

App.No: 150070	Decision Due Date: 24 March 2015	Ward: St Anthony's & Langney Point
Officer: Richard Elder	Site visit date: 10 March 2015	Type: Planning Permission
Site Notice(s) Expiry date: 28 February 2015		
Neighbour Con Expiry: 28 February 2015		
Weekly list Expiry: 1 March 2015		
Press Notice(s): n/a		
Over 8/13 week reason: Referred to Planning Committee		
Location: Land to the rear of 2 to 8, Queens Crescent		
Proposal: Demolition of 10 lock-up garages and erection of 6 x terraced 2bedroomed houses together with access drive and ancillary parking		
Applicant: Mr D Ashford		
Recommendation: Approved conditionally		

Executive Summary:

The principle of redevelopment of the site for housing has been accepted with the grant of planning permission for 4 x 3 bed houses in 2011. There have been no significant changes from the previous scheme approved in 2011, which although for an additional 2 houses, all 6 houses are now 2 bedroom rather than 3 bedroom approved previously.

The proposed development is acceptable in terms of the loss of the existing garages and associated open area, the scale and design of the replacement buildings, the impact upon nearby residents, the provision of on-site parking and impact on highway safety. In addition, the development complies with government guidance in respect of maximising the re-use of previously developed land and will make a valuable contribution to the towns housing stock.

Planning Status:

Predominantly 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

Core Strategy Local Plan 2013 Policies

B1 Spatial Development Strategy and Distribution
B2 Creating Sustainable Neighbourhoods
C13 St Anthony's & Langney Point Neighbourhood Policy
D5 Housing Low Value Neighbourhood
D10a Design

Eastbourne Borough Plan Saved Policies 2007

UHT1 - Design of New Development
UHT4 - Visual Amenity
HO6 - Infill Development
HO8 - Redevelopment of Garage Courts
HO20 - Residential Amenity
TR11 - Car Parking

Site Description:

The application site relates to a rectangular plot of land, covering an area of 0.12 hectares, currently in sui generis use comprising a row of 10 lock-up garages abutting the rear gardens of 2-8 Queens's Crescent. The remainder of the site serves as a concrete apron for the parking of vehicles. The plot is bounded by residential dwellings to the north (Nos. 2-8 Queens Crescent) and east (Queens Road), 'The Lodge' public house (now vacant) to the west and St Anthony's Hall (Evangelical Church and nursery) to the south. The site is currently accessed by a 3m wide track off Queen's Crescent measuring 30m in length with a shallow double bend.

Relevant Planning History:

010681 Four semi-detached (two storey) dwellings together with associated visitors car parking. Planning Permission Refused
08/11/2001

110623 Erection of four semi-detached three bedroom dwellings with access drive and ancillary parking Outline (some reserved) Approved conditionally 09/12/2011

Other Relevant History:

The Lodge Inn, 559 Seaside (site adjoining to west).
120569 Redevelopment of site including demolition of public house, redundant bus shelter and toilets and the erection of 6 no. 3 bedroom houses with integral garages. Planning Permission Approved Conditionally
05/11/2012

Proposed development:

Permission is sought to replace 10 existing lock-up garages with 6 x , 2 bed houses arranged in two separate terraces of three together with 8 designated parking spaces served by the existing vehicular access via Queens Crescent.

The dwellings would be sited in a linear arrangement across the site to front the rear gardens of Nos. 2-8 Queens Crescent and back onto St Anthony's Hall and the former public house and pub garden, with separation distances to the nearest residential properties in Queens Crescent and Queens Road in excess of 24m (10m to boundary) and 23m (7m to boundary) respectively. The new dwellings would be sited approximately 10m from the flank elevation of St Anthony's Hall (5m to boundary) and 16m from the rear elevation of 'The Lodge' public house to the west.

The proposed houses would be designed in a traditional, standard style constructed primarily with render facing, with elements of brickwork and painted cladding to the front elevations. They would incorporate a standard pitched slate roof with modest projecting front gables and casement windows. Each dwelling will benefit from 1 car parking space, with 2 visitor spaces. Refuse storage would be provided within the rear gardens.

Consultations:

Internal:

Specialist Advisor (Planning Policy) – No objection

External:

Highways ESCC – No objection subject to conditions

Southern Water – No response

Environment Agency – No response

Southern Gas Networks – No response

Neighbour Representations:

Four objections have been received and cover the following points:

- Overdevelopment of site
- Impact on highway safety
- Only 1 car parking space per house. On-street parking is difficult within the vicinity.
- Overlooking into rear gardens and habitable rooms.
- Landscaping could be improved.

Appraisal:

Principle of Development

The principle of redevelopment of the site for housing has been accepted with the grant of planning permission for 4 x 3 bed houses in 2011.

The main issues to consider in the determination of this application therefore relate to the acceptability of the scale and form of the proposed houses, the effect of the development on the living conditions of adjacent residential occupants and the impact of the proposal on vehicular movements and parking arrangements.

Design & Layout

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 UHT4 states that proposals which have an unacceptable detrimental impact on visual amenity will be refused.

