

<b>App.No:</b> 180040 (PPP)	<b>Decision Due Date:</b> 17 April 2018	<b>Ward:</b> Meads
<b>Officer:</b> Anna Clare	<b>Site visit date:</b> 13 March 2018	<b>Type:</b> Planning Permission
<b>Site Notice(s) Expiry date:</b> 14 February 2018 <b>Neighbour Con Expiry:</b> 14 February 2018 <b>Press Notice(s):</b> 29 January 2018		
<b>Over 8/13 week reason:</b> Committee cycle		
<b>Location:</b> Kempston, 3 Granville Road, Eastbourne		
<b>Proposal:</b> Demolition of existing building and redevelopment to provide x16 residential apartments (Use Class C3) (x8 net additional), new vehicle access on Granville Road and car parking.		
<b>Applicant:</b> Associated Property Owners Ltd		
<b>Recommendation:</b> Grant planning permission subject to conditions		

### Executive Summary:

The existing property is a detached red brick Victorian villa converted into flats, situated on a substantial corner plot. Whilst the property is reflective of the broad character of the wider area however it is of no significant value to sustain an objection to its demolition in principle.

The proposal is to re-build a purpose built block of 16 flats to make better use of the site. The site is considered sustainable in close proximity to the town centre amenities and public transport links. The bulk, scale and design of the proposal are considered acceptable given the context of the site, which is not situated within a conservation area.

Car parking is proposed to the side/rear with a new access from Granville Road, to provide 16 spaces for the 16 flats, this is an over provision when considering the Highway parking demand calculations and therefore it is considered the development will not result in the increased demand for on street parking.

Therefore for the reason set out in the report the proposal is considered acceptable and it is recommended that planning permission is granted subject to conditions.

### Relevant Planning Policies:

#### National Planning Policy Framework

- 4. Promoting sustainable transport
- 6. Delivering a wide choice of high quality homes
- 7. Requiring good design

## 12. Conserving and enhancing the historical environment

### Eastbourne Core Strategy Local Plan Policies 2013

B1 Spatial Development Strategy and Distribution

B2 Creating Sustainable Neighbourhoods

C11 Meads Neighbourhood Policy

D5 Housing

D1 Sustainable Development

D8 Sustainable Travel

D10 Historic Environment

D10A Design

### Eastbourne Borough Plan Saved Policies 2007

UHT1 Design of New Development

UHT4 visual Amenity

UHT5 Protection Walls and Landscape Features

UHT7 Landscaping

UHT16 Protection of Areas of High Townscape Value

HO2 Predominantly Residential Areas

HO7 Redevelopment

HO20 Residential Amenity

TR6 Facilities for Cyclists

TR11 Car Parking

### **Site Description:**

The site is located at the corner of Granville Road and Blackwater Road, the site is not situated within a conservation area, but is within an area of high townscape value which includes part of Granville, Blackwater and Grassington Road's.

The existing building on the plot is a detached villa building currently in use as 8 self contained flats, though only some remain occupied.

The application is supported by evidence that the building is in a poor state of repair and has historically been served with housing prohibition orders; in some regard this is reflective of the buildings age.

### **Relevant Planning History:**

EB/1956/0261

Conversion into 8 self-contained flats.

Granted, subject to condition.

1956-08-16

020567

Extension at rear to enlarge bedrooms in the existing upper and lower ground floor flats.

Planning Permission

Approved conditionally

06/01/2003

### **Proposed development:**

The application proposes the demolition of the existing building and redevelopment to provide 16 flats over 5 floors, including lower ground and roof level.

A new vehicular access is proposed to the Granville with 16 car parking spaces provided to the rear and within an undercroft to the main building. New pedestrian access' are also proposed to the Blackwater Road frontage.

### **Consultations:**

#### Conservation Area Advisory Committee

Because of its non-protected status, we are unable to offer formal advice but wish to observe that 3 Granville Road is a fine building and every effort should be made to protect it. Tentative options to develop the site should be considered.

