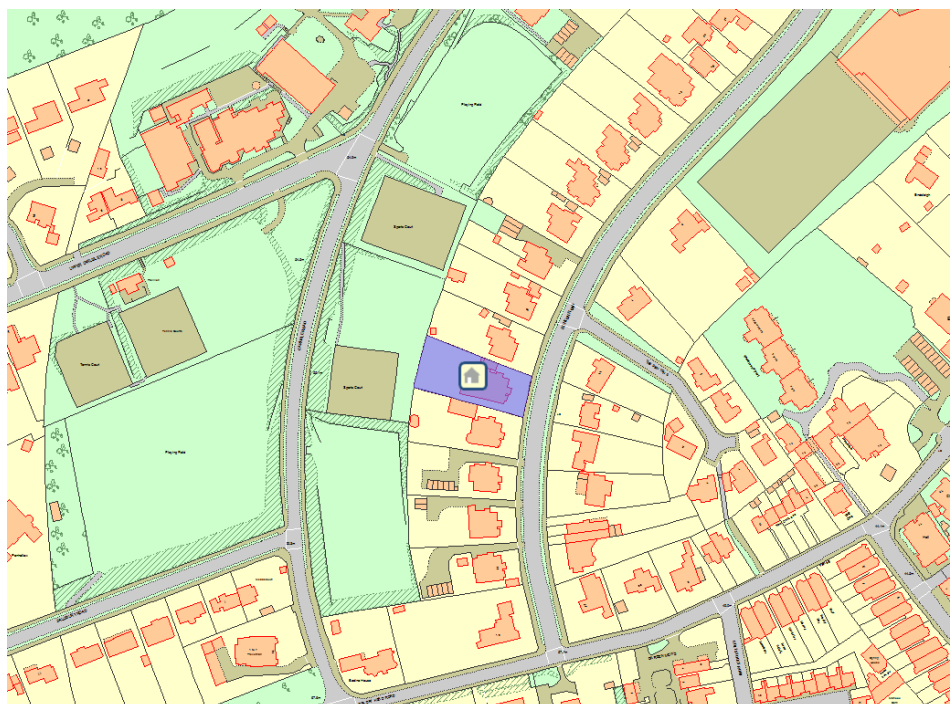


App.No: 190038	Decision Due Date: 25 th April 2019	Ward: Meads
Officer: James Smith	Site visit date: 12 th February 2019	Type: Planning Permission
Site Notice(s) Expiry date: 28 th February 2019 Neighbour Con Expiry: 10 th April 2019 Press Notice(s):		
Over 8/13 week reason: Seeking Amendments		
Location: Meads House, 26 Denton Road, Eastbourne		
Proposal: : Creation of lower ground floor, side/rear extension, and change of use from care home (C2) to 9 x 2-bed flats, with new car and cycle parking spaces, involving demolition of existing garage		
Applicant: Mrs Prital Moskal		
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 proposed change of use from a residential institution is acceptable in principle as the existing use is constrained by adaptability issues of the existing building, combined with the costs of bringing it up to acceptable standards. The presence of residential flats on Denton Road is also well established and is seen as an appropriate use given the plot sizes on the road.
- 1.2 The proposed extensions would have minimal visual impact within the Conservation Area due to their positioning and relatively modest scale. The overall character of the Conservation Area would therefore be preserved.
- 1.3 It is considered that the design and scale of the proposed development could be accommodated within the site without a detrimental impact upon the amenities of neighbouring residents.
- 1.4 County Highways are satisfied that the provision of 6 on-site car parking spaces meets the anticipated demand for the proposed use. However, the submitted car parking plans are not acceptable in terms of layout and dimensions of parking spaces and, as such, the recommendation of approval is made subject to a suitable scheme being submitted prior to any approval being issued.

