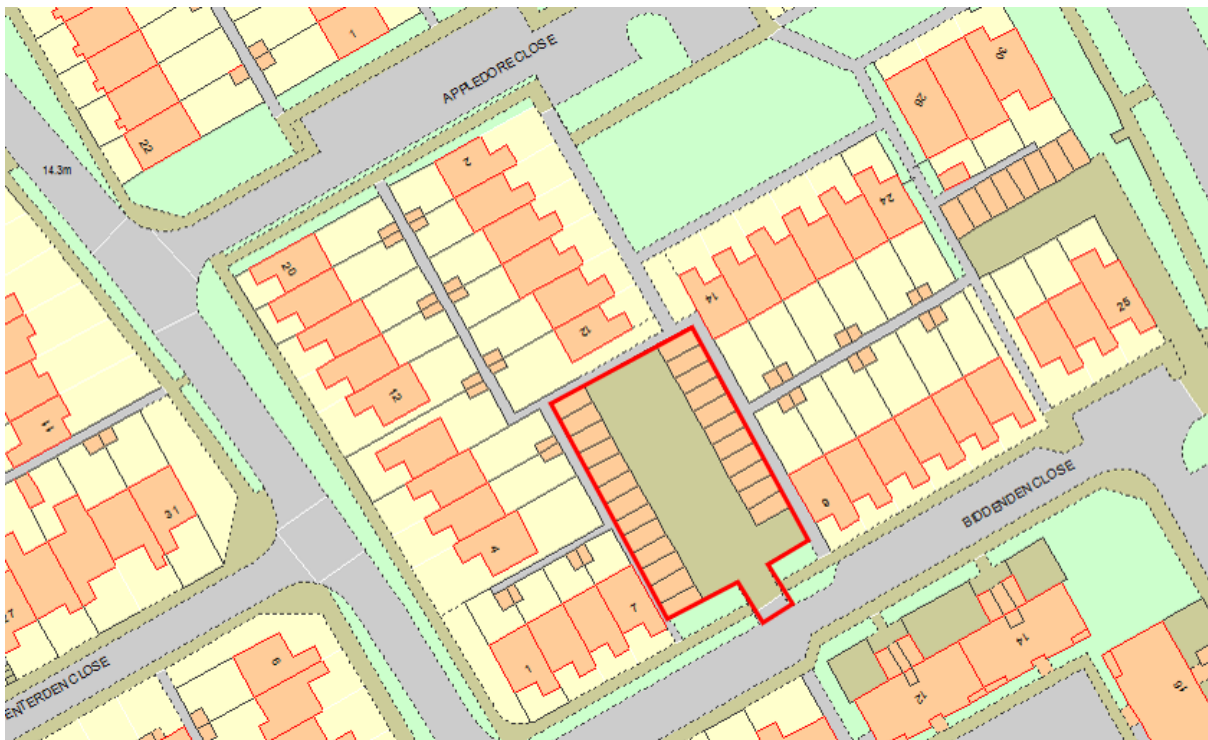


Report to: Planning Committee
Date: 21 August 2023
Application No: 220453
Location: Land off Biddenden Close, Eastbourne
Proposal: Demolition of existing garage blocks and erection of 3no terraced three-bedroom dwellings and 2no semi-detached two-bedroom dwellings together with parking and new site access

Applicant: Ms Sandy Medway
Ward: Langney

Recommendation: Approve subject to conditions
Contact Officer: **Name:** James Smith
Post title: Specialist advisor (planning)
E-mail: james.smith@lewes-eastbourne.gov.uk
Telephone number: 01323 415026

Map Location:



1. **Executive Summary**

- 1.1 The proposed development represents an efficient re-use of previously developed land that would provide affordable housing that would help address the current shortfall in the Borough.
- 1.2 Each dwelling would provide internal living and external amenity space of a good standard. The design and layout of the development is sympathetic to the existing character of the surrounding area as well as to environmental and residential amenity.
- 1.3 The parking demand generated by the development would be largely met by allocated on-site parking, with capacity present in on-street parking to address any overspill.
- 1.4 The development is in a sustainable location, will be constructed using sustainable techniques and in energy efficient materials and will incorporate infrastructure that would reduce carbon emissions and energy use.
- 1.5 It is therefore recommended that the application is approved, subject to the conditions listed in section 10 of this report.

