sightlines which has been overcome by providing a revised pedestrian access with a walkway to the west side of the access road which connects to the existing highway network.
- 8.6.4 Following requests further modelling of the surrounding junctions for base year, forecast year 2020 and 2024 with the development. These show the impact of the proposal in terms of associated traffic movements. This has shown that the roundabouts will operate within capacity. It is also worth noting that a number of the pupils attending the school will do so from other over subscribed schools

within Eastbourne and as such journeys already existing within the network. As such it is not considered that the proposal will result in additional traffic movements, causing harm to the highways network to justify a refusal of the application on this ground.

- 8.6.5 The application proposes a total of 82 parking spaces for staff and visitors (this does not include the set down area for drop off or pick up of students). This accords with ESCC's non-residential parking standards of 1 space per full time teaching staff and 1 per 3 full time non-teaching staff. Therefore there are no concerns regarding overspill parking on surrounding uses.
- 8.6.6 The proposed access will result in the loss of on street car parking on the existing access road. The parking on the existing access is unauthorised as the road is unadopted. The proposed development will result in the loss of some car parking spaces due to the access road, and position of yellow lines to allow visibility and safe access. However this will provide a passing space which should actually improve the conflict which is currently experienced when this length of access road is fully parked.
- 8.6.7 The majority of the students attending the school will be dropped off by taxi, the arrangement has been designed in a loop arrangement which is considered to be the ideal type of arrangement for a specialist school where the majority of pupils travel by car. The Highways Officer has confirmed that the circulation space should allow the taxis to arrive, wait for the unloading/loading of passengers under instruction then departing without causing disruption to the free flow of traffic on the access road. This is also aided by an onsite marshal who is present for both am and pm arrival and departure from the site to ensure the vehicles do not block the free flow of the access road. This is a process that works well for other schools within the trust and given the fact that the circulation space for this school is specifically designed for this purpose no concerns are raised regarding this issue.
- 8.6.8 Therefore there are no justifiable reasons to refuse the application on Highways grounds. The modelling has shown no significant impacts on the highway network, no concerns regarding overspill parking, the access is suitable and safe and would include improvements of a passing pass for the access road, and a pedestrian path, and no concern is raised regarding the drop off/pick up arrangement blockages on the access.

8.7 **Conclusion**

- 8.7.1 There is an identified need for the new school and therefore in accordance with NPPF paragraph 94 the local planning authority should take a proactive positive and collaborative approach to meeting this need. Accordingly great weight should be given to the need to create the school. The loss of the sports pitches would be mitigated/compensated and the loss is considered acceptable on balance given the identified need for the school.
- 8.7.2 The actual building will have limited impacts on the adjacent Hospice, the main impacts will be from increased use of the access road, and noise impacts. Noise is considered to be mitigated some what by the acoustic fence proposed to the

boundary, and highways have raised no objection over the increased use of the access and with the proposed access arrangement with marshal there should be no significant impacts on the use of the access road from build up of vehicles.

- 8.7.3 The building design is considered acceptable and appropriate given the setting.
- 8.7.4 The loss of on street parking on the road is minimal and would provide a benefit by way of the passing space. Highways have raised no objection in principle to the traffic generation, and modelling has shown no long term impacts on the highway network capacity.
- 8.7.5 Therefore the proposal is supported.

9 Human Rights Implications

- 9.1 The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been taken into account fully in balancing the planning issues; and furthermore the proposals will not result in any breach of the Equalities Act 2010.

10 Recommendation

- 10.1 Subject to the Planning Committee resolving to grant planning permission then the application shall be referred to the Government Office to establish if the Secretary of State wishes to call in the application for their determination.
- 10.2 Subject to the Secretary of state not calling in the application then the application be granted planning permission subject to S106 Legal agreement relating to, sports pitch mitigation, local labour obligations, Traffic Regulation Order for Yellow lines on the access road, submission and monitoring of the Travel Plan.
- 10.3 If no meaningful progress is made on the S106 within 3 months of the resolution of the Planning Committee to delegate to the Head of Planning to refuse the application.
- 10.4 Grant planning permission subject to the following conditions:

- 1. The development hereby permitted shall be begun before the expiration of three years from the date of permission.

Reason: To comply with Sections 91 and 92 of the Town and County Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2. The development hereby permitted shall be carried out in accordance with the approved drawings:

P5351_2000 Rev K - Proposed Plans - GA
P5351_3000 Rev E - Proposed GA Elevations 1 of 2
P5351_3001 Rev C - Proposed GA Elevations 2 of 2

P5351_3500 Rev P03- Proposed Sections - GA
P5351_3501 - Proposed GA Sections Sheet 2 of 2
CPW -190224-E-EXT-00-01 Rev P1 - External Lighting Layout
CPW -190224-E-200-01-01(4.8-22) Rev P3 - Proposed Lighting Philosophy Layout
First Floor
P11781-00-001-GIL-0601 Rev 03 – Site Security Plan
MV07007-GIL-00-GF-DR-L-0100 Rev 13 – Landscape General Arrangement Plan

Reason: For the avoidance of doubt and in the interests of proper planning.

3. The external materials of the development shall be as shown on the approved drawings unless agreed otherwise in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development.

4. That no demolition, site clearance or building operations shall take place except between the hours of 8:00 a.m. and 6:00 p.m. on Mondays to Fridays and 8:00 a.m. and 1:00 p.m. on Saturdays and that no works in connection with the development shall take place on Sundays or Bank Holidays unless previously been agreed in writing by the Local Planning Authority.

Reason: In the interest of maintaining the amenities of surrounding users.

5. Prior to the occupation of the development hereby approved a Habitat Management Plan (HMP) shall be submitted to and approved in writing by the Local Planning Authority; the HMP is to include in full all the measures set out within the PEA notably Section 6.2 alongside the protection (in line with measures also set out in the Tree Report) and management of the woodland and hedgerow habitats in the long term in order to protect and enhance biodiversity value; the HMP shall thereafter be adhered to in full unless agreed otherwise for the lifetime of the development.

Reason: To protect and enhance the biodiversity of the site.

6. Prior to the occupation of the development hereby approved, landscaping plans shall be submitted to and approved in writing by the Local Planning Authority, thereafter the development shall be carried out in accordance with the approved landscaping plans. The landscaping plans shall include measures as set out in the PEA including use of appropriate species of biodiversity/ pollinator/wildlife value, alongside planting set out so as to promote and increase connectivity and green corridors on and off the site. The landscaping prescription is to employ native pollinator friendly species, avoid the use of non-native low value ornamental species, and avoid pesticide treatments in line with emerging council policy and strategy.

Reason: To protect and enhance the biodiversity of the site.

7. The Acoustic Fence shown on the approved plans shall be erected as soon as practicable and shall be retained as such thereafter for the lifetime of the development.

Reason: To provide noise attenuation to protect the amenity of the neighbouring Hospice.