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
- 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
- C11 Meads Neighbourhood Policy
- D5 Housing
- D7 Community, Sport and Health
- D10 Historic Environment
- D10a Design

2.3 Eastbourne Borough Plan Saved Policies 2007

- UHT1 Design of New Development
- UHT4 Visual Amenity
- UHT5 Protecting Walls/Landscape Features
- UHT7 Landscaping
- UHT15 Protection of Conservation Area

HO2 Predominantly Residential Areas
HO9 Conversions and Changes of Use
HO20 Residential Amenity
TR2 Travel Demands
TR11 Car Parking

3 Site Description

- 3.1 The application relates to an existing residential care home, which accommodates 16 residents in single rooms. The facility is classified as special needs housing.
- 3.2 The property was originally constructed as a large detached family home, but over the years has been converted and extended to support the current use which was originally approved in 1983 under application EB/1983/0046.
- 3.3 The site is situated within the Meads Conservation Area. Denton Road itself is characterised by large residential buildings, originally constructed as single dwellings but a number of which have since been converted to flats and extended. There is also a limited amount of infill residential development. Buildings are set back from the highway with front boundaries marked by low flint and brick walling. The presence of mature street trees and grass verging, combined with landscaping to the front of the majority of plots, generates a verdant appearance. No.28 Denton Road to the south is a single family dwelling. Whilst No.24 to the north is converted into 3 self-contained flats. To the rear of the site (west) the property borders the University playing fields. The University sports complex is also nearby to the north.

4 Relevant Planning History

- 4.1 EB/1983/0046
Change of use from single private dwelling to Rest Home, with owners' accommodation.
Approved Conditionally
15th March 1983
- 4.2 990947
Demolition of existing garage and conservatory and erection of a single storey extension to provide two bedrooms and a laundry.
Approved Conditionally
7th October 1999
- 4.3 171224
Single storey rear & side extension to provide 10 additional bedrooms & ancillary space for special needs care housing purposes. Addition of a new internal passenger lift and internal refurbishments to suit the new layout. The rear extension will be located within the existing garden at a lower level to the existing ground floor. Provision of new parking spaces for visitors and staff within the front garden. Demolition of the existing garage structure and associated hard- landscaping.
Approved Conditionally

5 Proposed development

5.1 The proposal involves extending to the rear of the existing building, at ground floor and lower ground floor level. There are 3 main elements to the extensions:-

- A flat roof lower ground floor extension projecting approximately 4.1 metres back from the existing single-storey outrigger (with an additional 2 metre roof overhang).
- A flat roof 2-storey (lower ground floor and ground floor) extension measuring approximately 8.1 metres in width by 6.3 metres in depth.
- A hipped roof two-storey (lower ground floor and ground floor) extension to the side of the two-storey flat roof extension which would measure approximately 9.6 metres in depth by 5.3 metres in width.
- In order to accommodate the lower ground floor extensions, and adjoining amenity space, the level of the existing garden would be lowered by 1.5 metres.

The extended building would be converted from its existing use as a residential care home to 9 x 2 bedroom flats. Flats 1, 6 and 8 would be provided with designated outdoor garden space whilst flats 3 and 4 would have access to roof terraces. The remaining flats would have access to communal outdoor amenity space. 6 on-site car parking spaces would be provided to the front of the building, with the parking area served by the existing site access from Denton Road and the front boundary wall retained.

6 Consultations

6.1 Specialist Advisor (Planning Policy)

6.1.1 The application is to convert an existing residential care home into nine self-contained flats. The proposal site is situated within the Meads Neighbourhood (Policy C11 of the Core Strategy) and in the Meads Conservation Area. Meads is identified in the Core Strategy as a 'Sustainable Neighbourhood' and the Meads neighbourhood vision states that the neighbourhood will make an important contribution to the delivery of housing. The development site is located within an area of which several policies are applicable from the Eastbourne Borough Plan (2001-2011) and the Core Strategy (adopted 2013).

6.1.2 This application specifically proposes a change of use from the existing residential care home use (C2) to 9 x residential dwellings (C3) with associated extensions at ground and lower floor levels. Planning permission for the extension to Meads House was granted via application 171224 in February 2018. Policy HO9 of the Eastbourne Borough Plan refers to conversions and change of use. The policy states that residential conversions and the change of use of non-residential premises to residential will be permitted, but would be

subject to specific considerations. These considerations include that in the case of non-residential premises it can be clearly demonstrated that the premises are redundant for continued commercial and/or business use and the proposed development is well designed and provides an acceptable standard of accommodation. The design and access statement provided explains a number of reasons why it is not financially viable to extend the property, under the current use, due to the vast extent of the works needed for it to continue functioning as a safe and efficient care home. The proposed residential unit is in conformity with technical housing standards (nationally described space standard). All of the units meet or exceed the required size for the bed space/occupancy proposed. Policy B2 of the Core Strategy states that all schemes within a neighbourhood will be required to 'Protect the residential and environmental amenity of existing and future residents'. Therefore the proposal is in accordance with policy B2 of the Core Strategy.

