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| App.No: 140755 | Decision Due Date: 29 October 2014 | Ward: Hampden Park |
| Officer: Anna Clare | Site visit date: 1 July 2014 | Type: Planning Permission |
| Site Notice(s) Expiry date: 04/07/2014 | | |
| Neighbour Con Expiry: 04/07/2104 | | |
| Weekly list Expiry: N/A | | |
| Press Notice(s): N/A | | |
| Over 8/13 week reason: Brought to Planning Committee within statutory timeframe | | |
| Location: 1 Glynde Avenue, Eastbourne. | | |
| Proposal: RECONSULTATION AMENDMENTS TO REAR EXTENSION AND SITE LAYOUT: Erection of 2no. two storey rear extensions and refurbishment works to existing building to create 10 one bedroom flats | | |
| Applicant: Mr Andrew Garrett Housing and Economic Development Partnership (EHL Ltd) | | |
| Recommendation: Approve conditionally | | |

Executive Summary:

Scheme is promoted by EHL and seeks approval for 2 two storey rear extension, these together with internal reconfiguration of the existing building will deliver 10X1 bedroom units with rear car parking (100%).

The proposed extensions due to their size design and location do not result in a material loss of amenity to the occupiers of the adjacent properties by virtue of loss of light/overbearing relationship. Similarly a refusal based on the density of parking/access to and through site could not be substantiated.

Application is recommended for approval subject to conditions one of which restricts the development potential of the site

Planning Status:

Site is located in a predominantly residential area.

Relevant Planning Policies:

National Planning Policy Framework 2012

The following sections are deemed to be appropriate

1. Building a strong, competitive economy
5. Supporting high quality communications infrastructure.
6. Delivering a wide choice of high quality homes
7. Requiring good design
8. Promoting healthy communities

Core Strategy Local Plan 2013 Policies

B1: Spatial Development Strategy and Distribution
B2: Creating Sustainable Neighbourhoods
C7: Hampden Park Neighbourhood Policy
D1: Sustainable Development
D5: Housing
D10A: Design

Eastbourne Borough Plan Saved Policies 2007

NE4: Sustainable Drainage Systems
NE5: Minimisation of Construction Industry Waste
NE6: Recycling Facilities
NE7: Waste Minimisation Measures in Residential Areas
UHT1: Design of New Development
UHT2: Height of Buildings
UHT4: Visual Amenity
UHT7: Landscaping
UHT8: Protection of Amenity Space
HO1: Residential Development Within the Existing Built-up Area
HO2: Predominantly Residential Areas
HO3: Retaining Residential Use
HO6: Infill Development
HO7: Redevelopment
HO20: Residential Amenity

Site Description:

The application site relates to No 1 Glynde Avenue, a detached property located on the western side of Glynde Avenue close to its junction with Brassey Avenue. The property currently contains 6 self contained one bedroom flats and there is a side access-way to the a rear parking court.

The building and the plot is showing some signs of disrepair and lack of maintenance and is currently vacant. The building itself comprises a number of external materials (Brick, hanging tiles, render and plain tiles to the roof). The property is two storey in height under a pitched roof.

The levels across the site are generally consistent with a modest fall from the front to the rear of the plot.

Relevant Planning History:

EB/1969/0468 Conversion of dwellinghouse and extension to form 6 flats, and erection of a block of 5 garages with parking spaces at rear. Granted, subject to conditions.1969-11-06

990571 Erection of a single storey extension at side to provide a bedroom, kitchen and lounge. Planning Permission Approved conditionally. 23/07/1999

Proposed development:

This application relates to the erection of 2no. two storey rear extensions and refurbishment works (internal alterations) to the existing building to create 10 one bedroom flats.

2No two storey extensions are proposed with a central gap to afford and maintain access into the rear part of the existing building.

The extension adjacent to the access-way measures 9.53m wide and 5.11m deep and height to the top of the dummy pitched roof of some 7.15m. No flank windows are proposed.