8. No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a

written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with the National Planning Policy Framework.

9. No phase of the development hereby permitted shall be brought into use until the archaeological site investigation and post-investigation assessment (including provision for analysis, publication and dissemination of results and archive deposition) for that phase has been completed and approved in writing by the Local Planning Authority. The archaeological site investigation and post –investigation assessment will be undertaken in accordance with the programme set out in the written scheme of investigation approved under condition.

Reason: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with the National Planning Policy Framework.

10. Detailed surface water drainage drawings and calculations shall be submitted to and approved in writing by the Local Planning Authority. These shall include the following:
 - a. Surface water runoff from the proposed development shall be limited 12.7 l/s (as detailed in drainage strategy) for all rainfall events including those with a 1 in 100 (plus climate change) annual probability of occurrence. Evidence of this (in the form hydraulic calculations) shall be submitted with the detailed drainage drawings. The hydraulic calculations shall take into account the connectivity of the different surface water drainage features.
 - b. The details of the outfall of the proposed attenuation pond and how it connects into the watercourse or highway drains shall be submitted as part of a detailed design including cross sections and invert levels. Evidence that East Sussex Highways has agreed to the connection and discharge rate shall be provided with an proposed connection to the highway drains.
 - c. The detailed design of the attenuation pond shall incorporate details of measures which will be taken to manage the impacts of high groundwater on the hydraulic capacity and structural integrity of the drainage system shall be provided.
 - d. Details of the measures proposed to manage exceedance flows shall be submitted to the Local Planning Authority. This should also include details of how the existing overland surface water flows have been retained.
11. Prior to the construction of the outfall, a survey of the condition of the ditch/ordinary watercourse which will take surface water runoff from the development shall be investigated. Results of the survey shall be submitted to and approved in writing by the Local Planning Authority. Any required improvements to the condition of the watercourse shall also be included and, if approved by the Local Planning Authority, implemented accordingly.
12. A maintenance and management plan for the entire drainage system shall be submitted to the planning authority before any construction commences on site to ensure the designed system takes into account design standards of those responsible for maintenance. The management plan shall cover the following:
 - a. This plan should clearly state who will be responsible for managing all

aspects of the surface water drainage system, including piped drains.

b. Evidence of how these responsibility arrangements will remain in place throughout the lifetime of the development. These details shall be submitted to and approved in writing by the Local Planning Authority and shall thereafter remain in place for the lifetime of the development.

13. Details of measures to manage flood risk, both on and off the site, during the construction phase shall be submitted to and approved in writing by the Local Planning Authority. This may take the form of a standalone document or incorporated into the Construction Management Plan for the development.
14. Prior to occupation of the development, evidence (including photographs) shall be submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.
15. The development shall not become occupied until details of the layout of the new access and the specification for its construction which shall include details of pedestrian crossing, gateway, footway link, position of DYs, have been submitted to, approved in writing by the Planning Authority in consultation with the Highway Authority and the construction of the access has been completed in accordance with the agreed specification.

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

16. The access shall not be used until visibility splays of 2.4m by 34m are provided in both directions and maintained thereafter.

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

17. The development shall not be occupied until the car park has been provided in accordance with the approved plans and the area shall thereafter be retained for that use

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

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

Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons within the car park area

19. The development shall not be occupied until cycle parking area has been provided in accordance with the approved plans and the area shall thereafter be retained for that use

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

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

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

21. Development shall not commence until such time as temporary arrangements for access and turning for construction traffic has been provided in accordance with plans and details [that shall have been] submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason: To secure safe and satisfactory means of vehicular access to the site during construction.

22. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters:

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and egress and routeing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

23. The recommendations contained in section 5 of the Preliminary Geo-Environmental Risk Assessment (issued July 2018) shall be carried out in full during the course of the construction unless agreed otherwise in writing by the Local Planning Authority and if during construction contamination not previously identified is found to be present at the site then no further development on that part of the Site (unless agreed in writing by the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how the suspected contamination shall be dealt with and written approval for the associated strategy has been obtained from the Local Planning Authority. The remediation strategy shall be implemented thereafter as approved.

Reason: In order to ensure that the site contamination is dealt with in an appropriate way in the interest of maintaining the quality of the local water sources.

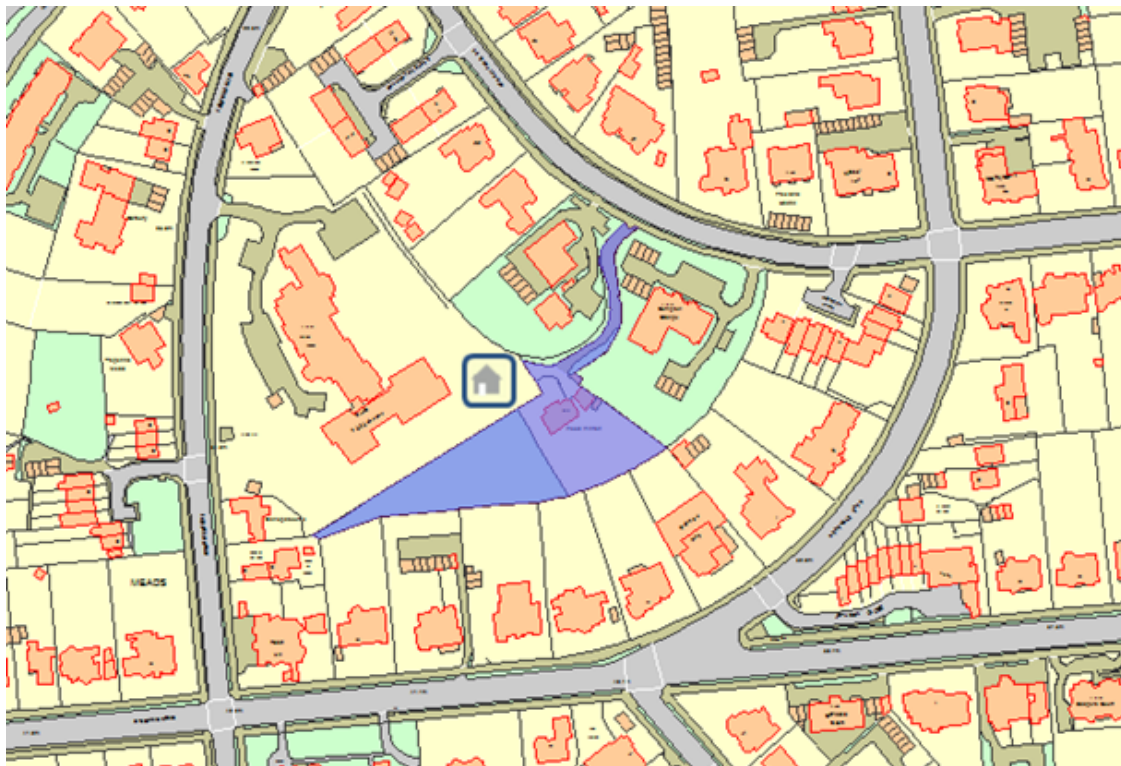
11 Appeal

- 11.1 Should the applicant appeal the decision the appropriate course of action to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be written representations.