2. **Relevant Planning Policies**

2.1 National Planning Policy Framework 2021:

2. Achieving sustainable development
4. Decision-making
5. Delivering a sufficient supply of homes
8. Promoting healthy and safe communities
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places.
14. Meeting the challenge of climate change, flooding and coastal change

2.2 Eastbourne Core Strategy Local Plan 2006-2027:

- B1 Spatial Development Strategy and Distribution
- B2 Creating Sustainable Neighbourhoods
- C8 Langney Neighbourhood Policy
- D1 Sustainable Development
- D2 Economy
- D5 Housing
- D8 Sustainable Travel
- D10a Design.

2.3 Eastbourne Borough Plan 2001-2011:

NE4 Sustainable Drainage Systems
NE7 Waste Minimisation Measures in Residential Areas
NE18 Noise
NE28 Environmental Amenity
UHT1 Design of New Development
UHT2 Height of Buildings
UHT4 Visual Amenity
HO2 Predominantly Residential Areas
HO6 Infill Development
HO8 Redevelopment of Garage Courts
HO20 Residential Amenity
TR6 Facilities for Cyclists
TR11 Car Parking.

3. **Site Description**

- 3.1 The site, which has now been cleared, was previously occupied by 24 lock up garages distributed in two rows on opposite sides of the site, one flanking the south-western boundary of the site and the other flanking the north-eastern boundary. A hard-surfaced access/turning area was provided between the garages and the dropped kerb crossover that served this feature remains in place, providing vehicular access from Biddenden Close. The side and rear boundaries of the site flank footpaths that provide pedestrian connectivity between Biddenden Close and Appledore Close as well as rear garden access to properties on both streets.
- 3.2 The site is embedded in a residential area that is characterised by a mix of residential dwellings and flats. Dwellings are predominantly in the form of two-storey terraced properties whilst flats are accommodated within low-rise flat roof blocks of 3 or 4 storeys. Development within the immediate vicinity of the site comprises houses and flats on the opposite side of Biddenden Close, dwellings on Biddenden Close and Faversham Road to the south-west, on Appledore Close to the north and on Appledore Close and Biddenden Close to the north-east.
- 3.3 Surrounding development is set back from the road, with a relatively uniform building line maintained. Landscaped gardens and verges are positioned to the front of buildings. There is layby parking provided at intervals along the majority of the length of Biddenden Close with bays provided around the flatted development at its southern end.
- 3.4 There are no specific planning designations or constraints attached to the site or the immediate surrounding area.

4. **Relevant Planning History**

- 4.1 **180437** - Demolition of existing garages, and construction of 5no 2 bed 4 person houses; including associated parking, access, & landscaping - Approved conditionally 7th September 2018

5. **Proposed Development**

- 5.1 This proposal involves the demolition of the existing garage structures and the construction of 5 new dwellings on the site. The new dwellings would comprise a terrace of 3 x 3 bedroom dwellings that would front Biddenden Close and a pair of semi-detached 2 bedroom dwellings that would be set back towards the rear of the site, orientated at right angles to the frontage development and broadly in alignment with an existing row of dwellings on Appledore Close.
- 5.2 The 3 bedroom dwellings would have rooms distributed over three storeys, the top floor being provided within the roof space, with a dormer window incorporated within the front roof slope. The 2 bedroom dwellings would have two storeys.
- 5.3 The existing dropped kerb crossover would be repositioned slightly further to the east to allow vehicular access to the side of the three bedroom dwellings, the access extending towards the rear of the site where 5 car parking bays would be provided.
- 5.4 The development would be carried out by the Eastbourne Community Land Trust and each dwelling would be used to provide affordable housing.

6. **Consultations**

6.1 ESCC Highways

- 6.1.1 None required for minor application. Standing advice as been referred to when making an assessment.

6.2 Lead Local Flood Authority

- 6.2.1 None required for minor application. Conditions have been attached to ensure a suitable drainage scheme is installed.

