

<b>App.No:</b> 170144	<b>Decision Due Date:</b> 28 March 2017	<b>Ward:</b> Meads
<b>Officer:</b> Neil Holdsworth	<b>Site visit date:</b> Various	<b>Type:</b> Planning Permission
<b>Site Notice(s) Expiry date:</b> 3 <sup>rd</sup> March 2017		
<b>Neighbour Con Expiry:</b> 3 <sup>rd</sup> March 2017		
<b>Press Notice(s):</b> N/A		
<b>Over 8/13 week reason:</b> N/A		
<b>Location:</b> 24 Hyde Road, Eastbourne		
<b>Proposal:</b> Demolition of existing community centre with change of use for a new build residential development comprising of 3no. three bed properties. Previous application 161318.		
<b>Applicant:</b> Mrs Kate Bull		
<b>Recommendation:</b> Approve conditionally		

### **Executive Summary:**

This application is reported to planning committee at the discretion of the Senior Special's Advisor (planning) in light of the local interest in this and recent applications at the site.

This application proposes the demolition of the existing WRVS building on the junction of Hyde Road and Calverley Road (Eastbourne Town Centre) and its replacement with three townhouses.

The existing WRVS premises are considered surplus to requirements of the WRVS with existing facilities being relocated to alternative venues in close proximity to the site within Eastbourne Town Centre.

The bay fronted townhouses are considered to reflect the prevailing character of the surrounding streetscape of Calverley Road and Hyde Road and represent a good standard of detailed design, with timber sliding sash windows and a rendered finish. The intensity of the development is considered appropriate and it is considered that any parking demand can be absorbed in to the local on street network of parking spaces.

The proposal is therefore recommended for conditional approval.

## **Planning Status:**

The existing building (WRVS centre) falls within the D1 use class (non-residential institutions) and is located within Eastbourne Town Centre

## **Relevant Planning Policies:**

### National Planning Policy Framework 2012

1. Building a strong, competitive economy
2. Ensuring the vitality of town centres
4. Promoting sustainable transport
6. Delivering a wide choice of high quality homes
7. Requiring good design
8. Promoting healthy communities
12. Conserving and enhancing the historic environment

### Eastbourne Core Strategy Local Plan Policies 2013

B1: Spatial Development Strategy and Distribution  
B2: Creating Sustainable Neighbourhoods  
C1: Town Centre Neighbourhood Policy.  
D1: Sustainable Development  
D2: Economy  
D5: Housing  
D10A: Design

### Eastbourne Borough Plan Saved Policies 2007

NE14: Source Protection Zone  
UHT1: Design of New Development  
UHT2: Height of Buildings  
UHT4: Visual Amenity  
UHT16: Protection of Areas of High Townscape Value.  
HO1: Residential Development Within the Existing Built-up Area  
HO2: Predominantly Residential Areas  
HO7: Redevelopment  
HO20: Residential Amenity  
TR2: Travel Demands  
TR6: Facilities for Cyclists  
TR11: Car Parking

## **Site Description:**

The existing building is a post war community building owned and occupied by the Women's Royal Voluntary Service (WRVS). It occupies a corner plot bounded by West Street, Hyde Road and Calverley Road. The surrounding Victorian townscape along Hyde Road is characterised by 2 to 3 storey high gable fronted properties, whilst Calverley Road has a uniform appearance of two storey stucco faced terrace buildings. West Street due east has the

characteristics of a service road in relation to the rear of Gildredge Road which contains a number of larger commercial buildings.

**Relevant Planning History:**

160810

Demolition of the existing RVS centre and erection of 3no. 4-bed residential dwellings, changing the use of the land.

Planning Permission

Withdrawn

01/09/2016

161318

Demolition of existing community centre with change of use for a new build residential development comprising of six 2-bed apartments.

Planning Permission

Refused

22/12/2016

**Proposed development:**

The proposal involves the demolition of the existing community centre and its replacement with three new residential dwellings with gardens to the rear facing the retained wall of 1a West Street. The new dwellings are two storeys in height with further accommodation being provided within the roof space. Two of the units are to have pedestrian access from Calverley Road and one will have pedestrian access from Hyde Road.