#### Regeneration Manager

In accordance with the Thresholds for Development detailed on page 11 of the Local Employment and Training Supplementary Planning Document adopted on 16 November 2016, the above proposal qualified under Residential as a major development – 10 or more gross units. Therefore Regeneration requests that should planning permission be granted it be subject to a local labour agreement.

#### Specialist Advisor (Waste)

No objection raised.

#### Specialist Advisor (Private Housing)

An Improvement Notice was served on 15<sup>th</sup> July 2016 numerous hazards of varying seriousness and works were identified as needing to be undertaken at the property. By August 2017 all works on this notice had been complied with except 3 repairs, 2 of these were affecting 1 flat and 1 affecting another flat, I believe both of these flats are still occupied, however the outstanding items were rated as category 2 hazards (more minor) and 1 being some water ingress it was unclear at the last inspection whether this had been rectified and still drying out or unresolved.

I also served a suspended Improvement Notice in respect of flat 2 on the 11<sup>th</sup> May 2017, the flat had become vacant and the owners did not want to re-let it, the notice is dormant until the flat is occupied at which point the notice becomes an active Improvement Notice. This flat was affected by one category 1 hazard (serious) which was damp and mould and 2 category 2 hazards personal hygiene, sanitation and drainage and electrical hazards.

#### Specialist Advisor (Arboriculture)

Whilst I am in broad agreement with the findings of the tree report, surveys and implication assessment, the Lime pollards are of poor form and are not considered to be sufficiently important to merit a Tree Preservation Order. It is considered that their loss will be seen more as a loss of a vegetative screening rather than a loss of an important arboricultural feature(s). Despite the trees being collectively categorised as 'B' in the BS: 5837 tree survey it will not be my intention to seek to retain these trees.

Each Lime tree has been subjected to a harsh pollarding regime which has kept each tree to about 4m in height. They all display excessive basal and epicormic growth which can

give an untidy appearance and the boundary wall shows evidence of displacement damage in at least two places which is likely caused by incremental growth of the nearby rooting systems. The relative small size of each tree and their limited visual impact means that they are considered to be 'replaceable' and a suitable soft landscaping scheme could improve the visual appearance of the site and its immediate surrounds.

The tree constraints plan appears to show the Elm street tree (T19) retained together with details of tree protection measures. All well and good, but I fail to see why it is necessary to bring the path within the root protection zone in the first place. Unless there are compelling reasons to the contrary it would be preferable to shift the path and the boundary wall aperture to outside the root protection zone of the Elm tree.

The proposed soft landscaping fails to adequately soften the large hard standing for the car parking area. Much more could be done to soften and visually break up this harsh urban feature. Soft landscaping could be set aside as a reserved matter in the event planning permission is granted.

#### Specialist Advisor (Planning Policy)

No objection in principle.

The proposal site is located in the Meads Neighbourhood and in an Area of High Townscape Value as identified in the Core Strategy. Meads Neighbourhood has been ranked as the second most sustainable neighbourhood in Eastbourne. A sustainable neighbourhood has been described as attractive, well-designed with high quality buildings as well as meeting the local needs of the residents by offering a range of housing types.

The vision of the Meads Neighbourhood is to strengthen its position as one of the most sustainable neighbourhoods in the town as well as making an important contribution to the delivery of housing all whilst conserving and enhancing its heritage and historic areas. The vision will be promoted by providing new housing through redevelopment and conversions in a mix of types and styles as well as protecting the historic environment from inappropriate development. Additionally, the proposal site is in a Predominantly Residential Area as identified by the Eastbourne Borough Plan (Policy HO20).