- 6.1.3 Policy B1 of the Core Strategy will deliver at least 5,022 dwellings in accordance with the principles of sustainable development, more specifically 358 in the Meads Neighbourhood. Policy D5 focusses on delivering housing within sustainable neighbourhoods. The Core Strategy has identified Meads as a sustainable neighbourhood and national policy (NPPF) supports sustainable residential development. 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 1 October 2018, Eastbourne is only able to demonstrate a 1.54 year supply of housing land, meaning that Eastbourne cannot demonstrate a five-year housing land supply. National policy and case law has shown that the demonstration of a five year supply is a key material consideration when determining housing applications and appeals.
- 6.1.4 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. Windfall sites are one of the ways additional housing is achieved in these areas. This site would be considered a windfall site, as it has not previously been identified in the Council's Strategic Housing Land Availability Assessment (SHLAA). This site is also considered a brownfield site and strategy states that 'in accordance with principles for sustainable development, it will give priority to previously developed sites with a minimum of 70% of Eastbourne's housing provision to be provided on brownfield land'. This application will result in a net gain of 9 dwellings and the Council relies on windfall sites as part of its Spatial Development Strategy policy B1, as stated in the Core Strategy.
- 6.1.5 It is important to note that as this application is for 9 units, it does not meet the threshold for contribution towards affordable housing. Also note that this application is not liable to pay CIL under Eastbourne's current charging schedule.
- 6.1.6 The development is in accordance with the NPPF and local adopted policy and there is no objection to the proposal from a planning policy perspective. However it is considered that the residential amenity issues are relevant to this application.

6.2 ESCC Highways

- 6.2.1 The applicant has not submitted a trip generation assessment as part of this application. Nevertheless, the daily vehicle trip rate for a care home would be similar to that of the proposed number of flats. As such, it is not expected that trips would significantly increase and therefore a severe impact on the local highway network as a result of the proposed development is not expected.
- 6.2.2 The site currently has two existing access points, although only the northern access provides legal vehicle access by means of a vehicle crossover. The southern access will be blocked by a parking bay meaning it is unlikely to be used in future; however, it is recommended the boundary wall be extended to prevent its use and to reflect the proposed layout.
- 6.2.3 The northern access is narrow (2.5m) and is not suitable for the two-way flow of vehicles. Although the overall trips are not expected to significantly increase, the nature of those trips is expected to differ. With this in mind, it is recommended that this access is widened to at least 4.5m. This should be secured by condition.
- 6.2.4 The applicant has used the County Council's parking calculator to estimate the expected level of parking demand the proposed development would have at six spaces. Accordingly, the applicant is proposing to provide six spaces on-site. It is noted that, at the time of writing, the Highway Engineer's drawings that are referred to on the proposed floor plans do not appear to be accessible online.
- 6.2.5 It is considered that the proposed parking provision is acceptable in principle. However, it is noted that the parking bays measure 4.8m x 2.4m, which is not in line with the County Council's standards. The bays should measure 5m x 2.5m, which should be secured by condition. Furthermore, access to the northernmost bays would require reversing a significant distance. It is therefore advised that the applicant reconsiders the proposed parking layout so that any movements on-site would be convenient for users.
- 6.2.6 The applicant is proposing nine cycle spaces in a secure store. This is in line with the County Council's standards and should be secured by condition.
- 6.2.7 The site is located within 500m of existing bus stops on Gaudick Road, which are served by routes into the Town Centre. These routes run approximately every 15 minutes. The site is therefore considered to be in a relatively sustainable location.
- 6.2.8 Given the proposed development's location within the Meads conservation area, a Construction Traffic Management Plan would 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. Hours of delivery/ collection should avoid peak traffic flow times. This would need to be secured through a condition of any planning permission.

