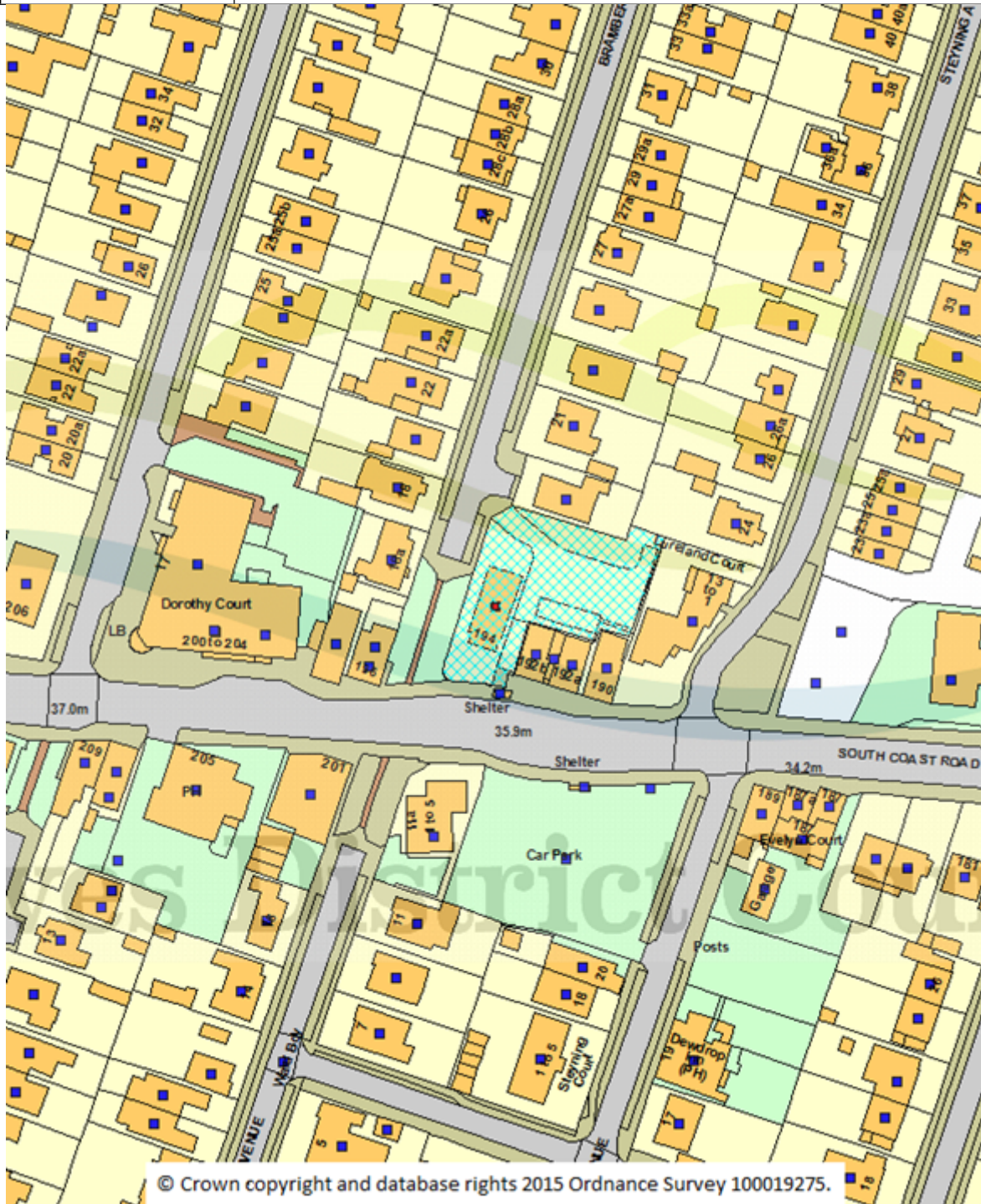


| | | | |
|----------------------------|---|-----------------------|------------------------------|
| APPLICATION NUMBER: | LW/18/0026 | | |
| APPLICANTS NAME(S): | Farrington Property Developments Ltd | PARISH / WARD: | Peacehaven / Peacehaven East |
| PROPOSAL: | Planning Application for demolition of existing bungalow and erection of 3 storey block of flats comprising three x 1 bedroom and six x 2 bedroom units | | |
| SITE ADDRESS: | 194 South Coast Road Peacehaven East Sussex BN10 8JJ | | |
| GRID REF: | TQ41 09 | | |



1. SITE DESCRIPTION / PROPOSAL

SITE DESCRIPTION

1.1 The application site is occupied by a detached single storey bungalow dwelling located on the northern side of South Coast Road, within the Planning Boundary of Peacehaven. The property is adjacent to the pedestrian access and associated grass areas at the foot of Bramber Avenue, from which vehicular access to the back of the property is provided. There is a bus stop in front of the property.

1.2 The bungalow is long and narrow and has a lean-to conservatory on the southern elevation.

1.3 The neighbouring building is three storeys in height, the second floor accommodated within a tall and wide pitched roof. The ground floor is in commercial use and the upper floors are residential. On the opposite side of the Bramber Avenue junction there are two more single storey buildings, which are in commercial use. Beyond this, in a westerly direction, there is a large, modern three-storey building with a supermarket and takeaway on the ground floor and flats on the upper floors.

1.4 There are three and four storey buildings at the bottom end of Steyning Avenue, a short distance to the east of the application site.

1.5 To the rear of the site, up Bramber Avenue, the area is solely residential and comprises a mixture of two storey and single storey properties, predominantly being bungalows.

1.6 The application is not listed or located in a Conservation Area.

PROPOSAL

1.7 The application seeks planning permission for the demolition of the bungalow and for the construction of a three storey building comprising 3 x 1-bedroom flats and 6 x 2-bedroom flats, making nine residential units in total.