The extension located close to the boundaries with rear boundary of the properties with Brassey Avenue has a maximum width of 7.4m and a maximum depth of 7.4m and a height to the top of the dummy pitched roof of some 7.15m. This extension proposes a ground floor kitchen window on the ground floor and a first floor obscured glazed window serving the bathroom.

The application also promotes the reconfiguration of the existing flats within the building and when read with the new development are promoting 10 X 1 bedroom apartments.

Schedule of accommodation:-**Ground floor**

| | | |
|---------|-------|----------------------------------|
| Flat 10 | 44sqm | 1 x Bedroom with separate lounge |
| Flat 5 | 42sqm | 1 x Bedroom |
| Flat 7 | 32sqm | 1 x Bedroom with separate lounge |
| Flat 6 | 38sqm | 1 x Bedroom with separate lounge |
| Flat 1 | 52sqm | 1 x Bedroom with separate lounge |

First floor

| | | |
|--------|-------|----------------------------------|
| Flat 9 | 44sqm | 1 x Bedroom with separate lounge |
| Flat 4 | 42sqm | 1 x Bedroom |
| Flat 8 | 32sqm | 1 x Bedroom with separate lounge |

| | | |
|--------|-------|----------------------------------|
| Flat 3 | 38sqm | 1 x Bedroom with separate lounge |
| Flat 2 | 52sqm | 1 x Bedroom with separate lounge |

In addition to the extensions the scheme proposes to remodel the plot to facilitate a two way passing bay to the front of the plot and a car park court to the rear of the plot for 10 off street parking spaces. The rear plot also provides accommodation for a refuse/recycling and secure cycle store.

Consultations:

Environment Agency: No comments to make as outside of flood zone

Highways ESCC: No objections raised as two way passing of vehicles is provided to the front of the property and sufficient off street parking provided to the rear.

Neighbour Representations:

6 Objections have been received and cover the following points:

- Noise and antisocial behaviour from the property in past and the creation of additional units may make this issue worse
- Increase in traffic would be harmful
- Too few parking spaces are proposed
- Road and pedestrian safety will be negatively impacted
- Loss of privacy from upstairs windows
- Poor boundary treatments may give rise to trespass issues
- Access-way not large enough for refuse and emergency vehicles
- On street parking is very congested
- Overshadowing
- Noise and disturbance from the use of the car park
- Loss of light to garden

Appraisal:

The main considerations in the determination of this application relate to the:-

- principle of the development
- the acceptability of the layout, siting and design,
- the impact of the proposal on surrounding residential amenity,
- its impact on the character and appearance of the area,
- highway safety considerations and the provision of sufficient car parking spaces for residents and visitors.

Principle of Development

The scheme is being promoted by Eastbourne Homes and The Head of Housing and relates to land that forms part of the Council's housing land portfolio. The redevelopment of the site for residential purposes accords with the longstanding use of the site and accords with the Council's wider redevelopment aims and ambitions for affordable housing in Hampden Park in particular and the wider Eastbourne area in general.

Given the above there are no objections to the redevelopment of the site for residential purposes and would go some way to mitigating the pressure for affordable accommodation within the town.

Paragraph 17 of The National Planning Policy Framework 2012 states that Local Planning Authorities should encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.

Bringing forward development on this site is therefore of critical importance to the Council's spatial development strategy (Policy B2), in order to meet local housing need and housing targets. The development conforms with the Neighbourhood Policy (Policy C7: Hampden Park) in that it 'delivers additional housing through making more efficient use of land'.

As such, it is considered that, the site being a long standing housing site and is within the Council's portfolio, the efficient use of the site for an identified housing need, it is considered that the redevelopment of the site for housing is acceptable in principle in accordance with Policies C6 & C2 of the Eastbourne Core Strategy and the aims of National Planning Policy Framework 2012.

Layout, Siting and Design

Policy UHT1 of the Eastbourne Local Plan states that proposals will be required to harmonise with the appearance and character of the local area and be appropriate in scale, form, materials (preferably locally sourced), setting, alignment and layout.