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Agenda Item 8

App.No: 190861	Decision Due Date: 26 th February 2020	Ward: Meads
Officer: James Smith	Site visit date: 11 th December 2020	Type: Reserved Matters
Site Notice(s) Expiry date: 9 th December 2019 Neighbour Con Expiry: 9 th December 2019 Press Notice(s): N/A		
Over 8/13 week reason: Awaiting response from ESCC Highways		
Location: Wood Winton, 63a Silverdale Road, Eastbourne		
Proposal: : Reserved matters for 6 dwellings approved by outline permission 181206 appeal reference APP/T1410/W/19/3229204 requesting consideration of access, appearance, landscaping, layout and scale.		
Applicant: Mr Sal Dato		
Recommendation: Approve Conditionally		
Contact Officer(s):	Name: James Smith Post title: Specialist Advisor (Planning) E-mail: james.smith@lewes-eastbourne.gov.uk Telephone number: 01323 415026	



1 Executive Summary

- 1.1 The principle of constructing 6 dwellings within the site has been established following the approval of application 181206 (allowed on appeal). The matters are consideration relate to access arrangements, site layout, the scale and appearance of the development and landscaping arrangements only.
- 1.2 The submitted scheme shows an arrangement of suitably sized family dwellings that engage with each other in an effective way and create a distinctive character and sense of activity.
- 1.3 The proposed layout is sympathetic to the amenities of surrounding residents in terms of mitigating overlooking, overshadowing and overbearing impact. The layout is also consistent with the general characteristics of surrounding residential development in regard of plot sizes, building footprint and separation between buildings.
- 1.4 It is considered that the scale of the proposed dwellings is comparable to neighbouring residential dwellings and is suitable for the proposed development, given the size of individual plots, the overall size of the site and the proximity to neighbouring residential properties. It is considered that the design reflects general characteristics of surrounding development whilst generating a distinct sense of character for the development itself.
- 1.5 It is considered that the scale of the proposed dwellings is comparable to neighbouring residential dwellings and is suitable for the proposed development, given the size of individual plots, the overall size of the site and the proximity to neighbouring residential properties. It is considered that the design reflects general characteristics of surrounding development whilst generating a distinct sense of character for the development itself.
- 1.6 The site layout allows for sufficient space for appropriate levels of landscaping that would enable the site to retain a level of greenspace that would integrate with the surrounding green environment.
- 1.7 The proposed site access would be of sufficient width to allow for vehicles entering and leaving the site to pass one another as well as to allow pedestrians safe access and egress. A sufficient quantum of parking is provided to serve the development.

2 Relevant Planning Policies

2.1 Revised National Planning Policy Framework 2019

- 2: Achieving sustainable development
- 4: Decision Making
- 5: Delivering a sufficient supply of homes
- 9: Promoting sustainable transport
- 11: Making effective use of land
- 12: Achieving well designed places

2.2 Eastbourne Core Strategy Local Plan Policies 2013

B1: Spatial Development Strategy and Distribution
B2: Creating Sustainable Neighbourhoods
C11: Meads Neighbourhood Policy
D1: Sustainable Development
D5: Housing
D8: Sustainable Travel
D9: Natural Environment
D10: Historic Environment
D10A: Design

2.3 Eastbourne Borough Plan Saved Policies 2007

NE7: Waste Minimisation Measures in Residential Areas
NE28: Environmental Amenity
UHT1: Design of New Development
UHT2: Height of Buildings
UHT4: Visual Amenity
UHT5: Protecting Walls/Landscape Features
UHT6: Tree Planting
UHT7: Landscaping
UHT15: Protection of Conservation Areas
UHT16: Protection of Areas of High Townscape Value
UHT18: Buildings of Local Interest
HO1: Residential Development Within the Existing Built-up Area
HO2: Predominantly Residential Areas
HO6: Infill Development
HO7: Redevelopment
HO20: Residential Amenity
TR11: Car Parking
TR12: Car Parking for Those with Mobility Problems

3 Site Description

- 3.1 The site is roughly triangular in shape, being broad at the eastern end and tapering towards the western extremity.
- 3.2 The site includes the detached dwelling, Wood Winton, which is a large 2½ -storey dwelling which has painted render elevation walls and a tiled, hipped roof which contains a number of dormers. The dwelling is cut into a slope, which rises towards the rear of the building. There is a detached garage and other outbuildings to the side (east). A garden is provided to the rear (south) of the dwelling. Historic Ordnance Survey mapping shows that the site originally fell within the curtilage of Robin Hill Cottage but at some point became annexed from it.
- 3.3 The portion of the site where the proposed houses are to be located is predominantly flat but slopes upwards from the south to the north. There is also a gentler gradient running from the east of the site to the west. Neighbouring plots to the south and are at a higher level whilst those to the north and east are at a lower level. The majority of the site is enclosed by flint walling, which acts as a retaining

wall in places. The site has recently been cleared, with a number of trees being removed from the boundary and overgrowth and smaller trees and shrubbery removed from the site interior. The most notable remaining tree is a mature Lime tree, of significant stature, which is positioned adjacent to the site access road and is covered by a Tree Preservation Order.

- 3.4 The access road itself is entered via a dropped kerb in Silverdale Road. The road is hard surfaced, although significantly worn and potholed, and is steep and winding due to the topography and the layout of neighbouring sites. The access road is bordered by flint walling, which is damaged in places, and a green verge which includes hedgerow and occasional mature trees.
- 3.5 The site is fairly secluded due to its positioning to the rear of surrounding buildings, the surrounding topography and the presence of mature landscaping. Surrounding development is predominantly residential in nature and consists of large, generally detached, building originally separate dwellings but many of which have been subdivided into flats. These are interspersed with more modern three and four-storey blocks of flats that are set within well landscaped plots. Equally spaced street trees, grass verges and flint boundary walling generate a distinctive suburban character on the road. Many of the original buildings possess distinctive architectural features in the 'Arts & Crafts' vernacular and date from the late 19th to early 20th century. This is recognised by the fact that dwellings on St Johns Road that back on to the site are within the Meads Conservation Area whilst all other surrounding properties are within an Area of High Townscape Value.