Policy B1 of the Core Strategy will deliver at least 5,022 dwellings in accordance with the principles of sustainable development, more specifically 358 in the Meads Neighbourhood. Policy D5 focusses on delivering housing within sustainable neighbourhood. Furthermore the National Planning Policy Framework (NPPF) supports sustainable residential development. As of 1 January 2018, Eastbourne is only able to demonstrate a 3.16 year supply of housing land, meaning that Eastbourne cannot demonstrate a five-year housing land supply. Para 14 of the NPPF identifies that where relevant policies are out of date, permission should be granted 'unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole'. In addition, national policy and case law has shown that the demonstration of a 5 year supply is a key material consideration when determining housing applications and appeals. The site has not previously been identified in the Council's Strategic Housing Land Availability Assessment so therefore it would be considered a windfall site. The Council relies on windfall sites as part of its Spatial Development Strategy (Policy B1 of the Core Strategy,

adopted 2013) and the application will result in a net gain of eight dwellings. The proposal is in accordance with local and national policy.

The proposal is considered to make a positive contribution towards the housing target resulting in a net increase of eight dwellings. As the proposal site is located within a Predominantly Residential Area (Policy HO2 of the Eastbourne Borough Plan), residential development is acceptable in principle. Overall there is no objection to the proposal from a planning policy perspective, in principle.

#### East Sussex County Council Highways

##### *Site Access for Vehicular Traffic*

A new access is proposed from Granville Road, as indicated in Appendix B of the developer's transport report. This would be in the form of a footway crossover through a newly formed gap (approximately 2.0m wide) in the existing boundary wall. The access would serve the proposed 16 space car park for the new development; parking demand for the existing eight apartments is accommodated on-street.

The required driver visibility sightlines at this location should be a minimum of 2.4m x 43m, being within a 30mph speed limit and to accord with Manual for Streets. However, the developer's transport report refers to the Eastbourne Townscape Guide SPG and in particular the advice in para. 9.12: If visibility requirements mean altering the original frontage boundary wall it is always preferable to lose the minimum necessary.

The transport report cites observations of existing development accesses in the area to justify a reduction in this standard, suggesting that a length of some eight to nine metres (claimed as equivalent to two roadside parking spaces) would provide for a "sensible and workable solution to visibility from the new development access". Furthermore the report claims that the footway width of 2.9m would prevent obstruction to visibility of oncoming traffic from the boundary walls. This is acknowledged but the boundary walls would still obstruct visibility to oncoming pedestrians, which for a 16-space car park is a potential safety concern.

The submission of a revised drawing and Technical Note confirm that the proposed vehicular access has been adjusted to provide a clear physical gap of 4m in the wall. The visibility between pedestrians and vehicles as shown on the amended plans is considered acceptable.

Drawing 0005/TP/VIS/007 also shows a 2.4m x 43m visibility splay which accords with Manual for Streets guidance for a 30mph speed limit road. However, the applicant has identified that to achieve this standard would involve the loss of at least nine kerbside parking spaces. Although the development proposals would accommodate a total of 16 parking spaces for the 16 units, it is accepted that the loss of kerbside parking of this magnitude would be excessive given the urban residential context. The applicant therefore proposes advisory white line markings (TSRGD diagram 1026.1) for a length of approximately 9.5m across the site access. This is consistent with accesses for similar developments nearby and is considered acceptable.

No reference is made in the transport report to delivery and servicing arrangements. However, Appendix B and the Planning, Design and Access Statement indicates that the

bin store would be located adjacent to the new vehicle access from Granville Road, with bins moved via the access, adjoining footway and proposed dropped kerb to the carriageway.

As refuse collection would take place from the kerbside on Granville Road, a fire tender has been identified as the largest vehicle requiring access to the site. A swept path is provided in drawing 0005/TP/SP/0002, which indicates that a 7.7m tender would overrun the footway and oversail the boundary wall and pillar. The proposed kerb radii were amended in response to the RSA1 (see subsequent section) and shown in drawings FAE861:PA09A and FAE861:PA10A, but an updated swept path drawing was not submitted. This was requested and provided in drawing 0005/TP/SP/0009. By approaching the access from a position closer to the centre of Granville Road (which is agreed as being reasonable during an emergency response) the drawing demonstrates that the 7.7m fire tender can access without footway overrun or oversail of the boundary wall. It should be noted that fire tenders are commonly longer than this (typically 10.5m); nevertheless, given the 4.0m access width I am satisfied that an adequate means of emergency vehicle access has been demonstrated. To exit the site emergency vehicles would be required to reverse over a distance of approximately 20m, but as such movements would be occasional in nature this is considered acceptable.