Policy B2 of the Eastbourne Core Strategy seeks to create an attractive, safe and clean built environment with a sense of place that is distinctive and reflects local character.

The proposal includes the refurbishment of the existing building along with the maintenance of the front garden area, this in and of itself would improve/enhance the setting of the building within the street scene.

The proposed extensions are to the rear of the building and as such would not have any material impact upon the street scene or public realm.

The location, size and design of the extension are considered to appropriate to the character and form of the host property and would not give rise to any material planning concerns in this regard. The external finishes to the proposed extensions would be controlled via planning condition.

The internal configuration of the proposed apartments are of an internal space standard which would provide quality living environment for the proposed occupiers. Whilst the scheme is proposing 1 bedroom apartments the majority of the units have a separate living space. In addition the proposed apartment are stacked with similar uses above one another, this would also assist in mitigating the noise transference between the units.

The scheme also promotes areas of private and communal amenity space, whilst these are modest in size they are located close to the existing building and as such are likely to provide usable space for the enjoyment of the occupiers of the new units.

The scheme proposes to utilise the existing access to the rear of the site, this access will incorporate a passing bay at the junction with Glynde Avenue and will provide an access way to a rear parking court for 10 car parking spaces. It is considered that the parking layout in the manner proposed would function adequately and a parking density of 100% would be appropriate given its location close to Hampden Park District Centre and also public transport links.

As such, it is considered that the layout, siting and design of the proposal are acceptable in accordance with Policies UHT1 of the Eastbourne Local Plan and B2 D10A of the Eastbourne Core Strategy.

Residential Amenity Impact

The existing site accommodates a range of garages and as such the use of the area/rear part of the site for parking and turning has been a long-standing feature. It is accepted that this development would bring additional traffic given that the scheme proposes an additional four residential units however the loss of amenity that may accrue as a result of the increase in vehicle movements to and from the site would not be material and would not be sufficient to substantiate a reason for refusal.

As with any new development the extension will have an impact upon the area as no development formerly existed in the location/siting of the extensions. However both extensions are off set from the boundary the application site and as such it maintains a serviceable area around the proposed extension.

The extension adjacent to the boundary of Brassey Avenue is the larger of the two extensions. Whilst the depth of this extension is large it is considered that given that it lies to the north of the properties in Brassey Avenue which

have a garden depth in the region of 12m and the extension a further 1m off the common boundary and that there is only a bathroom window on this boundary (with obscure glazing) that there would not be any substantive material harm upon the amenities of occupiers of these properties. It is accepted that the view from these properties to and across the application property/plot would alter as a result of this development; this change is not considered to be material.

The second extension is shallower in depth and given the separation by the side access way and an existing rear extension to No3 Glynde Avenue the impacts of this proposal are deemed to be acceptable. There are no flank windows proposed for this extension.

For both extensions first floor accommodation is proposed, this results in habitable room windows in the rear elevation of the proposed extensions, these look directly down the plot. It is accepted the proposal does bring habitable room windows further down the plot, however it is considered that that it should not result in any greater loss of amenity through direct overlooking than that which currently exist from the six flats within the existing building.

Access, Car Parking and Highway Considerations

Policy TR1 states that large development proposals should be located on sites within the town centre or edge of town centre and accessible by a variety of means of transport, it is clear that this application site is located close to the Hampden Park District Centre where there is access to a range of public transport links.

Policy TR11 of the Eastbourne Local plan states that new development must comply with car parking standards as set out in the East Sussex County Council Highways SPG parking standards.

The scheme proposes 100% parking 1 space for each unit and that this is located in an accessible location close to the application property and thereby there is a strong likelihood that it would be used for parking.

