

**Report to:** Planning Committee  
**Date:** 30<sup>th</sup> May 2022  
**Application No:** 210845  
**Location:** 19 Sancroft Road, Eastbourne, East Sussex  
**Proposal:** Demolition of existing dwelling and erection of 2no.3 bed semi-detached dwellings.

**Applicant :** Miss Tracy Reid  
**Ward:** Old Town

**Recommendation:** Approve subject to conditions.

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**Map Location:**



## 1. **Executive Summary**

- 1.1 It is considered that the proposed scheme represents sustainable development in that it represents a more efficient use of a sustainable site in terms of the amount of dwellings provided and in the general energy efficiency and durability improvements achieved through the provision of a new building.
- 1.2 It is considered that the proposed dwellings would integrate effectively with the existing street scene and would not detract from the amenities of neighbouring residents.
- 1.3 It is considered that internal and external space provided for each household would deliver good quality living conditions for future occupants.

## 2. **Relevant Planning Policies**

### 2.1 National Planning Policy Framework 2021:

- 2. Achieving sustainable development
- 4. Decision-making
- 5. Delivering a sufficient supply of homes
- 6. Building a strong, competitive economy
- 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 Local Plan 2006-2027:

- B1: Spatial Development Strategy and Distribution
- B2: Creating Sustainable Neighbourhoods
- C4: Old Town Neighbourhood Policy
- D1: Sustainable Development
- D5: Housing
- D8: Sustainable Travel
- D10a: Design.

### 2.3 Eastbourne Borough Plan 2001-2011:

- NE7 Waste Minimisation Measures in Residential Areas
- NE28 Environmental Amenity
- UHT1 Design of New Development
- UHT4 Visual Amenity
- UHT7 Landscaping
- HO1 Residential Development within the Existing Built-up Area

HO2 Predominantly Residential Areas

HO7 Redevelopment

HO20 Residential Amenity

TR6 Facilities for Cyclists

TR11 Car Parking

US4: Flood Protection and Surface Water Disposal.

### 3. **Site Description**

3.1 The site is currently occupied by a detached two-storey dwelling which has a hipped roof and distinctive curved bay windows on the front elevation. A flat roof garage has been attached to the southern (side) elevation. The dwelling is set back from the road with a landscaped garden and hard surfaced parking/driveway to the front. The western boundary, which flanks Sancroft Road, is marked by an approx. 1 metre high brick wall, with a gap maintained for access, which includes a dropped kerb crossover.

3.2 The site is located in Sancroft Road, a residential street that is characterised by two-storey dwellings, the majority of which are detached. There is a fairly rigid building line maintained, with dwellings being set back from the highway. The gaps maintained between the side elevations of each dwelling are generally narrow. The rear gardens of properties on the eastern side of Sancroft Road back on to Old Town Recreation Ground. The wooded slopes that mark the edge of the South Downs National Park rise to the west, approximately 225 metres from the site.

3.3 There are no specific planning designations or constraints attached to the site.

### 4. **Relevant Planning History**

4.1 **210391** - Demolition of existing dwelling and erection of 2no.4 bed semi-detached dwellings - Refused - 12<sup>th</sup> July 2021.

### 5. **Proposed Development**

5.1 The proposed development involves the demolition of the existing dwelling and garage and replacement with a pair of semi-detached 2½-storey dwellings (with the second floor being provided partially within the roof space). The combined ground footprint of the two dwellings would be approx 120 m<sup>2</sup> (approx. 8.75 metres in width by 13.4 metres in depth plus bay windows). Above ground floor level, the depth of the dwelling would reduce to approx 9.4 metres. The ground and first floors would be split level, accounting for the fall of the ground level to the rear of the site.

5.2 A single hipped style crown roof would be formed over the pair of dwellings. When measured against site level to the front of the dwelling the eaves height of the roof would be approx 5.5 metres with the ridge height at approx 8.35 metres. From the lower lying land to the rear of the site the eaves height would be at approx 6.9 metres and the ridge height being at approx.

9.7 metres. The ground floor level of the building would project approx 4 metres further to the rear of the site than the rest of the building and this projection would be in the form of a flat roof element measuring approx 3.1 metres in height.

