

App.No: 150080 (PPP)	Decision Due Date: 8 July 2015	Ward: Meads
Officer: Jane Sabin	Site visit date: 2 February 2015	Type: Planning Permission
Site Notice(s) Expiry date: 28 August 2015		
Neighbour Con Expiry: 28 August 2015		
Press Notice(s): N/A		
Over 8/13 week reason: N/A		
Location: Meads Hollow, 15 Upper Carlisle Road, Eastbourne		
Proposal: Erection of a detached 4 bedroom dwelling with a detached double garage at the front on land within the curtilage of 15 Upper Carlisle Road.		
Applicant: Mrs Benton		
Recommendation: Approve		

Executive summary:

The negotiated scheme has addressed the concerns of officers and objectors, and is now considered acceptable. It would not have an adverse impact on visual, residential and environmental amenity, and highway safety, and therefore complies with local and national planning policies.

Planning Status:

Residential area
Tree Preservation Order 10

Relevant Planning Policies:

National Planning Policy Framework

Eastbourne Core Strategy Local Plan Policies 2013

B1: Spatial Development Strategy and Distribution

B2: Creating Sustainable Neighbourhoods

C11: Meads Neighbourhood Policy

D5: Housing

D10A: Design

Eastbourne Borough Plan Saved Policies 2007

NE14: Source Protection Zone

NE28: Environmental Amenity

UHT1: Design of New Development

UHT2: Height of Buildings
UHT4: Visual Amenity
UHT5: Protecting Walls/Landscape Features
HO2: Predominantly Residential Areas
HO6: Infill Development
HO20: Residential Amenity
TR11: Car Parking

Site Description:

Upper Carlisle Road lies within a predominantly residential area, primarily characterised by large detached dwellings on generously sized plots. There is a wide range of styles and ages of the properties. The plot of land to which this application relates currently forms part of the side and rear garden of 15 Upper Carlisle Road, a large detached dwelling set within an extensive plot on the southern side of Upper Carlisle Road. The plot extends the full depth of the curtilage, backing onto Lordslaine Close, and flanking No.19 to the west.

The site slopes down from the public highway (from north to south) and up from no.15 towards no.19 (from east to west).

The site contains a number of trees, some mature, along the front side and rear boundaries. Three large Holm oaks on the south west boundary adjoining 19 Upper Carlisle Road are protected by a tree preservation order. The existing dense tree/shrub screen along the front boundary has recently been thinned out, but these are not protected and none are of any individual merit.

Relevant Planning History:

Planning permission has been granted on six occasions in outline only as follows:

Erection of a detached 3/4 bedroom dwelling house with integral garage

EB/1991/0499 15 January 1991
EB/1994/0663 26 January 1995
EB/1998/0017 4 November 1998
EB/2002/0091 3 May 2002
EB/2005/0238 16 May 2005

Erection of a detached house with integral garage to the side of 15 Upper Carlisle Road

EB/2008/0656 4 November 2008
120503 5 November 2012

Proposed development:

Full planning permission is now sought to construct a four bedroom dwelling with a detached double garage at the front in a similar position as the previous schemes. The site for this application has been altered slightly to increase the width, so that the plot measures between 19 and 20 metres wide and 63m deep.

The dwelling would be sited in line with no.19 and slightly forward of no.15, and between 7.6-8.6m away from the south west boundary where the preserved trees are located. It would have a maximum width of 11m, reducing to 10m over the rear half, and a depth of 14.5m at ground floor level and 12m at first floor level, under a hipped and pitch roof

9.6m to the ridge; a flat roofed double garage would be sited close to the front of the dwelling, adjacent to the boundary with 15 Upper Carlisle Road. For comparison, the scheme as originally submitted had a width of 14.4m, with a maximum depth of 12.2m and a height of 9m, together with a triple garage with a pitched roof and a first floor.

The design takes a traditional form, albeit with an asymmetrical frontage, with a central porch supporting a first floor projection under a small gable, and would be constructed of brick with quoins to the edge. Windows would be multi-paned and of vertical proportions. A semi-recessed dormer features on the rear roof slope with a floor to ceiling window (although only the top sash would open – i.e. it is not a balcony), along with roof lights to both side elevations. The first floor has been set back by 2.5m, leaving an area of flat roof above the larger ground floor; although it would be enclosed by railings, these are of insufficient height to form a balcony and are for decorative purposes. The flat roof contains a large roof light to serve the dining/family room and there are no doors at this level leading out onto it.

In front of the proposed dwelling and adjacent to the new north east boundary, would be sited a double garage of matching brick under a flat parapetted roof with a decorative railing across the front (to match that on the front of the dwelling) to a maximum height of 3m. The house and garage would be served by a new access from Upper Carlisle Road located centrally between two young street trees (elm) onto a large forecourt, with the garage set back from the boundary by 8.4m and 1m lower than the public highway.

The proposal has been revised to provide additional space between the new dwelling and the preserved trees, and to relocate the vehicular access to avoid the street trees, and would involve the loss of some shrubs and small trees.

