

APPLICATION NUMBER:	LW/20/0058		
APPLICANTS NAME(S):	Mr Jim Lord	PARISH / WARD:	Seaford / Seaford West
PROPOSAL:	Planning application for change of use from a nursing home to residential flats (six dwellings)		
SITE ADDRESS:	Bybuckle Court, Marine Parade, Seaford, East Sussex, BN25 2PZ		
GRID REF:			



1. SITE DESCRIPTION / PROPOSAL

1.1 The site refers to a two-storey property on the northern side of Marine Parade within the planning boundary of Seaford. The property is currently in occupation as a care home.

1.2 The site has an existing vehicular access to the rear from Claremont Road, with existing car park.

1.3 The application proposes the conversion of the building to self-contained flats, 2 x two bed and 2 x one beds at ground floor and 2 x two beds at first floor. The only external changes to the building will be to replace windows and doors and to render the building.

1.4 This application is being presented to the Committee as the applicant is a serving District Councillor.

2. RELEVANT POLICIES

LDLPP1: – CP1 – Affordable Housing

LDLPP1: – CP14 – Renewable and Low Carbon Energy

LDLPP2: - DM1 – Planning Boundaries

LDLPP2: - DM25 – Design

LDLPP2: - DM26 – Refuse and Recycling

SNP: - SEA2 – Design

SNP: - SEA6 - Development on the Seafrost

SNP: - SEA17 - Brownfield Development

3. PLANNING HISTORY

None relevant to this application.

4. REPRESENTATIONS FROM STANDARD CONSULTEES

ESCC Highways – No objection subject to conditions

Access and Visibility

The property is served by an existing access from Claremont Road, an unclassified road subject to a 30mph speed limit. The access width measures 5.8m at the edge of the carriageway and measures 4.7m wide at a point 6m back from the edge of the carriageway. The access can therefore accommodate two-way traffic. The access driveway measures approximately 34m in length and 3.9m wide however, being straight with good visibility, conflict between vehicles exiting and entering the site is unlikely.

Manual for Streets advises that a visibility splay of 2.4m x 43m is required either side of an access onto a road subject to a 30mph over highway or under the applicant's control.

Due to the boundary walls either side of the access visibility at a point 2.4m back from the edge of the carriageway is limited. However, the access has an established use and having checked the police crash records appears to function without issue. With this in mind and since this proposal is unlikely to result in an intensification in use of the access, an objection due to substandard visibility cannot be justified.

Parking and Turning

According to East Sussex County Council's Parking Guidance at Non-Residential Developments a care home with 16 bed requires 4 parking spaces for visitors and staff and 1 space for resident staff. Therefore there is an existing parking demand of 5 parking spaces.

The submitted plan indicates that the development will be provided with 6 on-site parking spaces. East Sussex County Council's parking guidance requires perpendicular parking spaces to measure 2.5m x 5m or 3m x 5m if adjacent to a wall and parallel spaces to be 2m x 6m. All the proposed parking spaces are substandard in size although it is noted that there is space within the site for spaces of the correct dimensions to be provided. It is also noted that the parallel parking space nearest to the building cannot be used conveniently. Therefore there is only on-site provision of 5 spaces.

The East Sussex Residential Parking Demand Calculator has been designed to calculate the number of parking spaces required at new residential development on a site specific basis. The calculator predicts levels of car ownership using information relating to the site location (ward), unit type, size and the number of allocated spaces. At this site the total parking demand is for 7 parking spaces, 5 of which would be allocated. There is therefore a shortfall of 2 parking spaces. However, if the on-site parking spaces remain unallocated then the parking demand for this development is 5 spaces. With this in mind the parking provision is acceptable, especially as the site is accessible and residents would therefore not be reliant on travel by private car. I would however recommend that the parking spaces within the site remain unallocated.

The submitted plan indicates that there will be 8 cycle parking spaces. East Sussex County Council's parking guidelines advise the provision of either 3 cycle parking spaces if communal or 6 cycle parking spaces if allocated. The number of cycle parking spaces is sufficient however they are required to be covered, safe and convenient for users.

Sustainability

There are a wide range of services and bus stops and a railway station within 1km of the site. The site location is therefore highly sustainable.

Conclusion

I have no objection to this application subject to conditions.

Planning Policy Comments – No objections.

The Seaford Neighbourhood Plan (SNP) was 'made' on 24th February 2020, having been subject to a successful Referendum. It is now part of the development plan for the area and its policies carry full weight.

The policies of the Neighbourhood Plan of particular significance to this development proposal are: SEA2 Design SEA6, Development on the Seafront and SEA17 Brownfield Development.

Policy SEA2 Design requires that development should be of high design quality and, as with SEA6 Development on the Seafront, that regard should be had to the General Design Guidelines¹ for Seaford. There are 10 criteria of the policy which new development is required to satisfy. Ultimately, it will be for the case officer to assess whether the quality of the proposals meets these requirements.