- 5.3 Each dwelling would be served by a single parking bay to the front of the property. The existing dropped kerb crossover would be widened and the front boundary wall would be removed in order to provide access to these parking areas. A footway providing access to the rear gardens of both properties would run along the southern site boundary. Bike and bin stores would be provided in the rear gardens of each property.

## 6. **Consultations**

- 6.1 None required or received.

## 7. **Neighbour Representations**

- 7.1 A total of 33 letters of objection have been received. This includes letters from the same responder that relate to the original scheme and the amended scheme. Objections to the original scheme are included where the comments are applicable to the amended scheme. A summary of relevant planning matters raised is provided below:-

- Would result in overlooking of neighbouring properties;
- Would generate additional traffic on busy road;
- Insufficient parking on site would lead to obstructive parking on road;
- Increased noise and disturbance;
- Unnecessary demolition of a sound building;
- Overdevelopment of the plot;
- Out of keeping with neighbouring development;
- Approval would set a precedent;
- Demolition would lead to pollution/increase in carbon footprint;
- Would breach covenants relating to building density and building lines;
- A large amount of dwellings on Sancroft Road do not have off road parking which already puts pressure on street parking;
- On street parking would cause obstruction to busses;
- Increased dropped kerb would reduce parking capacity on the street;
- Would cause overshadowing of neighbouring property;
- Demolition works may impact upon foundations of neighbouring dwellings;
- Construction works would result in pollution and disruption;

- The houses are not big enough and would not provide a good living environment;
- The single-storey extension could be extended further in the future to provide more rooms;
- Loss of space maintained between dwelling and recreation ground to the rear;
- The gardens are not large enough;
- Unclear how the green roof would be maintained;
- Proposed boundary treatment is unsympathetic;
- Air source heat pumps would result in noise nuisance throughout the day;
- In conflict with the Core Strategy vision for Old Town;
- No sustainability in development checklist provided;
- No light survey provided;
- Would impact upon the setting of the South Downs;
- Would result in harmful impact upon ecology;
- Concerned about drainage impact.

## 8. **Appraisal**

### 8.1 Principle of Development

8.1.1 Para. 74 of the Revised National Planning Policy Framework (NPPF) instructs that 'Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old. As the Eastbourne Core Strategy is now more than 5 years old, the standard method for calculating housing need set out in Planning Practice Guidance for Housing Needs and Economic Assessment is used to establish the need. As present, the Council is only able to identify a 1.43-year housing land supply.

8.1.2 Para. 11 (d) of the NPPF states that, where a Local Planning Authority is unable to identify a 5 year supply of housing land, permission for development should be granted unless there is a clear reason for refusal due to negative impact upon protected areas or assets identified within the NPPF or if any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole. This approach, commonly referred to as the application of a 'tilted balance' will be adopted in assessing the planning application. The proposal represents a development of a

windfall site that would deliver a net gain of 1 residential unit, thereby contributing towards the Council's housing delivery target.

- 8.1.3 It is therefore considered that the principle of the development is acceptable subject to the benefits of the development not being significantly outweighed by any harmful impact identified when assessing against the national planning policy framework and relevant local plan policies that are in alignment with its aims and objectives.