7. **Neighbour Representations**

- 7.1 One letter of objection has been received. Material matters raised are summarised below:-
- Loss of garages and construction of new dwellings will result in increased parking pressure on surrounding streets;
 - Designated parking spaces should be provided for existing residents;
- 7.2 One letter making general observations has been received and the content is summarised below:-
- The development would breach the building line;
 - Proposed external materials are drab;

- Will result in increased parking pressure that may cause obstruction and prevent emergency services from accessing Biddenden Close;

8. Appraisal

8.1 Principle of Development

- 8.1.1 The site is located within the built-up area boundary. Development is therefore acceptable in principle.
- 8.1.2 Para. 8 of the Revised National Planning Policy Framework (NPPF) defines sustainable development as comprising three overarching objectives, these being to respond positively to economic, environmental, and social needs. Para. 10 goes on to state that there should be a presumption in favour of sustainable development.
- 8.1.3 Para. 11 of the NPPF states that decision taking should be based on the approval of development proposals that, where a five year supply of housing land cannot be demonstrated, as is the case within Eastbourne Borough, permission should be granted for development unless there is a clear reason for refusing based on impact on areas or assets of particular importance (as defined in the NPPF) or if any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, with relevant Local Plan policies also taken into account. Ultimately this approach results in a 'tilted balance' in favour of sustainable development.
- 8.1.4 Para. 120 of the NPPF maintains that substantial weight should be given to the value of using suitable brownfield land within settlements for homes and other identified needs. Development of under-utilised land and buildings should be promoted and supported, especially where this would help to meet identified needs for housing. This is echoed in saved policy HO8 of the Eastbourne Borough Plan which supports redevelopment of garage plots where development is of an appropriate design, respects residential and environmental amenities and does not result in any unacceptable impact upon parking provision or highway safety.
- 8.1.5 Para. 125 of the Revised NPPF encourages the efficient and sustainable use of sites for housing development, stating 'where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.
- 8.1.6 From a housing delivery perspective, para. 69 of the NPPF acknowledges the important contribution that small and medium sized sites, such as the application site, can make towards meeting the housing needs for an area, particularly as development on such sites is often built out relatively quickly.

- 8.1.7 The redevelopment of the site for residential purposes is therefore considered to be acceptable and the merits of the development will be assessed with reference to the methodology and considerations set out above.
- 8.2 Impact of the proposed development on amenity of adjoining occupiers and the surrounding area:
- 8.2.1 The frontage dwellings would effectively provide a continuation of the linear residential development on the northern side of Biddenden Close. Front and rear elevations would broadly align with the corresponding elevations of neighbouring properties and the side elevations, which would not contain any windows or openings, would flank windowless side elevations of neighbouring properties. Outlook from front facing windows would be towards dwellings on the opposite side of Biddenden Close and the nature of the views offered would be comparable with existing window to window views between properties on opposing sides of Biddenden Close. It is noted that a front facing dormer would be provided in each dwelling, Whilst the inclusion of this feature results in a ridge line and roof mass that is marginally higher than that typical of existing dwellings it is not considered that this increase would be to a degree that would result in the proposed dwellings appearing overbearing or oppressive when viewed in context with neighbouring dwellings.
- 8.2.2 The front (north-eastern) elevations of the two-bedroom dwellings would face out towards the side elevation of 14 Appledore Close and over its rear garden. It is considered that views from ground floor frontage windows would be interrupted by site boundary treatment. There is potential for first floor frontage windows to provide intrusive views towards rear elevation windows at 14 Appledore Close as well as over a significant portion of the rear garden area. In response, first floor frontage windows would be obscure glazed and, other than high level fan lights, would be fixed shut. A recessed clear glazed oriel window would be positioned on the northernmost unit. This window would face towards the windowless side elevation of 14 Appledore Close and would therefore not offer invasive views. It is considered that the set back of the dwellings from the north-eastern boundary combined with the level of open space maintained around them would prevent them from appearing overbearing when viewed from the rear of properties on Appledore Close or from generating undue levels of overshadowing of primary habitable rooms or garden space.
- 8.2.3 It is considered that sufficient space is maintained between the rear of both groups of proposed dwellings and neighbouring dwellings to prevent intrusive views and also to ensure there is no unacceptable overshadowing or overbearing impact.
- 8.2.4 The vehicular access to the development would not be directly adjacent to any existing dwellings and the amount of movements associated with the proposed development would likely be lower than would be associated with the continued use of the garages

currently occupying the site. Parking bays on the north-eastern side of the site are positioned close to the boundary shared with 9 Biddenden Close but with screening offered by boundary treatment and proposed landscaping as well as a buffer provided by the footpath running between the two sites it is considered that lightspill from headlights would be mitigated. It is not considered any unacceptable noise or emissions nuisance would arise due to the small amount of spaces provided and the buffer maintained between the parking spaces and neighbouring properties.

8.2.5 It is therefore considered the proposed development could be accommodated on the site without unacceptable adverse impact upon the amenities of neighbouring residents.