Consultations:

Internal:

Specialist Advisor (Arboriculture) considers that the amended plans have taken into account the issues initially raised in respect of the original scheme, including the required root protection area of the 3 protected Holm Oaks on the western boundary of the site. The applicant proposes to retain the front screen during and after development, this is a missed opportunity for a good landscape proposal with longevity, and it would be beneficial to condition the screen to be improved by means of a suitable landscaping scheme.

Highways ESCC have stated verbally that they do not wish to comment.

External:

Neighbour Representations:

The *original* submission attracted nine objections covering the following points:

- Overdevelopment of the plot
- Adverse impact on the character of the area; visually intrusive; no respect to local distinctiveness
- Larger development than that previously approved (height and width)
- Large garage in front of the building line (the Fivewalk development should not be used as a precedent for this)

- Loss of preserved trees which make a significant contribution to the character of the area, being visible from the road and longer distances; the need to remove one of the Holm oaks serves to demonstrate overdevelopment
- Loss of privacy (to 19 Upper Carlisle Road) from the windows above the garage, and as a result of the removal of the Holm oak on the boundary (this would be exacerbated by the approved felling of two large Monterey cypress trees on the same boundary which have to be removed due to their condition)
- Loss of boundary wall

The *revised* submission has not, at the time of writing this report, attracted any comment at all as a result of reconsultation and a further notice posted on site. Any representations received between this time and the meeting of the Planning Committee will be reported as an addendum.

Appraisal:

The principle of the provision of an additional dwelling has been long established, and the site is of a sufficient size to accommodate a further dwelling. The main issues to take into consideration are visual, residential and environmental amenity, and highway safety.

Visual amenity:

The proposed dwelling has been designed to blend in with the general character of development along Upper Carlisle Road, which is extremely varied, and in particular with 15 Upper Carlisle Road to which it closely related. In terms of its scale, mass, siting and elevational treatments, the proposed dwelling sits comfortably within the streetscene.

There has been much comment made about the siting of the garage forward of the dwelling. This is not an unusual feature in this part of Upper Carlisle Road, and it should be noted that seven nearby properties have the same arrangement – specifically nos. 3, 5, 7, 9 and 11 (the latter being a car port), and immediately opposite the application site no.18 (Clockhouse Court) and 20, both of which use the garage roofs as balconies. It is also the case that only two of these are located further back from the boundary than the proposed garage on the application site, with the remainder being closer. Furthermore, the proposed garage would have the benefit of being sited 1m lower than the public highway and would benefit from a planted screen.

Residential amenity:

The proposed dwelling has been designed to prevent overlooking of adjoining properties. The preserved trees have dictated the siting of the building close to the boundary of 15 Upper Carlisle Road, which is also owned by the applicant. The first floor has been set back to reduce the impact on adjoining properties, whilst allowing the living space on the ground floor to be enlarged as a result of having to reduce the footprint on the west side of the site. The railings around the flat roof section have been finished with low railings to improve the finish, but not high enough to be used as a balcony. The feature staircase to the side elevation facing 19 Upper Carlisle Road is to be finished with a series of horizontal windows to reduce views towards that property. Due to the slope of the land from front to rear, the proposed dwelling would require a patio to the rear to provide level access from the ground floor, and this is the case with all the existing properties on this side of the street; this would result in a platform approximately 1.2m high at its outside edge, which is comparable with nearby properties. The details of this arrangement can be controlled by condition, and it is likely that 2m high boundary fences

will be necessary to safeguard the amenities of adjacent occupiers. Given all of the above and the distance between the adjoining properties (and a rear garden depth of 30m), it is considered that there would no adverse impact on the amenities of adjoining residents.

Environmental amenity/trees:

The preserved trees have been a major constraint to the development of the site. They have now matured to an extent that affects the size of the property that can be safely constructed without resulting in the loss of the trees. Negotiations have taken place over several months to agree a suitable footprint and siting.

Highway safety:

The original scheme proposed to make use of an existing but disused pedestrian access adjacent to the boundary with 19 Upper Carlisle Road, however the provision of a dropped kerb in this location would had a detrimental impact on the nearby young street tree. The access has therefore been moved centrally to the plot, and the Highway Authority has indicated that this would not present any safety issues.

Other matters:

The provision of a dwelling on the site would attract a contribution under the Community Infrastructure Levy (CIL) scheme. The applicant is aware of this and has been served the necessary notices.

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 negotiated scheme has addressed the concerns of officers and objectors, and is now considered acceptable. It would not have an adverse impact on visual, residential and environmental amenity, and highway safety, and therefore complies with local and national planning policies.

Recommendation: Approve subject to the following conditions

Conditions:

1. Commencement within three years
2. Compliance with approved plans
3. Hours of operation
4. Protection of street trees
5. Tree protection measures
6. No bonfires
7. Landscaping scheme
8. Details of foundations and services in relation to trees
9. Details of patio
10. Samples of materials
11. Restriction of PD rights between dwelling and preserved trees

12. Prevention of use of flat roof as a balcony/ increase in height of railings
13. Provision of new vehicular access and closing of former access before commencement
14. Wheel washing facilities

Informatives

SEE ATTACHED COMMUNITY INFRASTRUCTURE LEVY LIABILITY AND COMMENCEMENT NOTICES

Appeal:

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.**