6.3 Specialist Advisor (Conservation)

- 6.3.1 This application seeks permission to undertake works to convert a former care home located within a conservation area into residential apartments. The bulk of the work will be carried out to the rear of the property, where there is decidedly limited overlook, with adaptations at the front limited to the demolition of a garage and the construction of an extension using appropriate materials and in a style deemed sympathetic to the host building. Helpfully, the existing front wall and planting will be retained. The overall impact will be limited and there is no concern that the character and appearance of the conservation area will be compromised. As a consequence, I do not wish to register an objection.

6.4 Conservation Area Advisory Group (CAAG)

- 6.4.1 There was differing views amongst the Group on the application. The majority agreed that the scheme had a detrimental impact on the character and appearance of the conservation area.

6.5 Meads Community Association

- 6.5.1 Denton Road is an attractive and important part of the Meads Conservation Area which is recognised in the Meads Area Appraisal 2011 which specifically lists the large Edwardian Style houses specifically nos. 8-34 as 'Buildings that make a positive contribution to the character and appearance of the Conservation Area'.
- 6.5.2 In 2018 consent was given to extend the footprint of the nursing home into the garden, demolish the garage and replace with an extension. The MCA opposed this application as it would set a precedent for future applications for development in existing rear gardens and that the proposed rear extension will have a harmful environmental impact on the immediate local area including views from Carlisle Road. The application was approved largely on the basis that this was an extension to the care home and would not therefore have significant disturbing effect on local residents.
- 6.5.3 We note that the extension was never built and the excuse some 12 months later is that it is now economically unviable to pay for the extension and also to remain as a care home. It is obvious that the owner had no intention of investing in the care home (it is in a poor decorative state) but wishes to use the planning consent to maximise profit with a change of use to nine apartments.
- 6.5.4 The conversion to nine apartments including living accommodation in the garden area is an over development of the property. The application lists the possible accommodation for each unit as accommodation for 3-4 persons. This could equate to 30 active residents living within the property.
- 6.5.5 The owner states that 10 Ravelston Grange in Denton Road a former nursing home has recently had a similar change of use as an example of consent. The footprint of 10 Denton Road is considerably larger than Meads House. It should be noted that since the change of use to nine flats was granted (which local residents and the MCA opposed) this building has not been converted and is for

sale at an inflated price given its poor condition.

- 6.5.6 Consideration could be more favourably viewed if there was a substantial reduction in the number of apartments within the existing boundary of the house before the nursing home extension was granted.
- 6.5.7 Denton Road is almost entirely residential and already suffers from Increased traffic generation with continued parking demand all day and evening arising from activities associated with the nearby University. It is not appropriate that the residential character of the area should be further eroded by the increased activity and noise arising from what is proposed in this application.
- 6.5.8 Six small parking spaces for nine apartments where it is likely there will be two vehicles per household are inadequate. The application states that there is public transport within 300m with a service up Beachy Head Road and Carlisle Rod provided by buses no 3 & 3A & 4. This is not correct there is no bus service along Beachy Head Road and the nearest bus stop is in Meads Village Centre more than 300 metres away. A no 4 bus does not serve the Meads Area.
- 6.5.9 For the above reasons we object to the planning application.

7 Neighbour Representations

- 7.1 Following public consultation, letters of objection have been received from 37 individual addresses. Objections raised are summarised below:-
- Would exacerbate existing parking issues on Denton Road;
 - Over-development of the site, with one flat needing to be built halfway down the garden;
 - Additional wheelie bins on road;
 - Noise pollution;
 - Comparisons drawn with the development of Ravelston Grange are incorrect as this was a far bigger property than Meads House;
 - Traffic moves at dangerous speeds on Denton Road and cars make hazardous manoeuvres;
 - There is a need for care homes in Eastbourne;
 - Would create a precedent for similar development in the future;
 - One of the flats would be against the boundary wall at 28 Denton Road, resulting in significant noise disturbance;
 - The previous permission was for extensions to house care home residents, a residential use would generate much more noise;

8 Appraisal

8.1 Principle of development:

- 8.1.1 The proposed works involve the loss of a care home facility. Policy D7 of the Eastbourne Core instructs that the loss of such facilities should be resisted unless it can be demonstrated that the facility is no longer required to meet current needs or where alternative and improved provision can be made

elsewhere in Eastbourne in a location accessible to local people.