## 8.2 Design:

- 8.2.1 The proposed development involves the intensification of the use of the existing site. This form of development is encouraged by para. 124 and 130 of the NPPF, provided the scheme would be sympathetic to local character and history, including the surrounding built environment and landscape setting.
- 8.2.2 The site is located on a street where detached dwellings are the predominant form of development. Where there are semi-detached dwellings present the combined width of their plot is wider than those of the detached dwellings. The proposed development does not strictly conform to this spatial characteristic given the plots of each dwelling would be narrow in comparison with neighbouring properties. However the Council has to be mindful of the direction of travel in current local and national planning policies and objectives that encourage brownfield land to be redeveloped in a more efficient way in order to meet housing need at a time when the availability of land, particularly within settlement boundaries, is increasingly constrained.
- 8.2.3 This is reflected in the preamble to saved policy HO7 of the Eastbourne Borough Plan, with para. 6.21 stating that redevelopment of obsolete or underused land or buildings has been one of the principle means of achieving new homes within the existing built-up area. This process will continue to play an important role during the Plan period and is vital to the objective of seeking much greater residential development on previously developed land. Policy B1 of the Eastbourne Core Strategy specifically identifies Old Town as an area suitable for densification, with new development targeted at 31-122 dwellings per hectare.
- 8.2.4 The overall site area is approx. 370 m<sup>2</sup>, meaning current residential density equates to approx. 27 dwellings per hectare. The proposed development would double this to approx. 60 dwellings per hectare. Whilst this does represent a marked increase, and is a greater density than surrounding development, it does fall comfortably within the suggested density for development in Old Town.
- 8.2.5 The footprint of the existing dwelling is approx. 62.5 m<sup>2</sup>, with the attached garage providing an additional coverage of approx. 15.5 m<sup>2</sup>. The site coverage of the site would therefore increase by approx. 42 m<sup>2</sup> (54%) as a result of the development. A large proportion of the increase would result from the proposed ground floor projection to

the rear. The 2½-storey element of the building would cover approx. 83.5 m<sup>2</sup>, an increase of approx. 33% over the coverage provided by the existing 2-storey dwelling.

- 8.2.6 The proposed development respects the existing building line and that, whilst the flank walls reach within close proximity of neighbouring dwellings, this is consistent with the established pattern of development on the street where the majority of dwellings are separated by narrow gaps. The design and appearance of the dwelling incorporates features that correspond with neighbouring dwellings including the use of hipped roof bay windows and a front porch. The eaves and ridge height of the proposed development would be similar to neighbouring properties, ensuring the dwellings would not appear overly prominent or incongruous within the street scene.
- 8.2.7 As the parking area to the front of the development would be open plan it would not be immediately apparent that the site has been subdivided and the general appearance of the site would therefore be broadly consistent with the rhythm of development within the street scene.
- 8.2.8 The main rear elevation of the proposed dwellings would align with neighbouring properties. Whilst the single-storey element would extend further back this would be similar in character to a permitted development single-storey extension and it is noted that a number of nearby properties have single-storey extensions to the rear. Due to the modest height of the single-storey projection to the rear it is not considered that the sense of space maintained between development on Sancroft Road and the green space provided by the recreation ground to the rear would be eroded.
- 8.3 Impact of the proposed development on amenity of adjoining occupiers
- 8.3.1 The northern flank wall of the proposed dwelling would be similar to the existing flank wall in terms of position, height, depth and absence of openings. The southern flank wall would also be similar to the existing wall but would be positioned approx. 2 metres closer to the southern boundary, with a set-back of approx. 1 metre maintained. Neither of the neighbouring dwellings has any side facing windows that would be subject to unacceptable overbearing or overshadowing generated by the flank walls and the walls would not project ahead of either the front or rear elevations of the neighbouring dwellings.
- 8.3.2 Whilst the single-storey element of the development would project beyond the rear elevations of neighbouring dwellings it is considered that the impact towards them would be similar to that generated by a typical single-storey domestic extension. Indeed, the existing building could be extended by 4 metres to the rear at single-storey height without the need for planning permission.
- 8.3.3 Windows within the proposed dwellings would be concentrated to the front and rear elevations and it is considered views offered from them would be similar to those available from the windows of

existing dwelling. As such, it is not considered that any unacceptable overlooking impact would manifest. A condition will be used to ensure that the flat roof area over the rear ground floor projection is not used as a raised terrace at any time in order to preserve the privacy of neighbouring residents.

- 8.3.4 It is not considered that the intensification of the residential use of the site would be to a degree that results in unacceptable levels of disturbance towards neighbouring residents. The car parking areas are stepped away from site boundaries allowing for the use of landscaping and boundary treatment to provide a screen that would soften visual impact towards neighbouring dwellings and help prevent headlights from parking cars shining into neighbouring windows. A condition will be used to secure a comprehensive landscaping scheme for the site that would secure these mitigation measures.