4 Relevant Planning History

4.1 030202

Demolition of existing house and erection of three detached houses with garages.
Outline (some reserved).
Approved conditionally

4.2 060712

Renewal of outline planning permission EB/2003/0255(OL) for the demolition of existing house and erection of three detached houses with garages.
Outline (some reserved) - Approved conditionally

4.3 120089

Redevelopment of site including demolition of existing building and erection of three detached dwellings with parking and garages together with lengthening access drive (outline application).
Outline (some reserved) - Approved conditionally

4.4 160226

Demolition of existing dwelling, erection of 3 no. detached dwellings with parking and garages together with lengthening existing access drive.
Outline (some reserved) - Approved conditionally

4.5 180569

Outline planning permission (all matters reserved) for the erection of seven houses (AMENDED DESCRIPTION FOLLOWING REDUCTION OF UNITS) – Refused.

4.6 181206

Outline planning permission (all matters reserved) for the erection of six houses – Refused – Allowed at Appeal.

5 Proposed development

5.1 The application seeks approval of reserved matters relating to access, appearance, landscaping, layout and scale associated with the outline permission in place for the provision of 6 new dwellings on the site (181206).

5.2 The access and layout arrangements for the proposed development are broadly similar to the indicative plans provided with the outline scheme, although the dwelling footprints are slightly larger, in the case of plots 2-6 and markedly larger in the case of plot 1.

5.3 The configuration of the development would concentrate the new dwellings, all of which would be detached, towards the southern boundary of the site, with one dwelling to the south of Wood Winton, a line of four dwellings in a staggered row further to the west and a single detached dwelling towards the western corner of the site. The existing access road would be utilised, with passing points incorporated to allow for the safe movement of two-way traffic. The access road would be extended across the northern elevation of Wood Winton to form a spinal road serving the development. A turning head would be provided adjacent to Wood Winton.

5.4 Each dwelling would be provided with a car parking space under a car port structure with an additional tandem parking space on a hard surfaced driveway to the front of it. These driveways would be accessed directly from the main cul-de-sac.

5.5 Two different types of dwelling would be provided, the details of which are summarised below.

Plot No.	House Type	Dimensions (approx.)	GIA Provided*	GIA Required** Per Person
2-6	2½-storey 4 bedroom	Height (ridge) – 9.4m Height (eaves) – 4.9m Width – 6.3m Depth – 10m	145 m ²	103 m ² (5p) 112 m ² (6p) 121 m ² (7p) 130 m ² (8p)
5	2-storey 5 bedroom	Height (ridge) – 9m Height (eaves) – 4.9m Width – 9m Depth – 12m	190 m ²	110 m ² (6p) 119 m ² (7p) 128 m ² (8p)
* = GIA = Gross Internal Area ** = as per the DCLG's Technical housing standards – nationally described space standard (2015)				

- 5.6 The dwellings occupying plots 2-6 would have a gable ended roof with an additional small gable ended first floor overhang on the front elevation. One bedroom and an en-suite would be accommodated entirely within the roof space and would be served by rooflights on the front and rear roof slopes and a single second floor window within the side elevation, which would serve a landing. A lean-to style car port, accessed via a driveway, would be attached to the side elevation. All roofing would be surfaced in slate whilst external walls would be predominantly finished in white render, other than the first floor overhang and car port which would be finished in slate grey cladding. Each dwelling would have a rear garden with a hard surfaced patio area, planting and a bin storage area. Additional soft landscaping would be provided to the front of the dwellings.
- 5.7 The dwelling occupying plot 5 would have a gable ended roof which would be surfaced in slate. All walls would be finished in white render. A Car port would be attached to the front elevation. Vehicular access would be provided in the form of a driveway.
- 5.8 Each dwelling would be served by two on-site car parking spaces, one of which would be provided within a car part, with the other situated on a hard surfaced driveway. Two additional spaces would be provided opposite Wood Winton whilst two parking spaces and the existing detached garage would be retained for use by the occupants of Wood Winton. The existing access from Silverdale Road will be widened in places and a 1.2 metre wide footway (which would be marked in paint in places) would be provided for pedestrian access to the site.

6 Consultations

6.1 ESCC Highways:

- 6.1.1 It is noted that the layout plans, Transport Report, and Access and Design Statement submitted with application number 181206 were for 6No 2 bed dwellings and 1No 3 bed dwellings. Planning application 160226 for the demolition of the existing dwelling and erection of 3No dwellings was approved Aug 16 and Condition 7 concerning the access widening was discharged 2019 application no 190347.
- 6.1.2 Planning application 190347 for a widened access at the site has been approved and constructed. The access can now accommodate two way traffic. It is proposed to use road markings to separate pedestrians and vehicles along the access road. Although it is noted that vehicles may occasionally need to encroach the pedestrian area if 2 vehicles are required to pass the low expected vehicle flows along the access road make this acceptable.
- 6.1.3 Each of the 6No 4 or 5 bed dwellings has been provided with a carport and a parking space. There are 2 additional visitors parking spaces. The dimensions of the carports and parking spaces meet East Sussex County Council's parking standards, although the majority of the parking layouts are in tandem which is not ideal.
- 6.1.4 Using the East Sussex County Council Parking Demand Calculation Tool as set

out in the East Sussex County Council's 'Guidance for Parking at New Residential Developments', the expected demand for the proposed development can be calculated. For a residential development of 6 units, of which 5 four-bed and one five-bed, each with two allocated parking spaces the total expected parking demand would be for approximately 13 car parking spaces; of which 12 would be allocated and 1 would be unallocated. The proposed number of parking spaces proposed is therefore in line with the expected demand generated by the proposed development.

6.1.5 East Sussex County Council Guidelines for Parking at Residential Developments advise that each dwelling should be provided with covered, safe and convenient cycle storage for 2 cycles.

6.1.6 The applicant submitted a swept path plan for a refuse vehicle with application 181206. Although the refuse vehicle did not meet East Sussex County Council's standard length requirements it has been confirmed that the vehicle size used in the swept path plans is the size of vehicle used in Eastbourne.

6.2 Specialist Advisor (Arboriculture):

6.2.1 Only one of the trees on the driveway – a lime (T17 of the Order) is of interest. Subject to the demands of the Highways Engineers, it might be possible to retain this tree but to do so special protection measures will have to be employed.

6.3 Specialist Advisor (Planning Policy):

6.3.1 Policy C11 is the 'Meads Neighbourhood' policy, which sets out the vision for this area as the following; 'Meads will strengthen its position as one of the most sustainable neighbourhoods in the town. It will make an important contribution to the delivery of housing and increasing its importance to the tourism industry, whilst conserving and enhancing its heritage and historic areas.' This vision will be promoted through a number of factors, including 'Providing new housing through redevelopments and conversions in a mix of types and styles'. It has been identified in the Core Strategy as the second most sustainable neighbourhood in the borough.

6.3.2 The NPPF requires local planning authorities to identify and update annually, a supply of specific deliverable sites sufficient to provide five years' worth of housing. As of October 2018, Eastbourne is only able to demonstrate a 1.56 year supply of housing land, meaning that Eastbourne cannot demonstrate a five-year housing land supply. The NPPF would view this application with a 'presumption in favour of sustainable development,' as described in paragraph 14 of that document. It is not considered that the proposal would be contrary to the NPPF as a whole, or contrary to any specific policies in the NPPF.