- 8.1.2 The Design & Access Statement that accompanies the application draws attention to the age of the building and the difficulties encountered in adapting it to meet the current required standards for a residential care home. The extensions to the building approved under 171224 represented an attempt to address this but it has been found that the costs entailed render these works economically unviable.
- 8.1.3 In addition, it is considered that the loss of the existing, relatively small scale, care home use could easily be absorbed by nearby care home facilities as well as new purpose built facilities, such as the 60 bedroom facility on East Dean Road approved under 160443.
- 8.1.4 It is therefore considered that there is sufficient justification for supporting the conversion of this property into individual residential units, and this is concurred with by the Council's Planning Policy department.
- 8.1.5 Para. 148 of the Revised National Planning Policy Framework (2019) encourages the reuse of existing resources, including the conversion of existing buildings. Para. 123 of the same document supports the efficient use of land, particularly where there is an existing shortage of land for meeting identified housing needs, as is the case in Eastbourne Borough. Para. 127 goes on to state that, whilst development should be sympathetic to local character and history, this should not prevent or discourage appropriate innovation or change (such as increased densities).
- 8.1.6 Saved Policy HO9 of the Eastbourne Borough Plan supports the conversion of buildings to residential use where it can be demonstrated that an acceptable standard of accommodation can be provided and where there would be no unacceptable adverse impact upon residential, visual and environmental amenity and there is satisfactory access and parking arrangements. The proposed scheme will be assessed against relevant policies relating to these matters in the main body of this report.
- 8.2 Impact of proposed development on amenity of adjoining occupiers and surrounding area:
 - 8.2.1 The proposed extensions to the building are concentrated towards the rear of the site and, whilst there are two-storey elements, the height of these elements in relation to neighbouring properties is not excessive due to the ground level to the rear of the site being lowered by 1.5 metres in order to accommodate the development. Screening is also provided by existing site boundary walls. As such, it is not considered that the proposed extensions would appear overbearing towards neighbouring properties or bring about undue levels of overshadowing.
 - 8.2.2 Windows and openings serving the proposed extensions would be at ground floor or lower ground floor level and, therefore, would not offer realistic opportunities for invasive views towards neighbouring properties due to the screening offered by existing site boundary treatment. In any case, these views

would be directed towards the rear of the site. Roof terraces would also be at ground floor level meaning that boundary treatment would be similarly effective in securing privacy from users of these features.

8.2.3 The proposed development involves a change of use of the existing building and, therefore, a change in the nature and character of its occupancy. Whilst the provision of 9 flats may be regarded as an intensification of the use of the site, it is not considered that this would be to a degree that would result in unacceptable levels of disturbance towards neighbouring residents. It is noted that the existing use involves frequent activities associated with the provision of accommodation for 16 individuals along with staff movements, visitors and deliveries of medical supplies. The large amount of amenity space that is provided is well distributed and includes areas that are allocated only for the occupants of specific flats. This would ensure the use of amenity space is dispersed throughout the site and avoid large congregations of people in small areas, which may have the potential to cause disruption to neighbouring residents. Vehicular movements would be concentrated to the front of the site, as is the case with the existing use, and the amount of movements would likely be comparable with that of the existing use.

8.2.4 Ultimately, the site is located within a residential area where there is an established presence of flatted development. The proposed residential use is therefore considered to be compatible with its surroundings, as is the density of the development, with an ample amount of the overall site area retained for low intensity amenity use.

8.2.5 A condition requiring the submission of a Construction Environmental Management Plan prior to commencement of works will be attached to any approval given in order to minimise disturbance of neighbours during the construction phase.

8.3 Living conditions for future occupants:

8.3.1 All of the proposed flats either meet or exceed minimum gross internal area (GIA) requirements as set out in the Technical housing standards – nationally described space standard. Individual unit sizes are presented below:-

Unit No.	Unit Size	GIA Provided	GIA Required
1	2bed/3persons	64 m ²	61 m ²
2	2bed/3persons	64 m ²	61 m ²
3	2bed/4persons	74 m ²	70 m ²
4	2bed/3persons	63 m ²	61 m ²
5	2bed/4persons	83 m ²	70 m ²
6	2bed/4persons	89 m ²	70 m ²
7	2bed/3persons	61 m ²	61 m ²
8	2bed/3persons	62 m ²	61 m ²
9	2bed/4persons	82 m ²	70 m ²

8.3.2 All primary habitable rooms would be well served by a combination of windows and light wells, allowing for a good level of natural light permeation as well as

natural ventilation. A number of the flats would also be dual aspect, improving the effectiveness of natural light and ventilation provision. All major windows provide a good degree of outlook. It is therefore considered that the quality of the environment within each of the proposed flats would be of a good standard.