#### 8.4 Living Conditions for Future Occupants

- 8.4.1 Para. 134 of the NPPF states that ‘development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.’
- 8.4.2 Para. 126 of the National Design Guide (2019) states that ‘well-designed homes and communal areas within buildings provide a good standard and quality of internal space. This includes room sizes, floor-to-ceiling heights, internal and external storage, sunlight, daylight and ventilation.’
- 8.4.3 The Technical housing standards – nationally described space standard (2015) defines minimum levels of Gross Internal Area (GIA) that should be provided for new residential development, based on the amount of bedrooms provided and level of occupancy. The GIA of 97.4 m<sup>2</sup> provided in each of the dwellings exceeds the minimum of 90 m<sup>2</sup> required for a three-storey 4 person dwelling as per the space standards.
- 8.4.4 All habitable rooms within the proposed dwellings would be served by clear glazed windows allowing access to good levels of natural light as well as providing natural ventilation to the dwelling interior. Although the internal split-level arrangement would introduce the need for steps to be provided at each level it is not considered that this would significantly impede circulation and allows the development to respond to the site topography. The rooms provided are considered to be of a good size and section drawing confirm that the rooms provided partially within the roof space would have a suitable ceiling height.
- 8.4.5 The main dwellings would be accessed from the front with their entrances engaging well with the street scene and benefitting from natural surveillance from surrounding properties, as would the car parking areas to the front of the dwellings.
- 8.4.6 The northernmost dwelling would be provided with a private rear garden space of approx. 80 m<sup>2</sup> whilst the neighbouring property

would have a marginally smaller garden of approx. 75 m<sup>2</sup>. In both instances the garden space provided would exceed the footprint of the dwelling and therefore comply with guidance provided in section 12 of Building for Life 12. Secure and covered bin and bike stores would be provided in the rear garden areas. Use of the access path serving the rear gardens would be controlled by a gate and a condition will be used to ensure this feature complies with Secured by Design standards.

- 8.4.7 A condition would be added to remove householder permitted development rights in order to prevent any further extension of the building, or the provision of outbuildings. This restrictive condition would thereby prevent loss of garden space.

## 8.5 Landscape and Ecology

8.5.1 The Environment Act (2021) includes the provision to amend the Town and Country Planning Act (1990) in order to require biodiversity net gain to be delivered as a condition of a planning permission. The Act provides a two-year transition period (expiring 2023) before this mandatory requirement comes in to force. In the interim, the Council have adopted a Biodiversity Net Gain Technical Advice Note (TAN) to reflect the direction of travel and also provide clarification on NPPF requirements that 'planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity (para. 174) and that, when determining planning applications, local planning authorities should apply the principle that 'opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity' (para. 180).

8.5.2 Minor developments within the Borough are expected to deliver some biodiversity net gain. The footprint of the proposed development is larger than the existing footprint and, therefore, a proportion of the landscaped rear garden space would be lost. There is no significant planting within this garden space although there are ornamental trees and shrubs further to the rear. The landscaping for the site should retain as many of the trees as possible and compensate for the loss of garden space by enhancing the habitat provided by the landscaping within the retained garden. This can be achieved through the planting of native species and plants that provide a food source for wildlife or act as pollinators. It is noted that the ground floor projection would incorporate a green roof and biodiversity enhancement measures can therefore also be incorporated into this feature.

## 8.6 Highways and Access:

8.6.1 It is considered that the intensification introduced by the proposed development would not generate an increase in trip rates that would have the potential to cause disruption on the surrounding highway network.

- 8.6.2 Each dwelling is provided with a single car parking bay. ESCC Highways Standing Advice states that 3 and 4 bed dwellings should be served by a minimum of two car parking bays. However, this is a standardised level across the County, which includes many rural areas and small settlements. Interrogation of the ESCC Car Ownership Parking Demand Tool, which uses census data based on specific wards within East Sussex, suggests that each dwelling would generate demand for 1.46 x resident parking bays and an additional 0.2 of a space for visitor parking.
- 8.6.3 The proposed increase in the width in the existing crossover would result in the loss of an on street car parking space on Sancroft Road. However, it is noted that such works could be carried out under licence from ESCC Highways without the need to apply for planning permission, as has happened at a number of neighbouring sites, and it is not considered that the loss of on street parking would cause significant harm to pedestrian and highway safety or the movement of vehicles.
- 8.6.4 Whilst the parking provision represents a modest shortfall on the calculator projection it should be noted that part of the shortfall relates to visitor parking and that visitors could be reasonably expected to use the road and do not necessarily need to park directly to the front of the dwelling. The combined shortfall for permanent parking is 0.9 space and it is considered that the potential for the potential increase in demand for on street parking would therefore be minimal and unlikely to make a material contribution towards parking pressure on the surrounding highway network.
- 8.6.5 It is noted that a relatively frequent local bus route passes along Sancroft Road and that this would encourage use of public transport throughout the daytime. The local route connects with regional routes accessed from the town centre as well as main line rail services. It is considered therefore that the occupants of the development would not have a complete reliance on the use of private motor vehicles.