8.3 Design

8.3.1 The site is located within a residential area where the density of dwellings/flats is relatively dense. The proposed development includes frontage dwellings that would provide a natural continuation of the existing linear development flanking Biddenden Close whilst the pair of semi-detached dwellings would continue the row of dwellings to the rear of the site that run perpendicular to the course of Appledore Close.

8.3.2 The plot sizes of each of the proposed dwellings is consistent with the compact plot sizes of neighbouring properties. All plots would have open, soft landscaped frontages, similar in character to those of neighbouring dwellings and consistent with the open plan character of wider surrounding development.

8.3.3 The proposed dwellings would be of modular construction and incorporate contemporary design elements. However, the general character of the dwellings in terms of mass and form would be similar to neighbouring dwellings, with the width, depth and height being comparable as well as the gable roof form. The frontage dwellings would incorporate flat roof dormers within the front facing roof slopes. Whilst dormers are not present on dwellings within the immediate surrounding area it is considered that the modest size of the proposed dormers would minimise their prominence, preventing them from overpowering the general form of the roof, and would thereby not appear intrusive. It should also be noted that there are three and four-storey flats nearby, including opposite the site, whilst neighbouring dwellings have flat roof porch projections to the front. The presence of second floor windows and flat roofing is therefore an established feature in the locality. It is therefore considered that the presence of dormers would not appear disruptive and would provide a benefit in allowing for the more efficient use of the site in terms of household size.

8.3.4 The external finishes of the dwellings would be brick at ground floor level with cladding above. This is consistent with the 50/50 material arrangement on neighbouring dwellings and, although these dwellings have tile hanging at first floor level rather than cladding, it

is considered that the general character of the building materiality would be consistent with surrounding dwellings.

- 8.3.5 The frontage development would engage well with the existing street scene. It is considered that the pair of semi-detached dwellings positioned towards the rear of the site would not suffer from an unacceptable sense of seclusion due to them interacting well with neighbouring dwellings and being visible within the street scene as a result of the wide open space maintained between them and Biddenden Close. The parking areas would also benefit from natural surveillance for the same reason. It is therefore considered that the proposed development would create isolated areas that would provide conditions susceptible to anti-social or criminal behaviour and that the development would integrate well with the existing community.
- 8.3.6 It is therefore considered that the proposed development would appear visually sympathetic towards its surroundings whilst also incorporating suitable design innovations to maximise the efficiency of the land use.

8.4 Living conditions for future occupants

- 8.4.1 Para. 126 of the National Design Guide (2019), which is a companion to the Revised National Planning Policy Framework, states that 'well-designed homes and communal areas within buildings provide a good standard and quality of internal space. This includes room sizes, floor-to-ceiling heights, internal and external storage, sunlight, daylight and ventilation.' Para. 129 of the NPPF confirms that planning decisions should be guided by the national design code documents in the absence of local documents.
- 8.4.2 All primary habitable rooms are served by clear glazed openings allowing for a good level of natural sunlight permeation. It is noted that the first floor front bedrooms in the two bedroom dwellings have obscure glazed windows to the front, required to maintain the privacy of neighbouring residents, but that natural light and ventilation would be provided by additional clear glazed side/oriel windows that also allow for an unobstructed outlook. The obscure glazed windows would also provide filtered natural light and it would be possible to install an opening fanlight for additional ventilation, provided it is over 1.7 metres above the finished floor level of the room. All units have two or more aspects and this would prolong access to natural light throughout the day as well as allow for effective natural ventilation.
- 8.4.3 The Department for Communities and Local Government has produced the Technical housing standards - nationally described space standard. This document sets out minimum recommended Gross Internal Area (GIA) for new residential units, based upon number of bedrooms provided, number of storeys and number of occupants.
- 8.4.4 Each of the 3 bed houses has a GIA of 103 m², exceeding the minimum 99 m² required for a three-storey 3 bedroom dwelling as

defined in the space standards. Each of the 2 bed houses would have a GIA of 83 m², exceeding the minimum 79 m² for a two storey 2 bed dwelling as defined in the space standards. The internal space is uncluttered and overly large or long circulation areas and awkwardly shaped rooms are avoided, ensuring the internal space provided is functional and adaptable.