1.8 The front elevation will have a pitched roof and an eaves line that follows the eaves line of 192 South Coast Road. Two projecting, cantilevered bays are proposed at first and second floor level, each having an asymmetrical pitched roof perpendicular to the main roof line.

1.9 The front elevation will line up with the front elevation of 192 South Coast Road, and will taper away from the highway.

1.10 The western elevation fronting Bramber Avenue will comprise a row of three matching facades connected together, each with an asymmetrical pitched roof, bays at first and second floor level and balconies.

1.11 The north facing rear elevation is proposed to have five high-level windows and a door at ground floor level. This rear elevation will be some 2 metres further back than the existing bungalow, and there will be a garden area and a vehicular access between this elevation and the boundary with the bungalow behind, 19 Bramber Avenue.

1.12 Each floor will comprise two 2-bedroom flats with a 1-bedroom flat in between.

1.13 Proposed external materials and finishes include a metal roof, facing brick walls with areas of aluminium cladding.

1.14 The proposed development provides 18 car parking spaces, shared between the new development and the four flats above the neighbouring building.

PLANNING HISTORY

1.15 An outline application for the demolition of existing buildings and erection of block of twelve flats with associated car parking was refused in 1995 under reference LW/94/1217. Concern was mainly about impact of car parking area on neighbour amenity.

2. RELEVANT POLICIES

LDLP: – CT01 – Planning Boundary and Countryside Policy

LDLP: – ST03 – Design, Form and Setting of Development

LDLP: – SP1 – Provision of Housing and Employment Land

LDLP: – SP2 – Distribution of Housing

LDLP: – CP11 – Built and Historic Environment & Design

LDLP: – CP12 – Flood Risk, Coastal Erosion and Drainage

LDLP: – CP13 – Sustainable Travel

3. PLANNING HISTORY

LW/94/1217 - Outline application for the demolition of existing buildings and erection of block of 12 flats with associated car parking - **Refused**