8.3.3 A number of the proposed flats would have direct access to outdoor amenity space. All flats would also have access to communal amenity space. The amount of space provided is considered to be adequate for the amount of units within the development and the submitted landscape scheme also demonstrates that the quality of the environment provided would be high.

8.3.4 All flats would be accessed via the main front entrance of the building and, as such, the development would not include any secluded access points that would generate a risk of crime or a fear of crime.

8.4 Design and impact upon the Conservation Area:

8.4.1 The majority of the proposed extensions are to the rear of the site and this positioning, combined with their low height and the screening offered by site boundary treatment and surrounding buildings, means that they would have a minimal impact upon the visual and spatial characteristics of the existing street scene. Whilst there would be a certain level of visibility from the playing fields to the rear of the site, the modest scale of the extensions, as well as their positioning away from the rear boundary would prevent them from being overly dominant and the existing rear elevation would remain as the most prominent feature from this viewpoint. The proposed side extension would be recessed from the frontage, in a similar position to the former garage and of a similar height. The design of this extension, which includes a pitched roof, would be more sympathetic to the character and appearance of the conservation area.

8.4.2 ESCC Highways require the existing site access to be widened. The widening of this access would require the removal of a section of the front boundary wall but this would not be a significant proportion and would also be compensated for by way of the existing second access point being closed off, with a new section of wall being used to facilitate this. A small amount of site landscaping would also need to be removed in order to accommodate the widened access and car parking area. The loss of this small portion of landscaping can be mitigated through new landscaping planting that is incorporated into the proposed scheme.

8.4.3 The proposed extensions are of contemporary design and simple in form, with flat roofing being a common feature. Whilst this design does not mirror that of the existing building, it is considered that it is of a suitably high standard to be of visual quality and avoids any sense of pastiche or clutter that may have resulted had attempts been made to directly replicate existing features. Furthermore, by adding contrast into the design, the mass of the extended building would be broken up effectively, preventing the building from appearing overly bulky or monotonous in appearance. The modest height of the proposed extensions in proportion to that of the existing building, combined with their fairly even distribution, would prevent them from obscuring or obstructing views of distinctive architectural features of the rear elevation of the building or from

overly dominating the rear elevation.

- 8.4.4 A mixed palette of external materials would be utilised, including matching roof tiles and brick work to assist with visual integration as well as timber cladding which would reflect the verdant nature of the rear of the site. Wildflower green roofing would also be incorporated into the scheme.
- 8.4.5 A number of the original large dwellings on Denton Road have been converted into flats and, as such, the presence of flats is an established characteristic of the road. The proposed development would also retain the existing building, the frontage of which would be largely unaltered, and as such, is considered to be in-keeping with the existing pattern of development on Denton Road. Whilst the majority of the existing conversions provide 5 or 6 flats, it is not considered that the provision of 9 flats would represent an unacceptable intensification in the context of the character of the area, given the size of the plot and the proportion of it which would remain undeveloped. It is noted that the provision of 9 x 2 bedroom flats at 10 Denton Road was approved under 161308. This approved scheme relates to a similarly sized plot (approx. 1485 m² as opposed to approx. 1385 m²) with a similar footprint (approx. 385 m² as opposed to approx. 425 m²). It is therefore considered that the overall character of the proposed development would be consistent with surrounding development.

8.5 Landscape Impact:

- 8.5.1 The proposed works would not result in the loss of any significant trees or landscaping, with the only features affected being small ornamental trees and shrubs. The proposed scheme includes landscaping of the rear of the site where amenity space will be provided and this would augment with the larger trees that are positioned around site boundaries. Sections of green roofing would also be incorporated on the flat roof extensions as a means to soften visual impact and to provide additional greenery. It is therefore considered that the overall verdant nature of the rear of the site would be maintained.