6.3.3 It is important to note that as this application is for 6 additional units, it does not meet the threshold for contribution towards affordable housing. The application is, however, liable for CIL.

6.3.4 The Borough Plan Policy HO2 identifies this location as being predominantly residential. In order to reach housing targets, planning permission will be granted

for residential schemes within these predominantly residential areas. This site has been previously identified in the Council's Strategic Housing Land Availability Assessment (SHLAA). Therefore, policy has no objections to this application.

6.4 Southern Water:

- 6.4.1 Southern Water requires a formal application for a connection to the public sewer to be made by the applicant or developer.

6.5 Meads Community Association:

- 6.5.1 The Meads Community Association representing some 660 households in Meads is aware that following the planning appeal, consent has been given for 6 houses to be erected on this site. In Paragraph 1 of the inspectors decision the following statement is made: "The appeal is allowed and outline planning permission is granted for the erection of 6 houses at Wood Winton 63a Silverdale Road, Eastbourne, East Sussex BN20 7EY in accordance with the terms of the application Ref PC/181206 dated 10th January 2019, subject to the conditions set out by the planning inspector.
- 6.5.2 Application no181206 (being the third planning application for this site) was for outline planning for the erection of 5, 2 bedroom detached houses and 1, 3 bedroomed detached house. The application stated that all houses would have a car port and one additional parking space and the site would have 3 spaces for visitor parking. The original plan also stated that the proposals are for lower priced housing fairly close to the town centre making it more attractive to first time buyers.
- 6.5.3 The outline planning application submitted in November 2019 following the appeal Ref. 190861 is for one, 5 bedroom house and five 4 bedroom houses. On the site plan houses 2-5 will be 3 storeys and house 6 will have attic accommodation. The provision of 3 car parking spaces per property will increase vehicle movements as it is likely that as a result of the increase in size and accommodation each property may have 5 or more residents. Also of concern also is that there is very limited outside garden spaces for recreational use as these houses are designed as large family homes.
- 6.5.4 The original large house is to remain and we are aware that currently a number of people are resident in this house therefore adding to the number of movements and traffic to and from this site. We have a concern that there is no indication as to what is proposed for the existing house when considering the development as a whole.
- 6.5.5 The MCA considers that this latest proposal is a cynical attempt by the developer to use the planning process in order to ascertain the maximum potential for this site. There is obviously no regard to the existing environmental quality of the area as the site has already been cleared with the loss of a number of substantial trees and a development of this scale has a flood risk.

- 6.5.6 The problems identified by the previous objectors and the Planning Committee concerning access to the site still remain. The access to the development is along an uphill, long and winding driveway suitable for only one vehicle at a time and the pedestrian pathway is separated from vehicles by a painted line and not a separate kerbed pathway. There is also a preserved tree in the centre of the path half way down the drive.
- 6.5.7 The entrance to Wood Winton off Silverdale Road remains narrow and with the greater intensity of traffic generated from within the development this will cause additional problems in Silverdale Road. This is a busy road with a bus route and has parking on both sides of the road. Emergency vehicles would have major difficulties in accessing the development as would refuse and re-cycling vehicles. This part of Meads is recognised by EBC as having a high townscape value and this development if approved will have a severe impact on the character and appearance of this part of Meads adjacent to both the Meads and the likely extension of the College Conservation Area.
- 6.5.8 In Summary we consider that this application does not follow the inspectors decision which we believe was based on application 181206 for 6 2 bedroomed lower priced homes. The access for vehicles and pedestrians is poor especially for service and emergency vehicles. The layout and design of the site is a complete over development with the houses on 3 floors all with limited garden space based on maximising the value of the site rather to the disadvantage of the area. . Therefore we urge that this application is refused.

7 Neighbour Representations

- 7.1 Objections have been received from 26 individual addresses, raising the following concerns:
- Overlooking towards neighbouring gardens and accommodation
 - Increased air, noise and light pollution;
 - Loss of trees, grassed areas and biodiversity/habitat;
 - Service road to narrow for two way traffic;
 - Footpath blocked by protected tree;
 - Increased risk of surface water flooding and land slips;
 - Insufficient parking on site;
 - Access difficult for service vehicles due to parked cars on Silverdale Road;
 - Overdevelopment on site due to increase in number of bedrooms provided;
 - Lack of screening;
 - Permitted Development rights need to be removed;
 - Insufficient amenity space provided for family housing;
 - Loss of views;
 - Lack of infrastructure;
 - Additional bins will be left on Silverdale Road;
 - Dwellings out of keeping with surrounding development;

One letter of comment has been received:-

- A landscaping scheme using mature planting is required;

8 Appraisal

8.1 Principle of development:

- 8.1.1 The principle of erecting 6 new dwellings on the site has been established following the approval of outline permission by the planning inspectorate. The current application relates only to the layout, appearance, scale and landscaping of the development and the access arrangements.
- 8.1.2 Whilst the density of the development in terms of dwellings per hectare has been agreed, housing density can also be measures in terms of bedspaces per hectare, as stated in para. 005 of the MHCLG's Planning Practice Guidance for Effective Use of Land (2019). The amount of bedspaces provided within the development, which would be defined by its layout and scale, can therefore be taken into account in the context of seeking development that represents an optimal use of the site, as required by para. 123 of the Revised National Planning Policy Framework (2019).
- 8.1.3 The content of section 12 of the Revised NPPF, 'Achieving well-designed places', is also of particular relevance in determining this reserved matters application. The guidance provided in para. 127 within this section requires development to be functional, visually attractive and effectively landscaped, to respect the surrounding built environment and landscape (whilst not discouraging innovation or change such as increased density), to possess a strong sense of space and to be safe, inclusive and accessible. It is also required that a high standard of amenity is provided both for existing residents as well as the future occupants of the development.
- 8.1.4 With regard to the access arrangements, para. 109 of the Revised National Planning Policy Framework states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 8.1.5 The proposed development will therefore be determined in the context of the NPPF, along with development plan policies that reflect the NPPF position and any other development plan policies relevant to the development.