- 8.4.5 All dwellings would have access to private rear gardens that are considered to be of a suitable size to serve their respective households. It is noted that there is also informal communal green space immediately to the north of the site which is on Appledore Close and that this is accessible by footpath.
- 8.4.6 All entrances to dwellings are subject to a good level of natural surveillance due to the open plan frontages of plots and orientation of openings. Parking areas are also well overlooked. Defensible space is provided around all ground floor windows in the form of the landscaped front garden areas. provided around ground floor doors and windows.
- 8.4.7 It is therefore considered that the proposed development would provide a safe and secure environment for future occupants as well as suitable living conditions.

8.5 Highways and Transport

- 8.5.1 The proposed development would be accessed from Biddenden Close, with the existing dropped kerb crossover adapted for this use. The access is considered suitable to support the amount and frequency of movements associated with the proposed use, which would not be significantly more intensive than vehicular movements that would have been generated by the previous use of the site. Sufficient width would be provided to allow for vehicles heading in opposite directions so safely pass one another.
- 8.5.2 Each of the proposed dwellings would be allocated a single car parking bay which would be provided in a courtyard parking area. Echelon (angled) bays have been utilised due to the relatively constrained nature of the site, which is somewhat narrow. This method is encouraged by Manual for Streets and ESCC Highways in such situations. Suitable manoeuvring space would be available behind each space to allow for vehicles to safely enter and exit the parking bays.
- 8.5.3 The garages that previously occupied the site had been made available to rent and it is likely that some were used for parking, although ESCC analysis suggests that garages are often for storage purposes rather than parking. Any parking capacity that had been provided by the garages has now been displaced and would since have been absorbed by other facilities, including on-street parking.
- 8.5.4 The ESCC car parking demand tool suggests the proposed development would generate demand for 7 car parking spaces, one of which would be for use for visitor parking. As with the previous scheme, the proposed development is therefore considered to have

un underprovision of off-street car parking. This was also the case for the previous scheme, approved under 180437. The previous application was supported by ESCC Highways as an on-street car parking capacity survey was carried out and this identified sufficient on-street car parking capacity to offset the shortfall in off-street parking. A new survey, which was carried out after the demolition of the garages, has been provided and this survey confirms that on-street car parking capacity remains available to meet the needs of any parking overspill from the proposed development, which is unlikely to be more than two parking spaces.

- 8.5.5 The frontage dwellings would be accessible by foot directly from the footway on Biddenden Close. Pedestrians could also access plots 4 and 5 via the existing footway running along the north-eastern edge of the site, and therefore avoid having to walk through the parking/circulation area.
- 8.5.6 Each parking bay would be provided with an electric vehicle charging point. Secure and covered cycle parking would also be provided at each property. There are bus stops nearby on Pembury Road that are frequently served by local services (which provide connectivity with regional bus and rail services) and the Langney District Shopping Centre is within approx. 700 metres walking distance of the site (as well as on a bus route). It is therefore considered that the development is in a sustainable location and also supports the uptake in use of more sustainable modes of transport.
- 8.5.7 Bins could be placed in designated bin stores within the site which would be within 25 metres of Biddenden Close and therefore accessible to bin crews without the need for the refuse vehicle to access the site itself. The development therefore accords with Good Practice Guidance for Waste and Refuse Collection.
- 8.5.8 It is therefore considered that parking and access arrangements for the development are acceptable as they comply with relevant policies.

8.6 Flooding and Drainage

- 8.6.1 The site is located within Flood Zone 1 and, as such, is at very low risk of any tidal or fluvial related flooding. Environment Agency mapping also confirms that the risk of surface water flooding on the site is very low.
- 8.6.2 The site was previously almost entirely covered by buildings and hard surfacing. The proposed development allows for the introduction of soft landscaping to rear gardens and frontage areas. It is also stated that hardstanding areas would utilise permeable surfacing. The capacity of the site to absorb surface water would therefore be increased.
- 8.6.3 It is stated that surface water drainage would be provided via a connection to the public sewer, which follows the course of Biddenden Close. A condition will be used to require confirmation of a connection agreement, agreed discharge rate and evidence this

agreed rate can be complied with (including in storm events and taking increased rainfall as a result of climate change into account), prior to the commencement of any development. The condition would also allow for details of an alternative scheme to be provided if required.

- 8.6.4 It is therefore considered that the proposed development would not be subject to any unacceptable risk of flooding, nor would it increase flood risk on surrounding land.