LW/92/1362 - Outline Application for the demolition of existing buildings and erection of block of twelve flats with associated car parking - **Refused**

4. REPRESENTATIONS FROM STANDARD CONSULTEES

4.1 Peacehaven Town Council – Refusal Recommended due to:

- Lack of infrastructure for size of development.
- Overdevelopment for size of plot.
- Will exacerbate parking issues as it would appear the parking facilities and access will be shared with the occupants of multi dwelling premises at 192 and 194 South Coast Road. This is sited at the end of a cul-de-sac increasing parking issues in the side roads and hindering access for residents in the area, multi dwelling developments which have already been approved in this locality have sited the public car parks on the A259 as additional parking facilities, this cannot be sustained indefinitely.
- Out of keeping with street scene from Bramber Avenue aspect.
- Out of character with locality.

4.2 Environmental Health – Contaminated land. Recommends standard conditions.

4.3 Environmental Health – No objection

4.4 ESCC Highways – No formal response received at the time of writing. However, a holding response noted:

- A Transport Report needs to be submitted as part of this Application. This will need to recommend realistic proposals for providing for and improving non-car modes of travel, through walking, cycling and public transport and assess the residual impact of the development on the surrounding highway network with ameliorative measures as necessary.
- Parking - In accordance with the East Sussex County Council's parking guidelines thirteen spaces would be required for the proposed 9 flats if they are all allocated 1 space each. It is noted that the adjacent plots 190 - 192a/b are in the blue site area and appear to have parking provided within the area forming the car park to this proposed development. This would seem to serve both the retail/shop use at ground floor as well as flats [4?] above.
- This current proposal indicates that a total of 16 car parking spaces would be provided.
- Although I have not yet visited the site, from looking on google maps there appears to be at least five cars parking in the existing car park. Therefore the parking provision should be at least 18 spaces.
- It is also not clear whether the proposed ten cycle spaces are for both the existing uses [in the blue site area] and proposed development.
- Therefore this proposal does not seem to have taken into account the existing use of the existing car park both by vehicles and cycles. This therefore needs to be addressed by the applicant.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

5.1 Representations have been received from 18, 18A, 19, 23, 24, 28B, 27a, 37 Bramber Avenue; 42 Rowe Avenue, objecting to the application for the following reasons:-

- Out of character.
- Contextual significance.
- Loss of bungalow.
- Over development.
- Lack of infrastructure.
- No banks.
- No doctor's surgeries.
- No police station.
- Loss of light.
- Overbearing building/structure.
- Overlooking, loss of privacy.
- Overshadowing.
- Noise and disturbance.
- Noise and litter from residents.
- Parking issues.
- Street is overloaded with parking.
- Inadequate access.

- Problems with deliveries.
- Traffic generation.
- Traffic exacerbated by church hall uses at top of Bramber Avenue.
- Traffic on A259.
- Highway hazards.
- Insufficient information.
- More bungalows should be being built.

6. PLANNING CONSIDERATIONS

6.1 The main considerations in the determination of the application include the principle of development; design; the impact on amenity; accessibility and sustainable transport.

PRINCIPLE

6.2 The application site is within the Planning Boundary of Peacehaven and located in a mixed use area where they are commercial premises and residential uses along South Coast Road and where the side streets are predominantly residential in character. In principle the residential development of this site is acceptable and compliant with retained policy CT1 and Spatial Policy 2 of the Joint Core Strategy, the site constituting an unidentified infill development within the existing Planning Boundary and the scheme providing much needed additional housing.

6.3 The objection from Peacehaven Town Council is acknowledged and the impact of the proposed development on the highway, parking, neighbour amenity and the appearance and character of the area are considered below.

6.4 In addition, it should be noted that the proposals will be liable for a CIL payment, a proportion of which will be given to Peacehaven Town Council and the remainder which can be used to provide community infrastructure projects, which will help to mitigate the extra pressures on services brought about by the proposed development.