Criterion d) requires that the design of new development makes an efficient use of land and incorporates a high quality layout, design, energy efficiency and uses durable and

sustainable materials. It is advised that the case officer request from the applicant any further information required in order to satisfy this criteria, and that such details are provided to the satisfaction of the case officer.

It is also advised that further information pertaining to SuDS is submitted to the satisfaction of the case officer to attend to the requirements of criteria j).

It is not entirely clear as to whether the proposed scheme will comply with Policy SEA17. Details pertaining to the respect for local character and residential amenity should be provided to the satisfaction of the case officer. Highway safety of the proposed development does not appear to have been attended to within the application enclosures, therefore it would need to be clarified that the resulting development would be appropriate in highway terms to avoid conflict with this policy.

Summary

It is advised that the case officer seek further information to fully satisfy the requirements of Neighbourhood Plan Policies SEA2, SEA6 and SEA17. Should the requirements of these policies be satisfied, subsequent to the case officer's assessment, it is not considered that any conflict between the proposed details and development plan policies exists.

Main Town Or Parish Council – No objections.

It should be noted that the applicant is a Town Council member and a member of the Planning and Highways Committee but left the Council Chamber during the consideration of this application

It was RESOLVED to SUPPORT the application.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

No neighbour representations received.

6. PLANNING CONSIDERATIONS

Principle of development:

6.1 In accordance with the National Planning Policy Framework 2019 there is a presumption in favour of sustainable development. The site is within the Seaford Planning Boundary and is therefore considered a sustainable location within walking distance of amenities and public transport links.

6.2 Policy DM1 of the Lewes Local Plan Part 2 states that within the planning boundaries new development will be permitted provided that it is in accordance with other policies in the development plan.

6.3 The residential home is still operational; however there is no policy objection in principle to the loss of the home and the conversion to residential. The proposal, therefore, is acceptable in principle providing the development would be designed to a high standard, respect the character of the area, and would provide a good standard of accommodation for future occupiers in accordance with the National Planning Policy Framework, Lewes District Local Plan Part 1 and Part 2 and the Seaford Neighbourhood Plan.

Impact on amenity of surrounding properties:

6.4 The proposal is to convert the existing building, there are no new windows on the rear elevation, some windows are changed with doors and a new window is proposed to the front elevation facing Marine parade. Given there are no properties opposite on marine parade there would be no additional overlooking from the property than already exists. The properties at first floor are orientated so that the living accommodation is to the front overlooking the sea, therefore at the rear are bedrooms and bathrooms. As such it is not considered there would be any additional overlooking to properties to the north than already exists.

6.5 It is not considered that the change of use of the property to self-contained flats would create any additional impacts on surrounding properties to warrant the refusal of the application.

Impact of proposed development on amenity of future occupiers:

6.6 The proposal is for 6 self-contained flats;

Ground floor units

Flat 1 - 64.3m² - 2 bed 4 person

Flat 2 - 43m² - 1 bed 2 person

Flat 3 - 74m² - 2 bed 4 person

Flat 4 - 48m² - 1 bed 2 person

First floor units

Flat 5 - 68m² - 2 bed 4 person

Flat 6 - 64 m² - 2 bed 4 person

6.7 The DCLG Technical Housing Standards - Nationally Described Space Standards 2015 recommend a minimum floorspace of 50m² for a 1 bed 2 person unit and 70m² for a 2 bed 4 person unit.

6.8 Whilst the above standards are not contained in Lewes adopted policies, it is required that new development provides a good standard of accommodation for future occupiers. It is considered that all new build properties should be at least meeting these recommended standards, however it should be appreciated that this proposed is to convert the existing building therefore there are limitations to the proposed floorplan.

6.9 The two first floor units are undersized, these measurements do not include the external balconies and given the outside amenity space provided it is considered that the proposal is acceptable and will provide a good standard of amenity for future occupiers.

6.10 The ground floor flats are again limited by the restrictions of the existing building dimensions. Flat 1 is labelled as 2 bed, 4 person but really this is a 3 person occupancy as one room is not a double bedroom size, the other is dominated by an ensuite but on balance this does provide a beneficial use to the occupiers and as such is considered acceptable. The two one beds are marginally undersize and would have good outlook. The properties facing Marine Parade would also have access onto the amenity space.

6.11 On balance it is considered the proposal would provide a good standard of amenity for future occupiers and it would be difficult to sustain a refusal on the marginal size of some of the units below the DCLG standard.

Design issues:

6.12 Policy DM25 of the Lewes Local Plan Part 2 states development will be permitted where the siting, layout and density of the proposal responds sympathetically to the characteristics of the site, and the scale, form and massing are compatible with the existing buildings.

6.13 Policy SEA2 of the Seaford Neighbourhood Plan requires development to have regard to the General Design Guidelines for Seaford and give consideration to a number of criteria including that the design makes an efficient use of land and incorporates a high quality layout, building design and will contribute positively to the landscape and townscape character.