It is accepted however that the scheme may place pressure for on street parking as if there remains a latent demand then this would have to be accommodated within the surrounding streets. There is parking in the surrounding street and at times of parking stress this development will rely on on-street parking. This is supported by national highway guidance (Manual for Streets) that states that it is suitable for some developments to cater for all anticipated demand on street, in areas where adjacent streets are easily able to accommodate the increase. Therefore it would also be acceptable for a development to at times rely on on- street parking for any overspill parking which occurs. As is evident from officers site visits in connection with this application that there is available on street parking at locations that are readily accessible to the users/occupiers of the site at a

density to meet any shortfall in on site demands. Given this and the advice contained with the NPPF on traffic/parking grounds should only be made where the cumulative impacts of the decision would be severe, a refusal based on the lack of parking could not be substantiated.

It is noted that cycle parking is to be provided for each dwelling in accordance with ESCC standards. Details of cycle storage facilities are not shown on the plans, however, the Transport Assessment indicates that covered and secure cycle storage facilities would be stored in the rear gardens of each house. As such, a condition is recommended requiring details of the facilities prior to occupation of the development.

Therefore, it is considered that the proposal accords with Policy TR11 of the Eastbourne Local Plan and Policy C6 of the Eastbourne Core Strategy.

Notwithstanding the above elsewhere on this agenda is a report outlining an additional development opportunity for this site. If that scheme were also permitted and implemented it would result in the a reduction in available off street parking down from 10 spaces one per flat down to 7 spaces for 11 flats. It is considered that this would have a material negative impact upon the local highway network. It is recommended that that a condition is recommend that allows only this application or application under 140756 to be implemented but not both.

Affordable Housing

Policy D5 seeks to deliver housing within the sustainable centres and sustainable neighbourhoods and must take appropriate account of the need identified in the most up-to-date strategic housing market assessment with particular regard to size, type and tenure of dwellings. All development will be required to contribute towards affordable housing where there is a resultant net gain of 1 or more residential units (C3 Use Class).

This scheme is being promoted by Eastbourne Homes and as such 100% of the units provided would be affordable. It is accepted that this scheme proposes a mix of tenures across the accommodation proposed however as outlined by the Strategic Housing Manager this mix is deemed appropriate in mitigating the accessibility to affordable housing across all of our the client group within Eastbourne and also that it would go some way to mitigating the growing pressures going forward. As such, the proposal would, meet the requirements of Policy D5 of the Eastbourne Core Strategy in bringing forward a viable housing scheme which would meet an identified housing need in the area with as much affordable housing as possible.

Sustainable Development

The standards proposed through the application align with current Building Regulations and where possible measures will be introduced to reduce household waste, water consumption and energy. The scheme proposes to

use FSR timber products and where possible adopt waste minimisation and waste recycling practices.

It is considered that the development would provide through the new build element well insulated and highly energy efficient residential units.

The scheme proposes secure cycle parking which may assist in the number of vehicles trips that the occupiers of the units may choose to make. Any reduction in vehicle trips would also help to reduce the extent of Co2 emissions.

Human Rights Implications:

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.

Conclusion:

The proposal represents a satisfactory form of development that would enhance the appearance of the this property within the street scene as well as well as proposing a number of new and reconfigured flats in an area of the town where the delivery of new housing units would comply with the Hampden Park Vision and Policy C7 of the Core Strategy.

The new extensions would not result in material harm sufficient to substantiate a refusal of planning permission.

Seen in isolation the parking density is acceptable, save for issue as discussed above over the potential for two extant permission on the same plot.

Recommendation:

Approved conditionally

Conditions:

- 1 Time Limit
2. Approved Plans
3. No additional windows
- 4 External Materials
- 5 Boundary treatments (around the entire plot boundary)
- 6 Front garden landscaping layout
- 7 surface details for access-way, passing bay and rear parking court
- 8 parking spaces shall be surfaced and marked out in accordance with the drawings prior to the first occupation of the dwellings hereby approved

9 the bin store shall be provided in accordance with the drawings hereby approved and retained as such thereafter

10 Hours of construction

11 The development hereby approved shall not be implemented if the bungalow approved under application reference 140756 has first been implemented Reason:- it is considered that the site is unsuitable to accommodate both applications by virtue of the reduction in the availability of off-street parking.