

App.No: 141327	Decision Due Date: 6 January 2015	Ward: Upperton
Officer: Richard Elder	Site visit date: 16 December 2014	Type: Householder
Site Notice(s) Expiry date: 14 November 2014		
Neighbour Con Expiry: 14 November 2014		
Weekly list Expiry: 16 November 2014		
Press Notice(s): n/a		
Over 8/13 week reason: Referred to planning committee		
Location: 5 The Courtyard, Wharf Road, Eastbourne		
Proposal: Conversion of part of the garage to extend habitable space		
Applicant: Mr D Burgess		
Recommendation: Approved conditionally		

Executive Summary:

Given the location of the premises 180 metres from the mainline train station and 60 metres from a main bus route within the town centre, it is considered that the site is more than adequately served by public transport with all services, facilities and shopping within close proximity to the town centre.

Any parking requirements generated by the proposal could be provided on-street where a parking permit would be required (if available) or the residents pay to park in specific bays or park further afield in uncontrolled parking areas.

The occupiers of the property are also provided with the choice of using a Smart car (being 2.69 metres long and would fit into the garage) or similar sized small car or the use of bicycles or a motor cycle. It is a sustainable location within the town centre and as such, it is considered that the proposal accords with Policy TR11 of the Eastbourne Local Plan and Policy C6 of the Eastbourne Core Strategy.

Planning Status:

Mixed commercial and residential area.

Relevant Planning Policies:

National Planning Policy Framework 2012

1. Building a strong, competitive economy
2. Ensuring the vitality of town centres
3. Supporting a prosperous rural economy
4. Promoting sustainable transport
5. Supporting high quality communications infrastructure.
6. Delivering a wide choice of high quality homes
7. Requiring good design
8. Promoting healthy communities
9. Protecting green belt land
10. Meeting the challenge of climate change, flooding and coastal change
11. Conserving and enhancing the natural environment
12. Conserving and enhancing the historic environment
13. Facilitating the sustainable use of minerals

Eastbourne Core Strategy Local Plan 2006-2027

- B1: Spatial Development Strategy and Distribution
- B2: Creating Sustainable Neighbourhoods
- C1: Town Centre Neighbourhood Policy
- D10a: Design

Saved Borough Plan Policies 2007

- UHT1: Design of New Development
- HO20: Residential Amenity
- TR11: Parking

Site Description:

The application site is located within a courtyard of 6 new houses constructed approximately 10 years ago situated on the south side of Wharf Road. The property is located approximately 180 metres from Eastbourne mainline train station within the town centre.

Residential properties adjoin both sides of the site and on the opposite side of the road are the backs of commercial uses in St Leonards Road. The rear of the site abuts the Enterprise Centre car park.

Relevant Planning History:

990674

Change of use to form six dwellings with garages, together with alterations, part raising of roof and the introduction of dormer windows and roof lights. Planning Permission Approved conditionally 27/05/1999

Condition 5 of this permission requires the garages to be retained permanently for parking.

The application was generated by a complaint from a local resident and a subsequent enforcement investigation where it was found that the rear part

of the garage had been converted to residential accommodation in association with the existing ground floor accommodation.

140901 Conversion of garage to extend habitable living space. Withdrawn 01/09/2014

Proposed development:

The current application seeks retrospective planning permission for the conversion of part of the garage to residential accommodation. A large part of the garage is retained for parking a small car (such as a Smart car) and for bicycles and motor cycles. The new garage length is 2.75 metres long.

Consultations:

Internal:

None

External:

ESCC Highways (development control) – No objection.

Neighbour Representations:

A letter of support from a resident of the Courtyard has been received offering 100% support.

An enforcement complaint was received in May 2014 that the garage was being used for other reasons other than parking.

Appraisal:

The main considerations in the determination of this application are the acceptability of the new internal layout and impact of the proposed development on parking and on-street parking capacity.

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.

The applicant has converted part of the rear of the garage to provide a kitchen area to enhance the existing accommodation. A site visit to the premises revealed that the previous accommodation would have been very small to incorporate a kitchen, dining room and living room. The resulting accommodation significantly improves the internal accommodation with room in the garage to house a Smart Car, bicycles or a motor cycle.

As such, it is considered that the proposed layout is acceptable and would accord with Policy UHT1 of the Eastbourne Local Plan.

Parking and Access

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

Given the location of the premises 180 metres from the mainline train station and 60 metres from a main bus route within the town centre, it is considered that the site is more than adequately served by public transport with all services, facilities and shopping within close proximity to the town centre. Any parking requirements generated by the proposal could be provided on-street where a parking permit would be required (if available) or the residents pay to park in specific bays or park further afield in uncontrolled parking areas.

East Sussex County Council Highways have been consulted and consider that as the site is so centrally located, a car free development could be argued and to lose one space (although regrettable) is acceptable under the NPPF as it would not create a severe impact on the highway.

The occupiers of the property are also provided with the choice of using a Smart car (being 2.69 metres long and would fit into the garage) or similar sized small car or the use of bicycles or a motor cycle. It is a sustainable location within the town centre and, as such, it is considered that the proposal accords with Policy TR11 of the Eastbourne Local Plan and Policy C6 of the Eastbourne Core Strategy.

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:

Given the location of the premises 180 metres from the mainline train station and 60 metres from a main bus route, it is considered that the site is more than adequately served by public transport with all services, facilities and shopping within close proximity to the town centre. Any parking requirements generated by the proposal could be provided on-street where a parking permit would be required (if available) or the residents pay to park in specific bays or park further afield in uncontrolled parking areas.

However, the occupiers of the property are also provided with the choice of using a Smart car (being 2.69 metres long and would fit into the garage) or similar sized small car or the use of bicycles or a motor cycle. It is a sustainable location close to the town centre and as such, it is considered

that the proposal accords with Policy TR11 of the Eastbourne Local Plan and Policy C6 of the Eastbourne Core Strategy.

Recommendation:

Approved conditionally

Conditions

1. The remaining area of garage shall be used for the parking of a small car, motor cycle or storage of bicycles and for no other purpose and shall be permanently retained as such in perpetuity.

Reason: To ensure a satisfactory form of development and a choice of a range of modes of transport for the residential occupiers.