A Stage 1 Road Safety Audit has been undertaken. I support the Audit recommendations and am satisfied that these have been adequately addressed in the Stage 1 Road Safety Audit Response Report and amended plans.

#### *Public Transport and Non-Motorised Accessibility*

The proposed development has good access to the nearest bus routes as explained in the developer's transport report. This comprises routes 3 and 3A providing services every 15-20 minutes from Monday to Saturday and hourly on Sundays) and 99 (every 20 minutes from Monday to Saturday and hourly Sundays). Both routes pass close to Eastbourne railway station. The existing bus stops are located on Blackwater Road approximately 50m from its junction with Granville Road. Both stops are provided with yellow box markings, flags and timetables.

Granville Road and Blackwater Road are provided with wide footways which provide good access to bus stops and the range of amenities within Eastbourne town centre approximately 15 minutes' walk from the application site.

#### *Car and Cycle Parking*

A total of 16 parking spaces are proposed to serve the 16 units on site. The ESCC car parking demand calculator has been used and the calculations presented in Appendix D of the transport report. This shows that if no spaces are allocated, the development is likely to create a demand for 10 spaces. The 16 parking spaces would therefore result in a net reduction in on-street parking demand compared with the existing situation, which is welcomed. The illustrative development layout included as Appendix B of the transport report suggests that spaces of 2.4m x 4.8m will be provided, but ESCC parking guidance requires dimensions of 2.5m x 5.0m. Where spaces are adjacent to walls a width of 3.0m is required, but it is noted from the submitted layout that in this instance additional areas have been provided to enable car doors to be opened.

A total of 20 cycle parking spaces are proposed within a communal store which the Planning, Access and Design Statement indicates will be covered and secure; this is consistent with ESCC's adopted parking standards.

#### *Highway Impact*

The TRICS site selection criteria, trip rates and trip calculations have been reviewed and are considered robust. Table 3.2 of the transport report uses a daily vehicle trip rate of 3.8 per unit for the apartments. This results in a net vehicular trip generation (based on the increase from the current eight to 16 apartments) of 30 one-way vehicle movements (i.e. 15 arrivals and 15 departures) per day, and a maximum of four one-way vehicle movements in any one hour (between 19:00 and 20:00). It is therefore accepted that the net increase in trips generated by the proposed development would have no significant impact on the operation of the local highway network.

However, in respect of site access the gross vehicular trip generation needs to be considered. With the proposed access arrangements, a maximum of nine one-way vehicle movements (five arrivals and four departures) in any one hour is a potential safety concern in respect of conflicts between entering and exiting vehicles as well as between exiting vehicles and oncoming pedestrians. Until an independent RSA1 is submitted for this application to demonstrate that safe access for vehicles can be achieved to the proposed development, the assessment of highway impacts is incomplete and so this application cannot be supported at the current time.

#### *Conclusion*

Having reviewed the additional information submitted, a safe means of access to the development has been adequately demonstrated and there are no highway grounds for objection to this application. Conditions requested.

#### Southern Water

Require a formal application for a connection to the public foul and surface water sewers to be made. It is important that discharge to sewer occurs only where this is necessary and where adequate capacity exists to serve the development. When it is proposed to connect to a public sewer the prior approval of Southern Water is required.

#### Sussex Police and Crime Commissioner

No objection raised recommendations in respect of undercroft parking and cycle storage, and that access to the building is in accordance with Secured by Design Homes 2016.

#### South East Water Limited

No comments received.

#### SUDS

No objection raised subject to imposition of conditions regarding limiting discharge rates to sewer, management of capacity, further groundwater monitoring, and submission of maintenance and management plan for the drainage system.