Policy D10a requires new development to make a positive contribution to the townscape and urban heritage.

The proposed two storey dwellings will be in keeping with surrounding residential properties in scale and form. The new units will reflect the traditional style of properties in the locality, albeit in a simple and modern form, and the projecting gables and use of a mix of render brick and cladding would provide an articulated façade and an interesting palette of materials to the front elevation. The height of the proposed dwellings would not exceed that of adjacent buildings and, as such, will not be unduly prominent.

The site is well concealed from wider views by established development around its perimeter and the visual impact of the proposal as seen from the public realm will thus be minimal. Notwithstanding that, the dwellings would be set back and screened from the main highway, the development is considered to be a welcome improvement from the 'tired' garages and unkempt open area which currently characterise the site.

The amended layout to that approved previously would not affect the extant planning permission granted in 2012 for the erection of 6 houses within the pub site adjacent to the west.

As such, it is considered that the design and layout of the proposal is acceptable and would accord with the aims of Policies UHT1, UHT4 and HO8 of the Eastbourne Local Plan and Policy D10a of the Eastbourne Core Strategy.

Impact on Residential Amenity

Policy HO20 of the Eastbourne Local Plan requires new development proposals and extensions to existing buildings to respect residential amenity.

Policy B2 of the Eastbourne Core Strategy seeks to protect the residential and environmental amenity of existing and future residents.

The separation distances from the nearest residential properties (which would be in excess of 23 metres) are such that there would be no adverse impact with respect to light, outlook or privacy. There may be some overlooking of the rear gardens of numbers 2-12 Queens Road. However, this would be at an oblique angle and would not significantly impact on privacy within the most private section of the garden directly adjacent to the rear elevation nor towards rear habitable windows of these properties.

It is important to note that the proposed residential use of the site should result in the potential reduction of traffic movement and any alternative commercial use of the site is likely to result in a significant loss of amenity for neighbouring residents. As such, it is considered that the proposed redevelopment of the site would provide a significant visual improvement of the site given its current unkempt and run down condition.

The proposed two bedroom dwellings will provide a good standard of accommodation with front and rear gardens which, although modest in size and smaller than adjacent gardens, are considered to provide sufficient private amenity space for future occupiers to a standard that is comparable to other properties also located in close proximity to the town centre.

As such, it is considered that the proposed development would not impact significantly on surrounding residential amenity and would accord with Policy H020 of the Eastbourne Local Plan and Policy B2 of the Eastbourne Core Strategy.

Parking and Highway Considerations

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.

With regards traffic movements and parking, there have been no significant changes from the previous scheme approved in 2011, which although for an additional 2 houses, all 6 houses are now 2 bedroom rather than 3 bedroom approved previously. This change does not alter the number of parking spaces that would be required to serve the site. Whether it is 4no. 3 bed houses or 6no. 2 bed houses a total of 9 spaces should ideally be provided on site. It is noted that the site only makes provision for 8 spaces, the same number for the previous scheme. There would be space for another parking space, however, it is considered that areas of landscaping to soften the impact of the scheme is more favourable within this backland site than additional parking space.

The Highways Authority have been consulted on the proposal and consider that 8 parking spaces provide would be acceptable and raise no objection to

the proposal subject to conditions. They have confirmed that the relationship between traffic flow and road safety for streets with direct access was researched in the preparation of Manual For Streets guidance. It was found that very few accidents occurred with vehicles turning into and out of driveways, even on heavily trafficked roads. It is therefore suggested in the guidance that the limit for providing direct access is set at 10,000 vehicles per day. Queens Crescent's daily traffic flow is well below this level.

The access to the site for both vehicles and pedestrians is via an approximately 3.25m wide access way that runs at the side of 2 Queens Crescent. This layout would effectively operate as a shared surface where pedestrians and vehicles share the same surface. This type of layout works best in relatively calm traffic areas which would be the case at this site, as the driveway is relatively narrow. Vehicles can also turn within the site and can therefore exit the site in a forward gear. There is adequate vehicular visibility as the junction of the site access and Queens Crescent. In addition the properties either side of the access entrance have relatively low garden walls/fences that allow good pedestrian visibility.

In light of the sustainable location of the site in close proximity to public transport, shops and other facilities, it is considered that the proposal is acceptable on Highway grounds and would accord with Policy TR11 of the Eastbourne Local Plan.

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 proposed development is acceptable in terms of the loss of the existing garages and associated open area, the scale and design of the replacement buildings, the impact upon nearby residents, the provision of on-site parking and impact on highway safety. In addition, the development complies with government guidance in respect of maximising the re-use of previously developed land and will make a valuable contribution to the towns housing stock.

Recommendation:

Approved conditionally

Conditions:

1. Time limit
2. Approved plans

3. External materials
4. Finished Floor Levels to be submitted
5. Demolition and construction times
6. Provide parking and refuse are provided before occupation.
7. Use of parking spaces for parking only
8. Cycle Parking to be provided
9. No Permitted Development Windows