DESIGN

6.5 Buildings which front South Coast Road, the main A259 route into and out of Peacehaven, are generally taller than the residential areas set further back, which are mainly characterised by bungalows and some housing. The exceptions to this include:

6.5.1 192 South Coast Road is effectively three storeys in height at the sides; 200-204 South Coast Road (with a supermarket and takeaway on the ground floor and flats above) is three storeys; as is Dorita Court and The Castle Pub, which although it has a pitched roof and eaves at two storey level, clearly has accommodation at roof level on a third storey. Lureland Court is three storeys and the more recent development at the corner of Steyning Avenue is three storeys in scale, with a recessed attic storey above.

6.6 As such there are several examples of development which are of similar height and scale to the planning application and it is noted that the overall height of the building is not dissimilar to a two storey building with a tall pitched roof. The applicant has designed the building so that the eaves are at second floor level, the third storey being contained within the roof shape and the stepped roofs on the Bramber Avenue façade having a very shallow angle of pitch.

6.7 The style of the building will be contemporary with a clear rhythm and articulation in the design details, which include cantilevered bays, balconies and dormers. These design features help to break up the massing of the elevations and add visual interest. The design is considered to be of an acceptable standard.

AMENITY

6.8 The rear elevation of the proposed development will be 13 metres from the flank elevation of 19 Bramber Avenue, the neighbouring bungalow to the north of the application site, which is also set back from the line of the proposed development.

6.9 The development will be 16.5 metres from the front elevation of 18a Bramber Avenue. This property has windows at ground floor level only, being a bungalow dwelling.

6.10 There is a public highway between the two buildings in the form of Bramber Avenue itself and as such a certain amount of overlooking should be expected. However, the proposed development has been designed so that the balconies and main windows to the flats on this elevation are pointing away from the bungalow opposite, towards the bottom end of Bramber Avenue, and the sea views beyond. Other windows on this elevation will be high-level and louvered to prevent overlooking, and again the angle of the walls is such that rather than being directly opposite 18a Bramber Avenue, they are orientated with a north-westerly aspect pointing up the street.

ACCESSIBILITY AND SUSTAINABLE TRANSPORT

6.11 The adjoining building, 192 South Coast Road, was granted planning permission on 6 July 1999 (ref. LW/99/0034). The approved drawings show ten parking spaces to the rear and an area of planted landscaping along the boundary with 19 Bramber Avenue, a bungalow dwelling. This development comprises four flats and two commercial units.

6.12 18 parking spaces are proposed with the current scheme, but ten of these already belong to the neighbouring development. Ultimately, the management of these car parking spaces will be the responsibility of the developer, although it is clear that 18 parking spaces should be sufficient to serve 13 flats overall.

6.13 The application site is within walking distance of the shops and facilities along South Coast Road, notably opposite the application site, where there is a Post Office, hairdresser, takeaway and convenience store. There is a bus stop adjacent to the application site and there are frequent bus services along the coast road between Brighton, Seaford and Eastbourne.

6.14 In addition the applicant is proposing ten cycle parking spaces for the development.

6.15 For the above reasons the application site is considered to be in a sustainable location and future residents need not be solely reliant on private car use for all of their journeys. Notwithstanding the sustainable location of the application site, the applicant is proposing sufficient off-street car parking facilities.

6.16 The Highway Authority has requested a transport assessment, but in view of the transport provision to be made within the scheme, and view of the scale of development proposed, this is not considered to be necessary.

6.17 Concerns in respect of congestion and the wider impact of traffic on the A259 coast road are acknowledged. However, the increase in traffic generated by a development

of this scale is not likely to have a significant impact on the existing situation. There are alternative methods of transport available for future occupiers to use, and therefore residents will have a choice as to whether they rely solely on use of a private car and contribute to existing congestion, or choose cleaner and more sustainable transport options.

7. RECOMMENDATION

In view of the above approval is recommended.