8.6 Highway Impact:

- 8.6.1 The proposed scheme includes the provision of 5 off street car parking spaces, provided to the front of the site and accessed via an existing dropped kerb crossover. This represents an under provision of car parking given that the ESCC has a car parking demand tool
- 8.6.2 The dimensions of the parking spaces shown on the originally submitted plans did not meet ESCC minimum standards and the two spaces positioned adjacent to where the existing garage is located were also identified as being unsuitable as they would result in the need for vehicles to reverse excessive. The applicant has been informed that the parking arrangements submitted are unacceptable and, at the time of writing this report, is working on an amended parking scheme that provides the required quantum of parking of suitable dimensions and in a suitable arrangement. The recommendation to approve this application is subject to an acceptable scheme being submitted.
- 8.6.3 The existing site access is relatively narrow and requires widening to 4.5 metres.

This can be achieved through the removal of a section of boundary wall. The existing secondary access would also need to be stopped up in order to prevent future use, ensuring satisfactory access and egress from the site and allowing for the area adjacent to the secondary access to be utilised for parking provision. The stopping up of the existing secondary access would be secured by way of a planning condition.

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 It is recommended that the application is approved, **subject to the conditions listed below and the receipt of drawing showing an acceptable arrangement to on-site car parking.**
- 10.2 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).

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

Revised site plan currently awaited;
Proposed Lower Ground Floor Plan – A1-090 Rev A;
Proposed First Floor Plan – A1-110 Rev B;
Proposed Second Floor Plan – A1-120 Rev B;
Existing and Proposed Front Elevations – A-403 Rev B;
Existing and Proposed Rear Elevations – A-401 Rev C;
Existing and Proposed North Elevations – A-400 Rev C;
Existing and Proposed South Elevations – A-402 Rev C;

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

- 10.4 The external finishes of the development hereby permitted shall be as stated on the approved drawings, unless agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the surrounding Conservation Area in accordance with policies D10 and D10a of the Eastbourne Core Strategy (2013) and saved policies UHT1 and UHT15 of the Eastbourne Borough Plan.

10.5 No works or development shall take place until full details of both hard and soft landscape proposals have been submitted to and approved by the Local Planning Authority. These details shall include, as appropriate:

- (i) car parking layouts;
- (ii) cycle parking layouts and details of any enclosure
- (iii) hard surfacing materials;
- (iv) planting plans (including green roofing);
- (v) written specifications (including cultivation and other operations associated with plant and grass establishment);
- (vi) schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate;
- (vii) refuse and recycling collection facilities;
- (viii) implementation timetables.

All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with saved policies UHT1 and UHT7 of the Eastbourne Borough Plan.

10.6 No part of the development shall be occupied/brought into use until the car parking has been constructed and provided in accordance with the approved site layout drawing unless agreed in writing by the Local Planning Authority. The area[s] shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To provide suitable car-parking space for the development in accordance with saved policy TR11 of the Eastbourne Borough Plan.

10.7 The existing secondary site access shall be permanently stopped up and the land, including the dropped kerb crossover, restored to an acceptable condition. This would include the provision of a flint and brick wall, of matching appearance to the existing wall, across the existing opening. These works shall be carried out in accordance with full details to be submitted to and approved by the Local Planning Authority and all works carried out prior to the occupation of any of the residential units hereby approved.

Reason: In the interests of highway safety and to ensure that the character of the Conservation Area as preserved in accordance with saved policy UHT15 of the Eastbourne Borough Plan.

10.8 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 estimated amount of spoil to be removed from the site and 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,

Reason: In the interests of highway safety and the amenities of the area in accordance with saved policy NE28 of the Eastbourne Borough Plan.

10.9 Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by the Local Planning Authority in consultation with Southern Water, if the green roof shown on the approved plans is not implemented an alternative means of surface water disposal shall be agreed in writing, and the development thereafter carried out in accordance with approved details, prior to the occupation of the development evidence (including photographs) should be submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.

Reason: To ensure suitable provision of sewerage disposal and mitigate against surface water flood risk, in accordance with saved policy US4 of the Eastbourne Borough Plan.

11 **Informative**

11.1 The works relating to access widening and stopping up works require the applicant enter into a Section 184 Licence with East Sussex Highways. The applicant is requested to contact East Sussex Highways (0345 60 80 193) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the licence being in place.

12 **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.