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

- 8.2.1 The proposed scheme is broadly similar to the indicative layout plan submitted with the outline application, albeit with a marginal increase in the footprint of the dwellings occupying plots 2-6 and a more marked increase in the footprint of the unit occupying plot 1. In para. 8 of his report allowing outline permission on appeal, the Planning Inspector stated that *'the indicative layout demonstrates that, in principle, it would be possible to erect six dwellings on the land within plots that would provide a good degree of separation between individual buildings.'*

- 8.2.2 The site is raised above the site levels of neighbouring flatted development to the north and west, whilst the flatted development that backs on to the south of the site are at a higher level. The road serving the development would flank the northern site boundary, where there is a flint wall in place that would prevent light spillage from car headlights into neighbouring windows and also provide a degree of soundproofing.
- 8.2.3 The proposed dwellings include a two-storey property occupying plot 1 and properties that include a second floor occupying plots 2-6. The dwellings occupying plots 2-6 would essentially appear as two-storey dwellings in terms of scale as the entire second floor level would be accommodated in the roof space. It is noted that the eaves height of the 2-storey and 2½-storey dwellings is identical whilst the ridge is only 0.4 metres higher. Whilst the dwellings are positioned relatively close to the southern site boundary, a significant distance is maintained between them and neighbouring flats. This degree of separation, combined with the differential in levels between the site and development to the south is considered sufficient to prevent the dwellings from appearing overbearing. For the same reason, it is also considered that the proposed development would not cause undue levels of overshadowing.
- 8.2.4 The dwellings towards the western end of the site are also within relatively close proximity to the northern boundary, on account of the tapering nature of the plot. However, distances of a minimum of 21 metres would remain in place between the elevations of the proposed dwellings and the residential building to the north and this is considered sufficient to soften visual impact of the development. Whilst the level of the application plot is raised above that of the adjoining site to the north, this degree of separation combined with partial screening provided by the flint boundary wall is considered to soften impact and ensure that the development does not appear overly dominant when viewed from the neighbouring site. The presence of visual gaps between individual dwellings would also help to maintain a sense of spaciousness in outlook from windows belonging to surrounding residential property.
- 8.2.5 Due to the distances maintained between the proposed dwellings and neighbouring properties it is not considered that views from their windows would offer intrusive or invasive views towards neighbouring flats and dwellings. In addition, views towards neighbouring property would only be realistically available at first floor level due to the screening offered by existing site boundary treatment. Whilst parts of the communal amenity space serving flats to the north and the south of the site would be positioned closer to the proposed dwelling it is not considered views into these areas would be overly invasive and would be comparable to views of these amenity spaces available from other neighbouring property. It is noted that the dwellings closest to neighbouring flats, those at plots 1 and 6, are orientated 'side on' to the buildings on adjoining sites so as to minimise the views towards them. In the case of plot 1 the only first floor windows in the side elevation would serve bathrooms and a condition can be used to ensure these are obscurely glazed. In the case of plot 6, there are no windows at all within the side elevation facing to the south, whilst the first and second floor windows facing to the north serve landings and a bathroom rather than any primary habitable room.

8.2.6 The provision of second floor accommodation at plots 2-6 would be achieved through the use of rooflights rather than dormers. The primary function of these rooflights would be to provide natural light and ventilation within the rooms that they serve. As they would be installed within the roof slope they would be angled upwards rather than directly towards neighbouring properties. As such, it is not considered that they would cause any unacceptable impact upon the privacy of neighbouring residents. A condition will be attached to any approval to remove permitted development rights in order to prevent dormers being formed at a later date, without going through the full planning process, as this type of feature would have a greater potential to allow for intrusive views or to appear overbearing.

8.3 Design issues:

8.3.1 The proposed development would incorporate two different forms of dwelling. Although plots 2-6 would accommodate rooms within the roof, the design and scale of each of the proposed dwellings is essentially in the form of a two-storey, gable roofed dwelling. The buildings immediately surrounding the development are predominantly large blocks of flats and, as such, it would not be expected for the proposed dwellings to replicate their appearance. However, general characteristics such as the use of gable roofing are consistent with surrounding development, as is the scale of the proposed dwellings which is considered to be reflective of the two and three-storey dwellings that occupy the nearby Fitzgerald Close. The use of rooflights on the buildings occupying plots 2-6 is not considered to be incongruous as they do not overwhelm the overall roof slope and there are rooflights installed on other nearby buildings, including at Hunters Lodge, which backs on to the site.

8.3.2 In any case, the self-contained nature of the site, combined with the scale of the development, warrants the overall development possessing its own distinctive character, as encouraged by para. 127 of the Revised National planning Policy Framework.

8.3.3 The increase in the footprint of the proposed dwellings over those shown on the indicative plan provided with the outline application would not result in dwellings that are overly large, particularly when viewed in context of the footprint of neighbouring buildings. The largest dwelling, occupying plot 1, is set on a more spacious plot than the smaller dwellings, ensuring that the development would not appear cramped. Individual plot sizes are comparable to surrounding development of residential dwellings, examples being Fitzgerald Close and Jephson Close, as is the ratio between building footprint and garden size.

8.3.4 All dwellings will be fronted by a soft landscaped area, with hard surfaced parking restricted to the side of the building. As a result, the development would not be visually dominated by parked cars and hard surfacing. The car port structures would also provide sympathetic screening to parked cars.

8.3.5 Due to the arrangement of the dwellings within the development, and their orientation in relation to surrounding residential buildings, the overall development would benefit from a good degree of natural surveillance. The development would also not include any secluded or isolated areas. As a result, it is considered that the proposed development would not be susceptible to anti-social or criminal behaviour nor would future occupants be subject to an unacceptable fear of crime.

8.3.6 All dwellings would engage with the street scene due to their orientation and arrangement of fenestrations. It is considered that this would help to generate and inclusive and welcoming environment that would promote interaction between residents and instil a strong sense of space, as encouraged by para. 127 of the Revised National Planning Policy Framework.

8.4 Landscaping:

8.4.1 The site has recently been cleared and this activity involved the removal of a number of mature trees that were positioned around the site boundaries. Overgrowth and smaller trees were also removed from the site interior. The submitted plans include details of new tree and shrub planting along the southern and western site boundaries. Further details will be required of the exact amount of planting, the different species used and their height at the time of planting. This can be achieved through the use of a planning condition. It is also considered that the provision of some planting should be included along the northern boundary. Whilst new tree planting of a height similar to the trees removed from the site boundary would not be suitable on account of proximity to the new dwellings, it is noted that boundary planting was not considered by the planning inspector to provide any essential screening in terms of privacy.

8.4.2 Whilst new tree planting of a height similar to the trees removed from the site boundary would not be suitable on account of proximity to the new dwellings. It is noted trees had been removed at the time of the appeal site visit and that boundary planting was not considered by the planning inspector to provide any essential screening in terms of privacy. However, the value of landscaping as a means to preserve an element of the current green nature of the site is important and it is considered that the provision of new planting, as well as the presence of front and rear lawns, is essential to maintaining a suitable green environment.

8.4.3 A lime tree covered by a Tree Protection Order may be affected by the development as it is positioned adjacent to the widened access road and on the course of the proposed pedestrian footpath. The Councils arboriculturalist recommends that steps should be taken to protect the tree during construction works as well as following completion in order to ensure it is not damaged. If this is not possible, the Arboricultural Officer would accept the loss of this tree if it required on the grounds of highway safety (see para. 6.2.2).