The application is subject to the following conditions:

1. No development shall take place details and samples of all external materials including the fenestration; hard surfaces; roof materials and external finishes to the walls, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and samples and retained as such thereafter.

Reason: To ensure a satisfactory development in keeping with the locality having regard to policy ST3 of the Lewes District Local Plan, policy CP11 of the Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

2. No development shall take place until the details of the overall height of the proposed development together with the overall ridge heights and eaves heights of 192, 196 South Coast Road and 18a Bramber Avenue, to be measured Above Ordnance Datum (AOD), have been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the details approved unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of visual amenity and neighbour amenity, and in order to comply with retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

3. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected within and, where necessary, around the perimeter of the application site. The boundary treatment shall be completed in accordance with the approved details prior to the occupation of the dwelling units hereby permitted and retained as such thereafter.

Reason: To enhance the general appearance of the development having regard to retained policy ST3 of the Lewes District Local Plan, Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

4. No development shall take place until full details of the covered and secure cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be implemented prior to the first residential occupation of the development, and be retained thereafter for the parking of cycles associated with residents and visitors to the development hereby permitted.

Reason: To provide alternative travel options and encourage use of alternatives to the use of the private car, in the interests of sustainability in accordance with current sustainable transport policies including retained policy ST3 and Core Policy 13 of Lewes District Local Plan Part One:

Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

5. Prior to the first residential occupation of the development hereby permitted, the car parking area shall be provided in accordance with the approved plans, making provision for a minimum of 13 car parking spaces for the development hereby approved, and retained as such thereafter, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of amenity and sustainability and to provide sufficient off-street car parking for the approved development, in accordance with retained policy ST3 and Core Policy 13 of Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

6. Notwithstanding anything contained in the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any amendment or replacement thereof), prior to the commencement of any building or engineering operations for the development, a Construction Environment Management Plan (CEMP) shall be submitted to and approved in writing by the Planning Authority. The CEMP shall include the following information and the development shall be implemented in accordance with the approved details unless otherwise agreed in writing by the local planning authority:-

- 1) the temporary arrangements for access and turning for construction traffic together with reinstatement as necessary at the end of each construction period;
- 2) the size of vehicles (contractors and deliveries);
- 3) the routing of vehicles (contractors and deliveries) and traffic management (to allow safe access and turning for construction vehicles);
- 4) the temporary arrangements for parking of vehicles associated with deliveries, site personnel, operatives and visitors;
- 5) a contractors' parking and Travel Plan;
- 6) facilities for the loading and unloading of plant and materials;
- 7) the location(s) for storage of plant and materials used during construction;
- 8) the location(s) of any site huts/cabins/offices
- 9) details of temporary lighting during construction;
- 10) details of the proposed security arrangements for the site including temporary site security fencing and site hoardings;
- 11) details of the precautions and facilities put in place to guard against the deposit of mud and substances from the application site on the public highway, to include washing facilities by which vehicles will have their wheels, chassis and bodywork effectively cleaned and washed in order to be free of mud and similar substances prior to entering the public highway;
- 12) details outlining the proposed range of dust and dirt control measures and noise mitigation measures during the course of construction of the development, having regard to Section 61 consent under the Control of Pollution Act 1974;
- 13) details of off-site monitoring of the CEMP; and
- 14) assurance that the construction will be undertaken in accordance with the Considerate Constructor's Scheme.

Reason: In the interests of the residential amenities of the neighbours and to secure safe and satisfactory means of vehicular access to the site during construction, having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

7. No development shall take place until details of the hard and soft landscaping associated with the development hereby permitted have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details

and retained as such thereafter, unless otherwise agreed in writing by the local planning authority. All hard surfaces should be either permeable materials to allow for natural soakage of surface water into the land or direct surface run-off to soakaways within the application site.