8.7 Landscaping

8.7.1 The site has now been cleared but prior to that was completely built upon/hard surfaced. As stated earlier in the report, the proposed development would include soft landscaping that would integrate with existing street landscaping, soften the visual impact of the development and provide cooling and shading in summer months.

8.7.2 Full details of a landscaping scheme for the site, including boundary treatments, will be secured by condition. An emphasis would be placed on the use of suitable species that would enhance biodiversity on the site.

8.8 Sustainability

8.8.1 The dwellings at plots 1-3 would have south facing front roof slopes, which would be exposed to sunlight throughout the day. Solar panels would be installed on these slopes as well as on the east/west facing roof slopes on the dwellings at plots 4 and 5. The design and access statement accompanying the application states that air source heat pumps may be installed, subject to an investigation. A condition will be used to secure full details of all carbon saving measures to be installed prior to the first occupation of the dwellings in order to ensure that maximum achievable levels are obtained.

8.8.2 The proposed dwellings would be modular structures, constructed off-site at a nearby factory in Newhaven and then transported the relatively short distance to the site. Modular construction reduces environmental and amenity impact around the development site and also reduces wastage of materials. The dwellings would also be constructed in materials selected for durability and energy efficiency.

9. Human Rights Implications

- 9.1 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 considered fully in balancing the planning issues; and furthermore, the proposals will not result in any breach of the Equalities Act 2010.

10. **Recommendation**

- 10.1 It is recommended that the application is approved subject to the following conditions.

10.2 **TIME LIMIT:** The development hereby permitted shall be begun before the expiration of three years from the date of permission.

Reason: To comply with Sections 91 and 92 of the Town and County Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

10.3 **APPROVED DRAWINGS:** The development hereby permitted shall be carried out in accordance with the following approved drawings;

- 0001 Rev B2 – Location Plan received 22nd June 2022
- 0002 Rev B8 – Proposed Block Plan received 30th May 2023
- 0100 Rev B2 – 2B4P Houses received 22nd June 2022
- 0101 – 3B5P Houses received 6th June 2022

Reason: For the avoidance of doubt and in the interests of proper planning.

10.4 **EXTERNAL MATERIALS:** Details of all external materials to be used in the construction of the development hereby permitted shall be submitted to an approved by the Local Planning Authority prior to their application and the development shall thereafter be carried out and maintained in accordance with the approved details.

Reason: In the interest of visual amenity and sustainability in accordance with saved policies UHT1 and UHT4 of the Eastbourne Borough Plan, policies B2, D1 and D10a of the Eastbourne Core Strategy and para. 130 of the NPPF.

10.5 **CAR PARKING:** The development hereby permitted shall not be occupied until the car parking has been laid out in accordance with the approved plans. These facilities shall be fully implemented and made available for use prior to the occupation of the development hereby permitted and shall thereafter be retained for use at all times.

Reason: In the interests of highway safety and for the benefit and convenience of the public at large having regard to saved policy TR11 of the Eastbourne Borough Plan, policies B2 and D1 of the Eastbourne Core Strategy and para. 110 of the NPPF.

10.6 **ELECTRIC VEHICLE CHARGING POINTS:** Prior to the first occupation of any part of the development hereby permitted, a minimum of 1 x electric vehicle charging point shall be provided for each dwelling and shall be maintained in an operable condition thereafter for the lifetime of the development.

Reason: To encourage alternative, more sustainable modes of transport and to reduce local contributing causes of climate change in accordance with policies B2, D1 and D8 of the Eastbourne Core Strategy and para. 112 of the NPPF

10.7 **REFUSE & CYCLE STORES:** Prior to the first occupation of any part of the development hereby approved, the bin and cycle storage facilities shown on the approved plans shall be installed in accordance with details to be submitted to and approved by the Local Planning Authority and maintained in place thereafter throughout the lifetime of the development.

Reason: In the interest of environmental amenity and in order to encourage the use of sustainable modes of transport in accordance with saved policies UHT1, NE28 and HO20 of the Eastbourne Borough Plan, policies B2, D1 and D8 of the Eastbourne Core Strategy and para. 112 of the NPPF

10.8 **HARD & SOFT LANDSCAPING:** Prior to first occupation of the development hereby permitted, a scheme for landscaping shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- Details of all hard surfacing;
- Details of all boundary treatments (including balcony screening);
- Details of all proposed planting, including numbers and species of plant, and details of size and planting method of any trees;
- Details of planting and long term maintenance of green roofing;
- Details of all trees to be retained and measures to ensure they are protected during construction;
- Ecological enhancements and Biodiversity Net Gain;

All hard landscaping and means of enclosure shall be completed in accordance with the approved scheme prior to first occupation of the development. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure the development incorporates sympathetic landscaping that amalgamates with surrounding landscaping, is appropriately and sympathetically screened and provides a secure and safe environment for future occupants in accordance with saved policies UHT1, UHT4, UHT7, NE28 and HO20 of the Eastbourne Borough Plan, policies B2 and D1 of the Eastbourne Core Strategy and para. 174 of the NPPF.