## 8.7 Flooding and Drainage:

- 8.7.1 The proposed development would introduce an enlarged building footprint and additional hard surfacing to the front and rear of the site, thereby reducing site permeability.
- 8.7.2 Environment Agency flood risk maps show the risk of tidal, fluvial or surface water flooding on the site and immediate surrounding area is very low. It is noted that the single-storey projection to the rear of the dwellings would be surfaced with a green roof which would provide a degree of drainage capacity. The hard surfaced parking area to the front of the dwellings could be surfaced in permeable materials to reduce surface water run-off. It is also noted that both dwellings would be provided with rainwater storage butts that would allow for a degree of attenuation of surface water.

8.7.3 The existing dwelling uses a connection to the public sewer for the discharge of surface water and it is intended for the proposed development to be serviced in the same way. This would require a connection agreement from Southern Water, which would include an agreed discharge rate. Final details of the drainage scheme would be secured by condition.

## 8.8 Sustainability:

8.8.1 Para. 152 of the NPPF states that the planning system should ...encourage the reuse of existing resources, including the conversion of existing buildings...’ This is echoed in para. 3.6 of the Sustainability in Development Technical Advice Note which identifies harm caused by demolition in terms of generation of waste and amenity impact and states a preference for existing buildings to be reused, repaired or refurbished rather than demolished. Para. 3.6 also states that any application involving the demolition of an existing building should include details on why it is not possible to reuse the building.

8.8.2 In this instance, it is considered that the proposed development offers significant benefits over the existing building in terms of sustainability by introducing a net gain of one dwelling in a sustainable location and, therefore, increasing the efficiency of the use of the land. It would be difficult to achieve this increase through extending the existing building due to the need to incorporate split levels to maximise space and a significant amount of building work would be involved to do this. Furthermore, the new building would be constructed in energy efficient materials/insulation and incorporate carbon reduction technology that would reduce the long-term carbon footprint of the building, improve its durability and therefore offer sustainability enhancements in the long term.

8.8.3 A waste minimisation has been provided with the application and includes details on how existing building materials would be reused on site as hardcore/sub-base whilst all other external and internal materials would be recycled where practicable. Topsoil would be retained for reuse in the garden areas and spoil generated by excavation would be minimised and reused on site where possible. In addition, it is stated that materials used would be locally manufactured and sourced where possible as a means to reduce embodied energy.

8.8.4 Other measures incorporated to improve sustainability include the provision of air source heat pumps and solar panels, green roofing over the ground floor projection to the rear of the dwelling, water saving devices and rainwater harvesting equipment. Electric vehicle charging apparatus would be provided as per the Council’s policy.

8.8.5 A condition will be used to secure further details of materials to be used and their performance in terms of energy efficiency, as well as details of how those materials could be removed and reused in the future when the building comes to the end of its operational life. This

is in accordance with the principles on embodied energy set out in R.2.i and R.2.ii of the National Model Design Code Part 2 Guidance Notes which indicates a preference for reuse of buildings but provides criteria/considerations to be applied in the event that a new building is to be provided on site.

## 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.

10.2 **TIME LIMIT:** The development hereby permitted shall be commenced before the expiration of three years from the date of this 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 **APPROVED PLANS:** The development hereby permitted shall be carried out in accordance with the following approved drawings: -

- 19SRE2022 001 - Proposed Site Plan
- 19SRE2022 002 - Proposed Floor Plans
- 19SRE2022 003 - Proposed Street Scene
- 19SRE2022 004 - Proposed Elevations
- 19SRE2022 005 – Proposed Section
- Waste Minimisation Statement.