**Consultations:**

Internal:

Specialist Advisor (Conservation):

No objection

*"The re-submitted application reverts back to a design based around individual houses, the intention being to create 3 new 3-bedroom properties that align well with the predominantly Victorian streetscape. As such, the new version positively addresses a number of the concerns raised in my previous consultation, for example through the use of render rather than brick and the reduction in height and bulk to better mirror neighbouring property. Its more explicit referencing of the dominant local architectural style also avoids some of the ambiguities of the earlier 'partial homage', preferring to adopt major defining features such as timber sash windows, painted render and the use of railings for demarcation at the front of the properties, with*

*some very minor distinctions at the level of detail. Thus, railings will be crafted in a simpler, more contemporary design and the brick piers at street level will be finished square and without a capping stone. Presumably, the intention here is to differentiate the 'new build' from surrounding properties and to attribute a degree of modernity to the development. I am relatively relaxed about these contemporary twists, but, given the overall attempt to strive for authenticity, and to create new build in keeping with such a pleasing and well-established setting, I wonder if there is a case to go for exactitude, certainly with regard to the capping stone.*

*In general terms, I feel that the new application benefits from an enhanced understanding of the area, and offers an improved design that capably references its surroundings for the various reasons outlined above. On this basis, I do not wish to make an objection.*

External:

ESCC Highways:

No objection subject to conditions.

**Neighbour Representations:**

Four objections have been received and cover the following points:

Amenity:

Concern about the increase in height and impact on the daylight amenity levels to surrounding properties (33 and 35 Hyde Road)

Highways:

Concern that the proposal will result in demand for on street parking spaces. Request that redundant parking bay to front of development is removed to increase on street parking for local residents.

Other issues:

Concern that the proposals will harm the structural integrity of the retained building at 1a West Street.

**Appraisal:**

Principle of development:

The site is a purpose built community facility run for many years by the WRVS. This application is bought forward by the WRVS as the facility is now surplus to requirements. The design and access statement states that:

*'the proposed scheme intends to relocate the existing community facilities amongst the other surrounding community group venues. At present WRVS are directly competing with a local branch of Age UK operating out of the Ventnor Centre. It is therefore WRVS's intention to support service users from the café/lunch club and activities provided at the Ventnor Centre. This will reduce local duplication between the two charities and encourage greater attendance.'*

Policy LCF21 of the Borough Plan (saved policies) states that Planning permission will not be granted for the change of use or redevelopment of class D1 (non-residential institutions) unless it can be demonstrated that there is no longer a demonstrable need for the facility. In this case the building is sited in an area with multiple alternative options and the applicant has at the time of the application relocated the relevant facilities to alternative sites in close proximity to the current building. As such, it is considered that the requirements of policy LCF 21 have been met.

The proposed development comprises 3 x 3 bedroom townhouses. The townhouses span over three floors and provide 130 Sqm of living space in each dwelling. This is in excess of the minimum DCLG standard of 108 Sqm for a three storey, three bedroom unit. All units are double aspect and there is external amenity space in the form of a rear courtyard garden for each unit. The additional housing is welcomed in land use terms.

Impact of proposed development on amenity of adjoining occupiers and surrounding area:

The proposal follows the existing townscape pattern although the main elevation is stepped back 1.5 metres from the terrace along Calverley Road due to the position of the existing building. Consequently the rear elevations are also moved back by 1-2 metres compared with other properties along Calverley Road. In terms of height the proposal incorporates a pitched roof which rises to the maximum level of the ridge of the adjoining roofs along Calverley Road.

The closest property to the site is number 16 Calverley Road. At present the existing WRVS building forms the side boundary of this property and extends to over three metres in height adjacent to the garden area, with assorted plant and railings on top of this area resulting in a somewhat cluttered and untidy appearance. The proposed development involves the demolition of the existing building and construction of a 2.1 metre high boundary wall within bulk of the garden area. As a result of the development the relationship between the site and this property will be generally be improved, although there may be some angled overlooking of the garden area from the rear elevation of the new building. Such overlooking however is considered acceptable as it reflects a common townscape relationship for these terraced houses.

To the rear of the property number 1a West Street is constructed immediately off the current building which infills the whole of the site area. This neighbouring building would therefore need to be supported during the construction process, although this is a matter for the relevant parties to agree through the party wall process and is not a planning matter. The applicant has submitted a plan which shows that the retaining wall will be made good and the existing roof terrace of 1A West Street (currently supported by a wall) will be replaced by a treated timber screen. This is as far as the matter can realistically be taken in the context of this planning application and the matter of future access to the party wall is outside the scope of this planning decision.