6.14 The building already exists; the only alterations are replacement of windows/door and the rendering of the building. The building is already a white render; the proposal to render in grey will potentially improve the appearance giving a more modern feel to the property. There is no objection to this given the setting which is varied in character between brick and render facing properties.

6.15 It is not considered necessary to see the materials prior to the development commencing. However there is a lack of information regarding the landscaping and layout of the site. Doors would provide access for the ground floor flats to the amenity space at the front of the building however there is no details of how this would be divided up or what boundary treatments would be in place. Therefore this is requested by condition.

6.16 Equally at first floor level there is no detail regarding a privacy or boundary screen between the two balconies. This is requested by condition to prevent a temporary screen being installed out of keeping with the property given this is the streetscene elevation.

Impacts on highway network or access:

6.17 The property has an existing access which has been in use for the care home, the visibility splays are not ideal however given the access is existing Highways have raised no objection to the proposal.

6.18 The application proposes 5 car parking spaces, which according to the Residential Parking Demand Calculator is a shortfall of 2 spaces on the demand created by the proposed 6 flats if spaces are allocated. However if unallocated the parking demand is reduced to 5 and therefore is met by the proposal. This can be controlled by condition.

6.19 It is considered that the proposal is therefore acceptable in terms of Highway safety and car parking provision. The location close to public transport, and the provision of cycle parking should encourage more sustainable methods of transport.

7. RECOMMENDATION

7.1 There is no objection in principle to the loss of the care home and provision of self-contained flats. It is not considered there would be any additional impacts on the surrounding properties from the change of use and the proposal would provide a good standard of amenity for future occupiers. Therefore the proposal is acceptable and it is recommended that planning permission is granted subject to conditions.

The application is subject to the following conditions:

1. This decision relates solely to the following plan(s):

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Proposed Floor Plan(s)	4 February 2020	2019/0110
Proposed Floor Plan(s)	4 February 2020	2019/0111-
Proposed Elevation(s)	4 February 2020	2019/0112
Proposed Elevation(s)	4 February 2020	2019/0113-

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

2. The external materials shall be as stated in the design and access statement, windows/doors: Grey upvc, render: grey coloured, unless agreed otherwise in writing by the Local Planning Authority.

Reason: To protect the appearance of the building and character of the area.

3. Prior to the occupation of any part of the development hereby approved a plan showing details of landscaping and layout of those parts of the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority this shall include all hard surfacing materials, boundary treatments and planting, thereafter the development shall be carried out in accordance with the approved details in full prior to the occupation of any part of the development.

Reason: To ensure a satisfactory appearance of the site within the street scene.

4. Prior to the occupation of the first floor flats hereby approved, details of a privacy/boundary screen between the two balconies shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the screen/boundary treatment shall be installed prior to the first occupation of either flat.

Reason: To protect the amenity of the occupiers of the units and in the interests of the appearance of the building.

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

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

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

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

7. The development shall not be occupied until a covered, safe and secure cycle parking area has been provided in accordance with details submitted to and approved in writing by the Local Planning Authority, and the area shall thereafter be retained for that use and shall not be used other than for the parking of cycles

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

8. The car parking spaces shall remain unallocated unless agreed in writing by the Local Planning Authority.

Reason: To enable car parking to meet the demand created by the units to prevent impacts on the highway network.

9. Prior to the first occupation of the development hereby approved, a minimum of one electric vehicle charging point shall be installed in an operational condition. The charging point shall thereafter be maintained in place throughout the lifetime of the development.

Reason: In accordance with Policy CP14 of the Lewes District Joint Core Strategy and the Lewes District Council Electric Vehicle Charging Points - Technical Guidance Note (2018).

10. No development shall take place until details of how the development will incorporate measures to reduce carbon energy use, facilitate renewable energy installations, and lower household water consumption, have been submitted to and approved in writing by the local planning authority. The approved measures shall be put in place prior to the first occupation of the dwelling, and shall be retained as such thereafter.

Reason: In order to reduce locally contributing causes of climate change in accordance with policy CP14 of the Lewes District Local Plan Part One: Joint Core Strategy and the National Planning Policy Framework 2019.

11. Hours of operation at the site during any demolition, site clearance, preparation and construction shall be restricted to 08:00 to 18:00 hours Monday to Friday and 09.00 to 13:00 hours on Saturdays. No working is permitted at any time on Sundays or Bank Holidays. No machinery shall be operated, no process shall be carried out and no deliveries or collections shall be made at the site outside of these specified times.

Reason: to protect the amenity of the locality in accordance with policy ST3 of the Lewes District Local Plan.

Application Details

	Existing	Proposed	Gain/Loss
Residential - Flats - Market Housing			
1 Bedroom		2	
2 Bedrooms		4	
Parking - Cars -			
Unit	6	6	
Parking - Bicycles -			
Unit	0	8	