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

10.4 **DRAINAGE:** No above ground works shall commence until a surface water drainage scheme and maintenance and management plan, together with a timetable for implementation, have been submitted to and agreed in writing by the local planning authority. The surface water drainage scheme should be supported by an assessment of the site's potential for disposing of surface water by means of a sustainable drainage system. Surface water run off to the surface water sewer network shall be limited to a rate agreed with Southern Water and shall incorporate any required mitigation measures. Thereafter, the approved scheme shall be carried out or supervised by an accredited person. An accredited person shall be someone who is an Incorporated (IEng) or Chartered (CEng) Civil Engineer with the Institute of Civil Engineers (ICE) or Chartered Institute of Water and Environmental

Management (CIWEM). The implementation of the surface water drainage scheme shall thereafter be carried out in accordance with the approved details prior to the occupation of the dwelling hereby approved.

Prior to submission of the scheme, the applicant shall first make contact with ESCC SuDS Team and Southern Water to ensure their agreement with the scheme.

Reason: To reduce the risk of flooding, both on and off site, to improve and protect the water quality and improve existing habitats.

- 10.5 **DRAINAGE MAINTENANCE:** Following completion of the SuDS scheme, a Completion Statement by an accredited person, who is an Incorporated (IEng) or Chartered (CEng) Civil Engineer with the Institute of Civil Engineers (ICE) or Chartered Institute of Water and Environmental Management (CIWEM), which demonstrates that the development has been fully implemented in accordance with the approved SuDS scheme, including a photographic record of the works, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To reduce the risk of flooding, both on and off site and to improve and protect the water quality.

- 10.6 **CONSTRUCTION MANAGEMENT PLAN (CMP):** No development shall take place, including any further site clearance, until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- the anticipated number, frequency and types of vehicles used during construction;
- means of reusing or recycling any existing materials present on site for construction works;
- the method of access and routing 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;
- Works to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders if required);
- details of public engagement both prior to and during construction works;
- demonstrate that best practicable means have been adopted to mitigate the impact of noise and vibration from construction activities;
- include details of the use of protective fences, exclusion barriers and warning signs;

- provide details of the location and appearance of the site offices and storage area for materials, including a bunded area with solid base for the storage of liquids, oils and fuel;
- details of any external lighting.

Reason: In order to safeguard environmental and residential amenity and in the interests of highway safety and the wider amenities of the area having regard to saved policies UHT1, NE28 and HO20 of the Eastbourne Borough Plan, policies B2, D1 and D9 of the Eastbourne Core Strategy and para. 174 of the NPPF.

- 10.7 **CAR PARKING:** The development shall not be occupied until all parking and turning areas have been provided in accordance with the approved plans and the areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: In the interests of highway safety and for the benefit and convenience of the public at large having regard to saved policy TR11 of the Eastbourne Borough Plan, policies B2 and D1 of the Eastbourne Core Strategy and para. 110 of the NPPF.

- 10.8 **ELECTRIC VEHICLE CHARGING POINTS:** Prior to the first occupation of any part of the development hereby permitted, a minimum of 1 x electric vehicle charging point shall be provided for each dwelling and shall be maintained in an operable condition thereafter for the lifetime of the development.

Reason: To encourage alternative, more sustainable modes of transport and to reduce local contributing causes of climate change in accordance with policies B2, D1 and D8 of the Eastbourne Core Strategy and para. 112 of the NPPF.

- 10.9 **REMOVAL OF PERMITTED DEVELOPMENT RIGHTS:** Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no buildings, structures or works (including the formation of new windows) as defined within Part 1 of Schedule 2, classes A-F inclusive of that Order, shall be erected or undertaken on the site unless permission is granted by the Local Planning Authority pursuant to an application for the purpose.

Reason: To enable the Local Planning Authority to regulate and control the development of land in the interest of visual and residential amenity in accordance with saved policies NE28 and HO20 of the Eastbourne Borough Plan, policies B2 and D1 of the Eastbourne Core Strategy and para. 130 of the NPPF.