With regard to 33 and 35 Hyde Road and the properties on the opposite side of Calverley Road it is acknowledged that there would be some additional bulk from the pitched roof when compared to the existing position. This may have a minor impact on the levels of light to the upper floors of these properties, however the roof form replicates the pattern of development in the surrounding area, and any loss of light would not be significant enough to justify a refusal of planning permission.

Overall it is considered that the proposal is acceptable in principle in amenity terms, meeting the requirements of policy B2 of the Core Strategy and H020 of the Borough Plan (saved policies).

#### Design issues and impact on conservation area.

The proposal is located within a designated area of High Townscape Value. The east side of West Street is located within the Town Centre and Seafont Conservation Area.

The proposal follows two previous schemes which were of a more contemporary design and attracted significant local objection. The proposed dwellings follow the proportions of the existing buildings along Calverley Road and as such sit well within their setting. The end unit has been orientated towards Hyde Road in a way that replicates the pattern established by numbers 20 and 22 Hyde Road. The rooflights to the second storey are unobtrusive, and the roof is to be covered in natural slate.

The buildings will be sited 1.5 metres behind the remainder of the Calverley Road terrace, as discussed previously this is unavoidable due to the footprint of the existing building and the width of the pavement surrounding the existing building. As such the ridge of the roof would also be moved back by 1.5 metres. Whilst this is not ideal, the general uniformity of the terrace would be preserved in views along Calverley Road and Hyde Road, and the situation is acceptable in design and townscape terms.

A good standard of detailed design is proposed with painted render and stucco mouldings, white painted timber sash windows, painted solid timber doors, galvanised steel railings, natural slate roof covering and conservation rooflights.

Policy D10 of the Core strategy states that Areas of High Townscape Value will be conserved and enhanced. Policy D10A states that development should seek exemplary standards of design and architecture that respects Eastbourne's unique characteristics. Policy UHT16 of the Borough Plan states that proposals within areas of high townscape value should generally preserve the character and appearance of the area. The proposal is considered to meet the objectives of these policies, enhancing both the area of high townscape value within which it is located and enhancing the setting of the adjacent Town Centre and Seafront Conservation area.

Impacts on trees:

Not relevant.

Impacts on highway network or access:

A number of objectors express concerns about the additional parking demand that would result from the proposed development. Three additional family sized units are likely to result in additional demand for residential parking in the surrounding area, however this needs to be assessed against the existing community use which itself does not have any off street car parking.

The Highway authority consider that the site is appropriate for zero parking provision given its town centre location and proximity to public transport, and note that the adjoining street is a controlled parking area and permits are currently available for the area in question.

In this context it is considered that a reason for refusal on highways grounds could not be supported as the parking demand can be absorbed in to the local highway network.

Conditions have been added on the recommendation of the local highway authority to require the reinstatement of the vehicular access to Calverley Road, the provision of cycle parking, and for a construction management plan to be approved prior to the commencement of development.

Planning obligations:

Not relevant on a development of this scale.

Sustainable development implications:

Not relevant

**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 is acceptable in land use, amenity , design and highways terms and is recommended for conditional approval.

**Recommendation:**

Grant conditional planning permission

**Conditions:**

1. Development in three years
2. Development in accordance with approved plans
3. Working hours (8-6 Monday to Friday, 8-1 Saturday)

You must provide the areas for waste storage shown on drawing number 16-1330 01 rev 5 prior to the occupation of the proposed development and these areas must be retained for the purposes of waste storage for the lifetime of the development.

Reason: To provide adequate provision for the storage of waste within the proposed development.

4. The development hereby approved shall not be occupied until an area for the purpose of cycle parking has been provided in accordance with details which have been submitted to and approved in writing by the Planning Authority and the area[s] shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development

5. Prior to commencement of development a Construction Traffic Management Plan shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. This shall include the identification of areas for storing materials, plant and



machinery; areas for contractor parking clear of the highway; turning area; size of vehicles, routing of vehicles and hours of operation.

Reason: In the interests of highway safety and for the benefit and convenience of the public at large

6. The building shall not be occupied until the existing access off Calverley Road has been stopped up and the kerb and footway reinstated in accordance with details submitted to and approved in writing by the Planning Authority.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

7. You must not occupy the development until the full extent of works shown on plan number 161330- 123 showing the retained elevation to 1a West street have been completed.

Reason: To ensure that the appearance of the development is satisfactory and to ensure an acceptable living environment for existing and future residents.

**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.