Whilst we appreciate that the existing site is likely to be connected to the public sewer the existing drainage arrangements should be investigated and confirmed.

#### County Archaeologist

The application site does not lie within an Archaeological Notification Area. However the building proposed for demolition is a substantial brick – faced Victorian Structure that comprises an example of the vernacular architecture characteristic of the later 19<sup>th</sup> century development of this part of Eastbourne. In light of the potential for impacts to heritage assets with archaeological interest the area affected by the works should be the subject of a programme of archaeological works secured by condition.

#### The Eastbourne Society

Object to the application.

Although Eastbourne is fortunate to have many fine Victorian villas some stand out as being particularly attractive and Kempston with its fine proportions and lavish detailing is one of these. Granville Road has already lost many of its fine villas but the full length of Blackwater Road still retains a good number of these.

Occupying a prominent site, highly visual in the public realm, Kempston stands on the corner of Granville and Blackwater Roads and its demolition would break up the visual continuity of the long line of attractive villas in Blackwater Road.

#### Neighbour Representations:

21 Objections have been received to the application and cover the following points;

- Demolishing an old building to make way for a modern development would be removing part of Eastbourne's heritage.
- Impact on wildlife
- Loss of trees
- Noise and disturbance from building works
- Impact on privacy to balconies of Priory court
- Loss of light and privacy to Granville Court flats and garden
- The impact of noise and headlights from parking adjacent to No.1 Granville Road.
- Impact on privacy and overlooking of No.1 Granville Road
- No linkage with surrounding properties resulting in lack of cohesion in the area.
- Over development of the site
- Additional traffic and demand for on street parking.
- Area should have residents parking
- The proposed extension to town centre car park charging/residents permits will result in greater demand in this area
- Proposal is much bigger mass than existing and roof height is higher
- Overlooking, loss of light and loss of Privacy to Wargrave House 50-52 Blackwater Road which is a boarding house for Eastbourne College
- Building should be designed to be sympathetic to the Victorian heritage and to reuse tiles and stone cornices on the outside.
- Luxury flats are not needed in the town

#### Meads Community Association

Object to the application for the following reasons;

Our planning and conservation group has recognised that the premises are outside of the Meads Conservation Area and that the condition of this substantial Victorian villa in ownership of a property company has been allowed to deteriorate. We are also aware that there is considerable opposition from the locality to the planning application.



We do not believe that as a result of the condition of the property that this should be a reason for it to be demolished to make way for a substantial new development of apartments. The area has lost a number of these substantial villas and we note that Kempston retains a great many of its original features both internally and externally. We consider that buildings like Kempston add to the distinctiveness of the Meads area in general and that its demolition would have an adverse effect on the visual aspect of the villas in the adjacent Blackwater Road. The MCA shares the view of The Eastbourne Society that instead of the demolition and development of Kempston consideration by the applicants for a conversion of the existing building into high-end apartments would be a realistic alternative.

### **Appraisal:**

#### Principle of development:

##### Demolition of the building

The site is not listed, nor is it situated within a Conservation Area, however it is situated within an Area of High Townscape Value and is therefore a non-designated heritage asset in terms of planning policy.

Paragraph 135 of the National Planning Policy Framework states the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The wider area is laid out in a grid pattern typical of Eastbourne. The property occupies a corner plot, with landscaped side gardens and a number of trees. Given the siting within the plot and the set away from the adjacent property NO.1 Granville the property does not readily address either street scene and is relatively subtle in its visual appearance.

Granville Road from which the site is accessed and it takes its street address from is predominantly residential in character. Redman King House at the Corner of Granville and Meads Roads is a substantial rendered building providing sheltered housing for the elderly. Two corners of the junction of Granville Road and Blackwater Road have been redeveloped with purpose built blocks of flats, the other corner is a more substantial red brick property converted into flats. NO.1 Granville Road is another Victorian villa; this has been converted into flats. NO.3 Granville Road is separated from its adjacent property by a side/rear garden which is visibly open from the street scene. Therefore the character of Granville Road is very mixed in terms of styles and how properties address the street scene.