10.9 **SUSTAINABILITY MEASURES:** The proposed development shall not be occupied until full details of all renewable/carbon saving/energy and water efficiency measures to be incorporated into the scheme have been submitted to and approved by the Local Planning Authority. All measures approved shall thereafter be provided prior to the occupation of any dwelling and maintained in place thereafter throughout the lifetime of the development.

Reason: In order to ensure suitable sustainability measures are incorporated into the development and maintained in accordance with policies B2 and D1 of the Eastbourne Core Strategy and para. 152 of the NPPF.

10.10 **REMOVAL OF PERMITTED DEVELOPMENT RIGHTS:** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any order revoking

and re-enacting that Order with or without modification, no outbuilding shall be erected within the curtilage, no extension, enlargement or other alteration of the dwellinghouses other than that expressly authorised by this permission shall be carried out without planning permission obtained from the Local Planning Authority.

Reason: To enable the Local Planning Authority to regulate and control the development of land in the interest of visual and residential amenity in accordance with saved policies NE28 and HO20 of the Eastbourne Borough Plan, policies B2 and D1 of the Eastbourne Core Strategy and para. 130 of the NPPF.

- 10.11 **OBSCURE GLAZING:** All first floor windows in the front (eastern) elevations of the dwellinghouses occupying plots 4 and 5 hereby shall be obscure glazed and fixed shut other than any parts of the window that are more than 1.7 metres above the finished floor of the room in which the window is installed, and shall be maintained as such throughout the lifetime of the development.

Reason: To safeguard the privacy of the occupiers of the adjoining property in the interest of visual and residential amenity in accordance with saved policy HO20 of the Eastbourne Borough Plan, policies B2 and D1 of the Eastbourne Core Strategy and para. 130 of the NPPF.

- 10.12 **DRAINAGE DETAILS:** Prior to the commencement of development details of a scheme for surface and foul water disposal at the site, including a connection agreement and agreed discharge rate for any connection to the public sewer, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To reduce the risk of flooding, both on and off site, to improve and protect the water quality in accordance with saved policies US3 and US4 of the Eastbourne Borough Plan, policies B1, D2 and D9 of the Eastbourne Core Strategy and para. 167 of the NPPF.

- 10.13 **DRAINAGE INSTALLATION & MAINTENANCE:** Following the completion of the implementation of any scheme for surface water disposal a statement shall be submitted confirming that the approved drainage scheme has been fully implemented including evidence of such, shall be submitted to the Local Planning Authority; this statement shall also set out the management and maintenance plan for the lifetime of the development.

Reason: To reduce the risk of flooding, both on and off site, to improve and protect the water quality in accordance with saved policies US3 and US4 of the Eastbourne Borough Plan, policies B1, D2 and D9 of the Eastbourne Core Strategy and para. 167 of the NPPF.

- 10.14 **CONSTRUCTION MANAGEMENT PLAN:** No development shall take place, including any further site clearance, until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- means of reusing or recycling any existing materials present on site for construction works,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- Works to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders if required),
- details of public engagement both prior to and during construction works.
- demonstrate that best practicable means have been adopted to mitigate the impact of noise and vibration from construction activities;
- include details of the use of protective fences, exclusion barriers and warning signs;
- provide details of the location and appearance of the site offices and storage area for materials, including a bunded area with solid base for the storage of liquids, oils and fuel;
- details of any external lighting.

Reason: In order to safeguard environmental and residential amenity and in the interests of highway safety and the wider amenities of the area having regard to saved policies UHT1, NE28 and HO20 of the Eastbourne Borough Plan, policies B2, D1 and D9 of the Eastbourne Core Strategy and para. 174 of the NPPF.

11. **Appeal**

- 11.1 Should the applicant appeal the decision the appropriate course of action to be followed, considering the criteria set by the Planning Inspectorate, is written representations.