- 10.10 **NO USE OF FLAT ROOF AS BALCONY/TERRACE:** The roof area over the single-storey flat roof projection shall be used as an ecological aid only and shall not be used as a balcony, roof garden or similar amenity area without the grant of further specific planning permission from the Local Planning Authority. The roof shall only be accessed for maintenance purposes or in the case of an emergency.

Reason: To safeguard the amenities of the adjoining premises in accordance with saved policies UHT1 and HO20 of the Eastbourne Borough Plan and policies B2 and D1 of the Eastbourne Core Strategy.

10.11 **LANDSCAPING:** Prior to first occupation of the development hereby permitted, a scheme for landscaping shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- Details of all hard surfacing;
- Details of all boundary treatments (including balcony screening);
- Details of all proposed planting, including numbers and species of plant, and details of size and planting method of any trees;
- Details of planting and long term maintenance of green roofing;
- Details of all trees to be retained and measures to ensure they are protected during construction;
- Ecological enhancements and Biodiversity Net Gain.

All hard landscaping and means of enclosure shall be completed in accordance with the approved scheme prior to first occupation of the development. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure the development incorporates sympathetic landscaping that amalgamates with surrounding landscaping, is appropriately and sympathetically screened and provides a secure and safe environment for future occupants in accordance with saved policies UHT1, UHT4, UHT7, NE28 and HO20 of the Eastbourne Borough Plan, policies B2 and D1 of the Eastbourne Core Strategy and para. 174 of the NPPF.

10.12 **SUSTAINABILITY MEASURES:** The proposed development shall not be occupied until full details of all renewable/carbon saving/energy and water efficiency measures to be incorporated into the scheme have been submitted to and approved by the Local Planning Authority. All measures approved shall thereafter be provided prior to the occupation of any dwelling and maintained in place thereafter throughout the lifetime of the development.

Reason: In order to ensure suitable sustainability measures are incorporated into the development and maintained in accordance with policies B2 and D1 of the Eastbourne Core Strategy and para. 152 of the NPPF.

10.13 **LOW EMISSION BOILERS:** Details shall be submitted to and approved by the local planning authority prior to the first occupation of the development for the installation of Ultra-Low NOx boilers with maximum NOx emissions less than 40 mg/kWh (or a zero emission energy source). The details as

approved shall be implemented prior to the first occupation of the development and shall thereafter be permanently retained.

Reason: In the interests of the living conditions of occupiers of nearby properties and future occupiers of the site and to manage air quality in accordance with NPPF 181.

- 10.14 **BIN & CYCLE STORAGE:** Prior to the first occupation of any part of the development hereby approved, the bin and cycle storage facilities shown on the approved plans shall be installed in accordance with details to be submitted to and approved by the Local Planning Authority and maintained in place thereafter throughout the lifetime of the development.

Reason: In the interest of environmental amenity and in order to encourage the use of sustainable modes of transport in accordance with saved policies UHT1, NE28 and HO20 of the Eastbourne Borough Plan, policies B2, D1 and D8 of the Eastbourne Core Strategy and para. 112 of the NPPF.

- 10.15 **SECURED BY DESIGN:** Prior to the first use of the development hereby permitted, information shall be submitted to and approved in writing by the Local Planning Authority detailing how the development would adhere to the principles of Secured by Design. Particular consideration should be given to the control of access to the footpath that provides access to the rear gardens.

Reason: In order to provide a healthy and safe environment for future occupants of the development and the wider public in accordance with policies B2 and D1 of the Eastbourne Core Strategy and para. 92 of the NPPF.

- 10.16 **EXTERNAL MATERIALS:** No external materials or finishes shall be applied until a schedule and specification of materials, to include sourcing, place of manufacture and energy efficiency performance have been submitted to and approved by the Local Planning Authority, The development shall thereafter be carried out in accordance with those details and maintained as such unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of visual amenity and sustainability in accordance with saved policies UHT1 and UHT4 of the Eastbourne Borough Plan, policies B2, D1 and D10a of the Eastbourne Core Strategy and para. 130 of the NPPF.

## 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.

## 12. **Background Papers**

- 12.1 None.