Blackwater Road retains more historic buildings of a mixed character and build. Blackwater Road between Grassington Road and the site is uninterrupted in terms of retention of the traditional Victorian villas (bar Granville Court the development opposite the site). These properties are finer, more ornate buildings, many with flint detailing. The neighbouring College building has a large three storey extensions linking two properties. Increasing the bulk of this property within the street scene considerably.

The proposed demolition and therefore loss of the non-designated heritage asset has been carefully considered through the application process. The quality of the building is not considered such that it would be considered for listing, the benefits of the proposal to maximise the potential of the site providing a net gain of 8 quality residential units within a sustainable location is considered on balance to outweigh the benefit of the retention of the existing building.

Paragraph 130 of the NPPF states that where there is evidence of deliberate neglect or damage to a heritage asset the deteriorated state of the heritage asset should not be taken into account in any decision.

The applicant submits that the works required to bring the current building up to modern standards would be substantial and the current layout is constrained and inconvenient for flats. Therefore the Owner wishes to demolish and rebuild to maximise the potential of the site. There is no evidence of deliberate neglect and works to improve flats have been carried out in the last few years as requested by Private Housing. Whilst they have submitted documents regarding the state of repair of the building the decision to support the demolition is not based solely on the state of repair of the building.

Therefore on balance, careful consideration has been given to the loss of the non-designated heritage asset however the harm to the Area of High Townscape Value by the loss of the building which is considered limited given the character of the building and its siting, is considered acceptable given the wider benefits of the proposal.

#### Proposed development

The proposed site is located in the Meads Neighbourhood and in an Area of High Townscape Value as identified in the Core Strategy. Meads Neighbourhood has been ranked as the second most sustainable neighbourhood in Eastbourne. A sustainable neighbourhood has been described as attractive, well-designed with high quality buildings as well as meeting the local needs of the residents by offering a range of housing types.

The vision of the Meads Neighbourhood is to strengthen its position as one of the most sustainable neighbourhoods in the town as well as making an important contribution to the delivery of housing all whilst conserving and enhancing its heritage and historic areas. The vision will be promoted by providing new housing through redevelopment and conversions in a mix of types and styles as well as protecting the historic environment from inappropriate development. Additionally, the proposal site is in a Predominantly Residential Area as identified by the Eastbourne Borough Plan (Policy HO20).

Policy B1 of the Core Strategy will deliver at least 5,022 dwellings in accordance with the principles of sustainable development. Policy D5 focusses on delivering housing within sustainable neighbourhood. Furthermore the National Planning Policy Framework (NPPF) supports sustainable residential development. As of 1 January 2018, Eastbourne is only able to demonstrate a 3.16 year supply of housing land, meaning that Eastbourne cannot demonstrate a five-year housing land supply. Para 14 of the NPPF identifies that where relevant policies are out of date, permission should be granted 'unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole'. In addition, national policy and case law has shown that the demonstration of a 5 year supply is a key

material consideration when determining housing applications and appeals. The site has not previously been identified in the Council's Strategic Housing Land Availability Assessment so therefore it would be considered a windfall site. The Council relies on windfall sites as part of its Spatial Development Strategy (Policy B1 of the Core Strategy, adopted 2013) and the application will result in a net gain of eight dwellings. The proposal is in accordance with local and national policy.

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

The site is situated on a corner plot with No.1 Granville Road to the north, which is converted into self contained flats, one flat per floor and no.53 Blackwater Road to the East, which is a boarding house for Eastbourne Collage students.

In terms of properties opposite on Granville Road to the west and Blackwater Road to the South it is not considered that the proposal would increase overlooking significantly to warrant a refusal of the application. Whilst terraces are introduced both opposite properties have existing terraces, and overlooking across roads is normal in an urban environment.

No.1 Granville to the north is set away from the proposal by approximately 18m elevation to edge of rear balcony. The property is set away from its own boundary by approximately 8m and the proposed building is set back 10m<sup>2</sup>. The windows in this elevation of Granville Road at higher level are secondary to windows in either the front or rear elevation.