8.4.4 The retention of the existing flint and brick walls enclosing the site is considered to be important due to the screening these walls provide, the purpose they serve in places as retaining walls and the contribution they make towards the character of the site and neighbouring properties. Any landscaping scheme would need to include surveys of these walls and details of necessary repairs that will need to be made. Further details of other boundary treatment, including garden screening, would also need to be provided. It is recommended that the front of sites are kept open plan in order to prevent the installation of boundary fencing that may divorce individual sites from the wider street scene.

8.4.5 Site landscaping, both hard and soft, will also play an important role in relation to surface water drainage. As such, a condition will be used to secure a

comprehensive landscaping scheme that maximises areas of soft landscaping and that utilised permeable hard surfaces where feasible in order to improve overall site permeability.

8.5 Impacts on highway network or access:

- 8.5.1 The proposed development would utilise the existing site access from Silverdale Road, which would be widened in order to allow for sufficient room for vehicles entering and leaving the site to pass each other. A pedestrian footway, part of which would be marked out as a painted surface, would also be provided to allow for pedestrians to enter and leave the site safely.
- 8.5.2 The access road shown on the layout plan includes passing points and a marked out pedestrian footpath. The climbing and winding nature of the road would also act as a natural deterrent to vehicles travelling at speed and, thereby, presenting a risk to pedestrians.
- 8.5.3 The Highways Officer did note that a 9 metre vehicle had been used as the basis for swept path analysis for refuse vehicles accessing the site, and that this was shorter than the standards used by ESCC. However, it has been confirmed that the vehicles used for refuse collection in Eastbourne are 8.54 metres long (with a wheelbase of 5.6 metres). As such, the swept path analysis that has been provided is considered to be acceptable. It is understood that refuse lorries do not currently use the lane but this is due to there being no turning facilities at present. The proposed development would provide a turning head to allow refuse lorries to leave the site in forward gear.
- 8.5.4 Each dwelling would be provided with two car parking spaces, one of which would be provided within a car port. This is a sufficient amount of car parking to support the development without giving rise to concerns of increased car parking pressure on the surrounding highway network. These car parking spaces would be directly alongside the dwelling and, therefore, be easily accessible. The parking spaces would be entered directly from the main access road and there is sufficient manoeuvring space to allow cars to turn into and out of the spaces. A turning head is also to be provided to allow for vehicles, including servicing vehicles, to turn and leave the site in forward gear.

8.6 Sustainable development implications:

- 8.6.1 It is noted that the Lead Local Flood Authority have objected to the scheme, on the basis of a lack of information being provided. Given that the application is for outline permission only, it is considered that the concerns raised, which relate to the ability of the ground to support infiltration drainage, could be addressed by the applicant carrying out the requested testing and submitting results at the reserved matters stage. It is also noted that there is an opportunity to use the Southern Water public sewer for surface water disposal if infiltration is found to be unfeasible.

8.7 Other matters:

- 8.7.1 As the development would involve a net increase of 6 residential dwellings, it

would be liable to a Community Infrastructure Levy (CIL) charge. As such, a liability notice would be issued to the developer, should planning permission be granted.

- 8.7.2 The scheme proposes new dwellings on a sloping site and as such the development proposes stepped access to the front doors. It is recognised that under building regulations that these steps should be ambulant and also that level access should be delivered to/through the rear of the property. An informative will be placed on the approval notice to cover this issue.

9 Human Rights Implications

- 9.1 The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been taken into account fully in balancing the planning issues; and furthermore the proposals will not result in any breach of the Equalities Act 2010.

10 Recommendation

- 10.1 That the application is approved, subject to the conditions listed below.

1. The development hereby permitted shall be begun before the expiration of three years from the date of permission.

Reason: To comply with Sections 91 and 92 of the Town and County Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the following approved drawings:-

- 94554/301;
- 94554/302;
- 94554/303;
- 94554/304;
- 94554/305;
- 94554/306;
- 94554/307;
- 94554/308;
- 94554/BP;

Reason: For the avoidance of doubt and in the interests of proper planning.

3. The external materials and finishes of the dwellings hereby approved shall be in accordance with the schedule of materials provided on approved plans 94554/306 and 94554/308.

Reason: To ensure a satisfactory appearance to the development in the interests of visual amenity and the character of the surrounding area in

accordance with policy D10a of the Eastbourne Core Strategy (2013) and saved policy UHT1 of the Eastbourne Borough Plan.

4. Prior to the commencement of development, details of surfacing, signage and any other measures to control and direct traffic movements, as well as identify a continuous pedestrian footway to serve the development, shall be submitted to and approved by the Local Planning Authority. Thereafter, the access shall be constructed in accordance to these details prior to the occupation of the development and maintained as such thereafter.

Reason: In the interests of highway safety in accordance with para. 109 of the Revised National Planning Policy Framework and Policy D8 of the Eastbourne Core Strategy.

5. The development hereby permitted shall not be occupied until car parking spaces shown on approved plans 94554/301, 94554/302 and 94554/303 have been surfaced and marked out. The parking spaces shall thereafter be maintained throughout the lifetime of the development and the land on which they are positioned shall be used for no purpose other than for the parking and turning of vehicles.

Reason: To ensure adequate parking provision for the development and to prevent overspill to on street car parking in accordance with Policy TR11 of the Eastbourne Borough Plan (2007).

6. Prior to the commencement of development, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. This shall include the size of construction and delivery vehicles, wheel cleaning facilities, traffic management (to allow safe access for construction vehicles), contractor parking and a compound for plant/machinery and materials clear of the public highway. Associated traffic should avoid peak traffic flow times.

Reason: In the interest of environmental amenity and highway safety in accordance with saved Policy NE28 of the Eastbourne Borough Plan and Policy D8 of the Eastbourne Core Strategy.

7. No development shall take place until details of surface water drainage, which shall follow the principles of sustainable drainage as far as practicable, have been submitted to and approved by the Local Planning Authority. The drainage shall be provided in accordance with the approved details. The information provided will need to include details of how surface water associated with the site and access road will be managed so as to prevent discharge onto the public highway.

The implementation of such details as approved shall be subject to soil/porosity tests for all soakaways, as deemed necessary by the Local Planning Authority, and the development shall not be occupied or used until written confirmation has been received from the Local Planning Authority confirming approval of both the porosity tests and the completed surface water drainage measures.

Reason: In order to ensure the site is adequately drained and that surface water is appropriately managed in accordance with saved Policy US4 of the Eastbourne Borough Plan.

8. Details for the provision of cycle storage in accordance with East Sussex County Council's adopted standards shall be submitted to and approved in writing by the Local Planning Authority, and the approved details shall be implemented before the first occupation of the relevant part of the development to which they relate and retained thereafter.

Reason: To provide for alternative modes of transport in accordance with policy D8 of the Eastbourne Core Strategy.

9. No enclosure or infilling of the sides of the car-ports hereby approved shall take place without the prior written consent of the Local Planning Authority.