Reason: In the interests of visual amenity and to safeguard the character and appearance of the locality as well as managing and mitigating flood risk, in accordance with retained policy ST3 and Core Policies 11 and 12 of the Lewes District Local Plan Part One: Joint Core Strategy, and having regard to National Planning Guidance contained in the National Planning Policy Framework 2012.

8. No development shall take place until details full details of the louvres to the windows on the westerly facing elevation fronting Bramber Avenue, to include 1:20 scale elevations and sections together with the materials, colour and profile of the louvres, have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details and retained as such thereafter, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of visual amenity and to safeguard the character and appearance of the locality as well as preserving neighbour privacy as appropriate, in accordance with retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and having regard to National Planning Guidance contained in the National Planning Policy Framework 2012.

9. Construction work and deliveries in association with the development hereby permitted shall be restricted to between the hours of 0800 and 1800 Mondays to Fridays and from 0830 until 1300 on Saturdays. No works in association with the development hereby permitted shall be carried out at any time on Sundays or on Bank/Statutory Holidays.

Reason: In the interests of the residential amenities of the neighbours having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

10. The lower sill levels of the high level windows at ground, first and second floor levels on the north facing elevation shall be no less than 1.7m in height above internal finished floor level of the rooms served by those windows. The development shall be maintained as such thereafter unless otherwise agreed in writing by the local planning authority.

Reason: To protect the privacy and residential amenity of neighbouring residents, having regard to policy ST3 of the Lewes District Local Plan, policy CP11 of the Lewes District Joint Core Strategy and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

11. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and the National Planning Policy Framework.

12. No development shall take place, including demolition of the existing building, until a full asbestos survey on the building to be demolished has been submitted to the local planning authority. Any asbestos containing materials (ACMs) must be removed by a suitable qualified contractor and disposed off-site to a licenced facility. A copy of the report should be provided to the local planning authority together with a mitigation plan that removes the risk to future occupiers of exposure to asbestos. The works shall be carried out in accordance with these details.

Reason: To ensure that risks from asbestos to the future users of the land and neighbouring land are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with National Planning Policy Framework, sections 120 and 121].

INFORMATIVE(S)

1. This development may be CIL liable and correspondence on this matter will be sent separately, we strongly advise you not to commence on site until you have fulfilled your obligations under the CIL Regulations 2010 (as Amended). For more information please visit <http://www.lewes.gov.uk/planning/22287.asp>

2. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

3. All waste material arising from any clearance and construction activity at the site should be stored, removed from the site and disposed of in an appropriate manner. It is an offence to burn trade waste, so there should be no bonfires on site.

4. The applicant is reminded of the Control of Asbestos Regulations 2012 when carrying out the works, including demolition of the existing building.

This decision is based on the following submitted plans/documents:

| <u>PLAN TYPE</u> | <u>DATE RECEIVED</u> | <u>REFERENCE</u> |
|------------------------------------|----------------------|------------------|
| Justification / Heritage Statement | 21 February 2018 | |
| Planning Statement/Brief | 11 January 2018 | |
| Survey Plan | 11 January 2018 | 16-14 REV A |
| Street Scene | 11 January 2018 | 17-13/E/1 |
| Location Plan | 11 January 2018 | 701 PP 01C |
| Proposed Block Plan | 14 March 2018 | 701 PP 02D |
| Proposed Layout Plan | 14 March 2018 | 701 PP 03E |
| Proposed Floor Plan(s) | 11 January 2018 | 701 PP 04C |

| | | |
|------------------------------------|------------------|---------------------|
| Proposed Elevation(s) | 11 January 2018 | 701 PP 05D |
| Proposed Elevation(s) | 11 January 2018 | 701 PP 06D |
| Street Scene | 11 January 2018 | 701 PP 07C |
| Justification / Heritage Statement | 21 February 2018 | CONSULTATION REPORT |
| Additional Documents | 11 January 2018 | MATERIAL PROPOSAL |
| Illustration | 11 January 2018 | PERSPECTIVES |