Therefore on balance given the separation distance it is not considered the proposal would cause sufficient overshadowing or loss of light or privacy to warrant the refusal of the application on this ground.

To the east the property is an Eastbourne Collage Boarding House. Whilst the building is larger in terms of footprint it is not considered that the impact in terms of light/outlook would be significant to warrant the refusal of the application. The neighbouring property has windows in the side elevation which serve bedrooms of the boarding house along with the bedroom and living accommodation of the House Masters House to the front of the building. The plans have been amended to remove balconies to the flats on this elevation. Windows proposed are shown to obscurely glazed to 1.5m, this is not considered sufficient so a condition is recommended that the windows are fixed shut and obscurely glazed up to 1.7m above the height of the room they serve.

Windows facing rear and forwards within this side elevation are considered acceptable as overlooking would be at an acute angle and therefore lessened. Equally the roof terrace to the flat at roof level is considered acceptable given the high level and the 1.5m high parapet wall. The amended plans are considered to overcome any issues regarding overlooking towards this neighbouring property.

Impact of proposed development on amenity of future occupiers:

The below table includes the recommend space standards of DCLG's Technical housing standards – nationally described space standards and does not include external amenity/balcony space.

Unit	Bedrooms/Occupancy	Unit size (m <sup>2</sup> )	Recommended Size (m <sup>2</sup> )	
1	1 bed 2 person	82	58	Exceeds
2	2 bed 4 person	80	70	Exceeds
3	2 bed 4 person	88	70	Exceeds
4	2 bed 4 person	79	70	Exceeds
5	2 bed 4 person	86	70	Exceeds
6-13	2 bed 4 person	88	70	Exceeds
14	2 bed 4 person	90	70	Exceeds
15	2 bed 4 person	90	70	Exceeds
16	2 bed 4 person	100	70	Exceeds

As shown above each flat would exceed the recommended minimum housing standards, and in addition each flat has access to an external balcony area and or terrace at lower ground floor level. The outlook from the proposed flats would be good and therefore the overall standard of accommodation for future occupiers is considered acceptable.

#### Design issues:

The site is situated within an area of high townscape value, the property itself is a victorian red brick, arranged over 4 floors (lower ground, raised ground and two upper floors) set within gardens of three sides. The property is situated on the corner plot of Granville and Blackwater Roads but does not really address either street scene. The access is to the Granville Road elevation, with pedestrian access only. The property is relatively attractive but is not considered of such character in and of itself or within the street scene to warrant refusal on the grounds of the proposed demolition.

The plot is relatively substantial with large open grounds. Two of the corner plots on this junction have been redeveloped with large developments of flats, the third corner is a more substantial red brick building which is converted into flats.

There is a mix of property character in Blackwater Road which does retain a large number of historic properties, the palette of materials and styles is quite mixed. Therefore it is not considered that the loss of this building would be detrimental to the wider character of the area.

The proposed rebuilding is on a larger footprint than the existing building, the total ridge height of the central pitched roof will be 1.2m above the height of the existing building, approximately the same ridge as the highest part of No.1 adjacent. The main roof would be essentially the same height as the existing building. The accommodation is proposed over lower ground floor with accommodation and undercroft parking at upper ground floor level, two floors of accommodation and a further floor of accommodation in the roof, totaling 5 storeys.

The building is extended to the Blackwater Road elevation however a garden area is retained at upper ground floor level, lower ground floor terraces are proposed for the flats at this level and new access paths for these flats.

The overall bulk is considered acceptable given the size of the plot and other developments in the surrounding area. Soft landscaping is retained to the Blackwater and

Granville Road boundaries which will soften the appearance and is generally the character of the area.

The loss of the large landscaped 'rear' garden although this is actually to the side of the property and relatively open to Granville Road, is regrettable. The use of this for car parking does still keep that break in buildings between no.1 and no.3 Granville however and retain the open spaciousness.