Reason: In order to secure the ongoing use of the car ports for parking purposes only in accordance with policy D8 of the Eastbourne Core Strategy.

10. Details of refuse and recycling storage to serve the development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the residential development. The refuse storage facilities shall be provided in accordance with the approved details prior to occupation and shall thereafter be retained as such for the duration of the permitted use.

Reason: To preserve the residential and visual amenities of the locality, in accordance with saved policies UHT1, HO20 and NE28 of the Eastbourne Borough Plan.

11. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no buildings, structures or works as defined within Part 1 of Schedule 2, classes A-F inclusive of that Order, shall be erected or undertaken on the site.

Reason: To enable the Local Planning Authority to regulate and control the development of land in the interest of visual, residential and environmental amenity in accordance with saved policies UHT1, HO20 and NE28 of the Eastbourne Borough Plan.

12. No floodlighting, security lighting or other external means of illumination of the site shall be provided, installed or operated in the development, except in accordance with a detailed scheme which shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: In the interest of environmental amenity and biodiversity in accordance with saved policy NE28 of the Eastbourne Borough Plan and Policies D1 and D9 of the Eastbourne Core Strategy.

13. Before preparation of any groundworks and foundations on site for the

development hereby approved, a scheme of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out in accordance with the approved details. These details shall include proposed boundary treatments, proposed finished levels and contours, hard surface finishes (which should be permeable where possible), details of any retaining walls, steps, railings, walls, gates or other supporting structures, car parking layouts, other vehicle and pedestrian access and circulation areas, minor structures (e.g. refuse and other storage units). The information shall also include indications of all existing trees and hedgerows on the land, including those to be retained, together with measures for their protection which shall comply in full with BS5837:2012 Trees in relation to design, demolition & construction – Recommendations, in the course of the development, together with a scheme for the subsequent maintenance of any trees, shrubs and hedges retained on the site and any proposed to be planted as part of the approved landscaping scheme. Soft landscape details shall include planting plans, written specifications, schedules of plants - noting species (which should be indigenous), planting sizes and proposed density.

Reason: In the interest of biodiversity, visual, residential and environmental amenities and surface water management in accordance with saved policies UHT1, NE28, HO20 and US4 of the Eastbourne Borough Plan and Policies D1 and D9 of the Eastbourne Core Strategy.

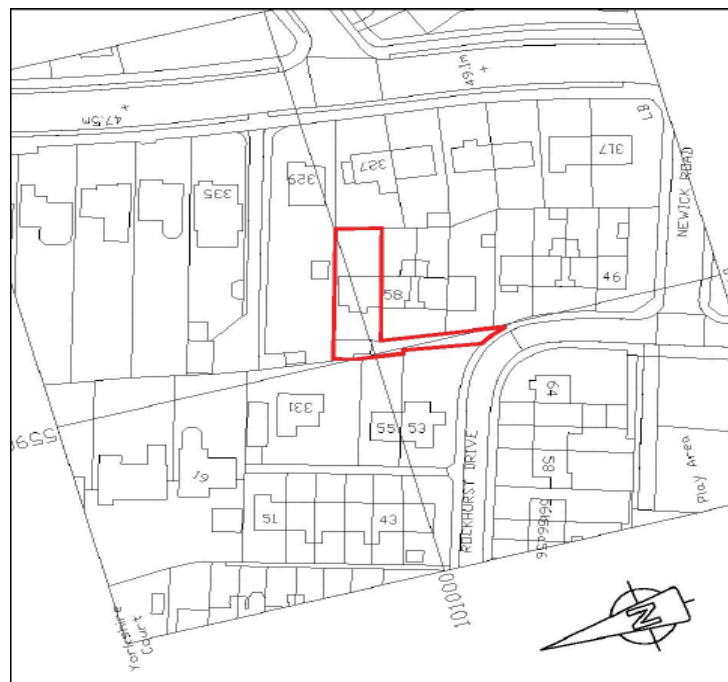
INFORMATIVE:-

The applicant is reminded of the requirement for ambulant steps to front door and ramp and level access to the rear of the new dwellings.

11 Appeal

- 11.1 Should the applicant appeal the decision the appropriate course of action to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be written representations.

App.No: 200037 (LDP)	Decision Due Date: 13 March 2020	Ward: Ratton
Officer: Clare Tume	Site visit date: 20.01.2020	Type: LD Certificate (proposed)
Site Notice(s) Expiry date: Neighbour Con Expiry: Press Notice(s):		
Over 8/13 week reason:		
Location: 60 Avarde Crescent, Eastbourne		
Proposal: Proposed rear extension		
Applicant: Mr & Mrs Adlam		
Recommendation: full suite conditions should be added here		
Reasons for recommendation: Issue the Certificate		
Contact Officer(s):	Name: Clare Tume Post title: Customer Advisor E-mail: clare.tume@lewes-eastbourne.gov.uk Telephone number: 01323 415180	



SITE LOCATION Scale 1/1250

1 Executive Summary

- 1.1 This application is reported to planning committee as the applicant is a staff member.
- 1.2 The application proposes a single storey rear extension under the Lawful Development Certificate mechanism.
- 1.3 This mechanism allows for home owners to build extension and adapt and alter their dwellings within defined parameters without the need for planning permission.
- 1.4 The submission has been assessed against the defined parameters and it has been established that it complies.
- 1.5 In circumstances where the development complies with the defined parameters then the Council have to issue an approval notice.

2 Relevant Planning Policies

- 2.1 None are relevant given that this is a lawful development certificate application and as such does not fall to be considered against national and local policies.

3 Site Description

- 3.1 Application property relates to an end of terrace dwelling on the northern side of Avard Crescent where it merges into Rockhurst Drive.

4 Relevant Planning History

- 4.1 EB/1991/0533
Attached garage and front porch.
Granted, subject to conditions.
1992-03-10

000319
Erection of a two-storey extension at side.
Planning Permission
Approved conditionally
15/09/2000

160184
Conversion of porch into a level access bathroom including raising the height of the roof.
Approved conditionally
17/03/2016

940316
Erection of a detached garage at the front.
Planning Permission
Approved conditionally

5 Proposed development

- 5.1 Lawful development certificate for single storey rear extension. 1.5m depth 6, wide and 4m to the top of the mono-pitched roof.

6 Consultations

- 6.1 N/A given the nature of the application.

7 Neighbour Representations

- 7.1 N/A given the nature of the application.

8 Appraisal

- 8.1 Given the nature of the application there are no planning considerations that are applicatiabale.
- 8.2 Development complies with the tollerances set out in the National Legislation.

9 Human Rights Implications

- 9.1 The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been taken into account fully in balancing the planning issues; and furthermore the proposals will not result in any breach of the Equalities Act 2010.

10 Recommendation

- 10.1 Issue the certificate.

11 Appeal

- 11.1 Should the applicant appeal the decision the appropriate course of action to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be written representations.

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