In terms of materials, the replacement building is proposed in a mix of yellow and red stock brick, with red stock window surrounds and string course, windows are to be grey aluminium. The dormers are proposed to be lead clad to contrast with clay pain roof tiles. The overall design is more contemporary with glazed balconies and clad dormers to the roof slopes.

The contemporary style is considered suitable for the site within this context. The replacement building in terms of the scale and siting within the plot is considered in context with other infill development in the area an appropriate development considering the large corner plot.

#### Impacts on trees:

The application will result in the loss 11 Lime Pollards from the side/rear garden. Our Arboricultural Specialist has confirmed that they are not considered to be sufficiently important to merit a TPO and their loss will only be from a vegetative screening than important arboricultural features point of view.

#### Impacts on highway network or access:

This application seeks approval for the redevelopment of the existing eight apartments at 3 Granville Road and their replacement with a total of 16 apartments, comprising one 1-bedroom unit and 15 no. 2-bedroom units. In principle the proposed redevelopment of this site at this scale is acceptable in terms of traffic impact expected on the surrounding network. In terms of location and local infrastructure, the site benefits from a range of services and public transport within walking distance.

A total of 16 parking spaces are proposed to serve the 16 units on site. The ESCC car parking demand calculator has been used and the calculations presented in Appendix D of the transport report. This shows that if no spaces are allocated, the development is likely to create a demand for 10 spaces. The 16 parking spaces would therefore result in a net reduction in on-street parking demand compared with the existing situation (8 flats without any off-street parking), which is welcomed. Amendments to the proposed access and a road safety audit has been undertaken. East Sussex County Council Highways have confirmed they are satisfied that a safe means of access to the development has been adequately demonstrated and there are no highways grounds for objection to the application.

#### **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:**

Eastbourne Council is unable to demonstrate a 5 year housing land supply. The National Planning Policy Framework has a presumption in favour of sustainable development unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits of doing so.

The proposal is considered to make a positive contribution towards the housing target resulting in a net increase of eight dwellings and in this instance the benefits of the proposal are considered to outweigh the adverse impacts, the loss of the building within an area of high townscape value.

The impacts on the surrounding residential properties are considered acceptable, and the development is considered acceptable in terms of the highways impacts and level of off street parking provision.

**Recommendation:** Grant planning permission subject to the following conditions;

Conditions:

1. Time for commencement
2. Approved drawings
3. Materials to be as specified
4. Prior to occupation details of landscaping to be submitted, to include details of the replacement wall to Granville Road
5. Refuse and recycling storage to be constructed and made available for use prior to occupation and retained as such thereafter.
6. Details to be submitted of new vehicular access to be constructed prior to commencement of development.
7. Car parking and footways to be laid out prior to occupation and retained as such thereafter.
8. A turning space for vehicles to be provided prior to occupation
9. Submission of a construction traffic management plan prior to commencement of development.
10. Details of Cycle storage to be submitted and provided prior to occupation and retained as such thereafter.
11. LLFA condition regarding limiting discharge rates
12. LLFA condition regarding information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely.
13. LLFA condition regarding the detailed design of the attenuation tank should be informed by groundwater monitoring between autumn and spring
14. LLFA condition requiring a maintenance and management plan for the entire drainage system
15. Suds condition regarding measures to manage flood risk both on and off site during the construction phase
16. LLFA condition requiring evidence to be submitted showing that the drainage system has been constructed as per the final details prior to occupation.
17. Local Labour Agreement to be secured prior to commencement of demolition or rebuilt.
18. Prior to demolition Archaeological written scheme of investigation

19. Windows in the side (Eastern) elevation at first and second floor level shall be obscurely glazed and fixed shut unless the part that is openable/clear glazed is over 1.7m above the height of the room it serves and permanently maintained as such thereafter.
20. Detailed landscaping plan to be submitted prior to occupation.

### **Informatives**

1. Southern Water informative
2. Highways informative regarding construction of the access

### **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**.