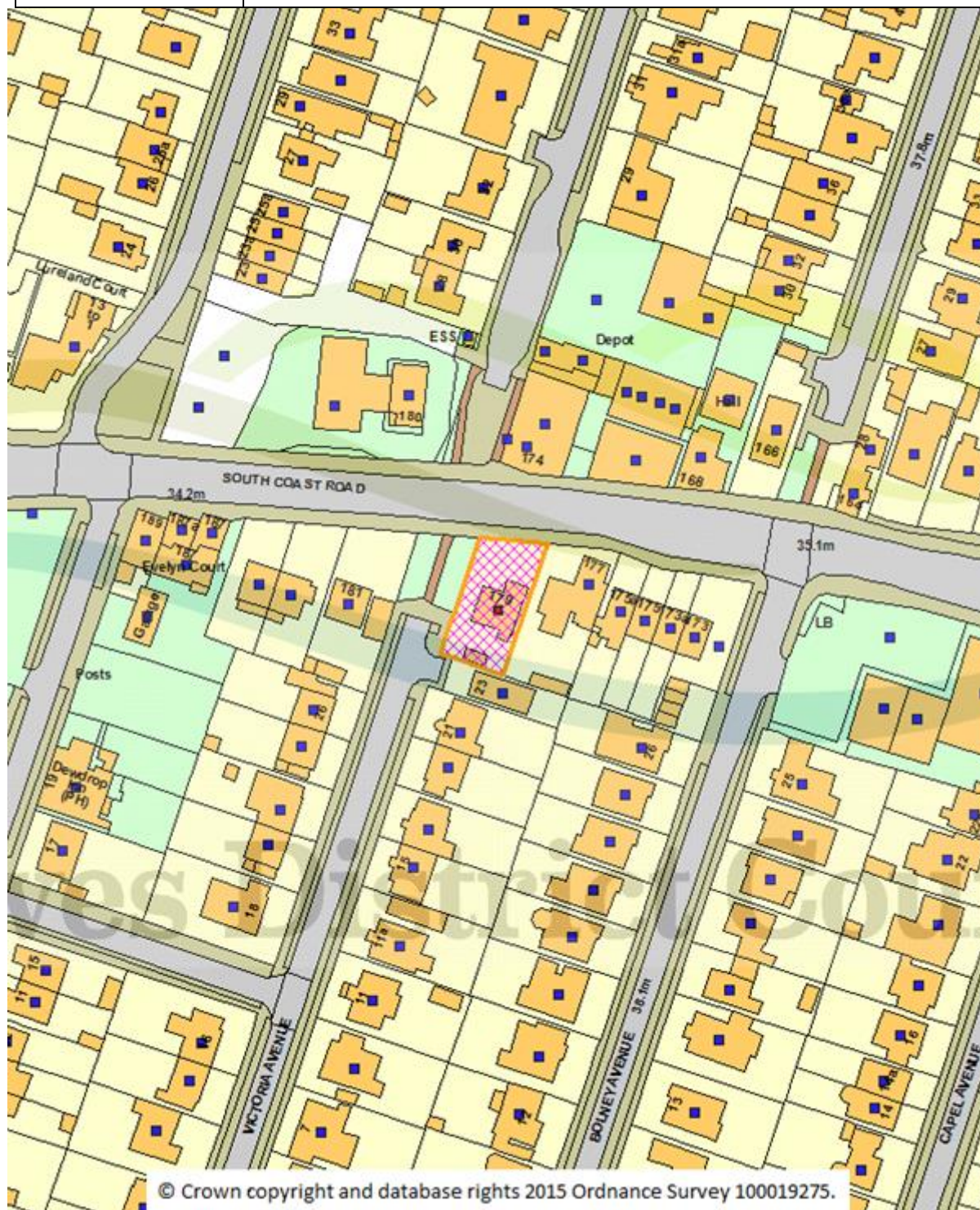


APPLICATION NUMBER:	LW/18/0060		
APPLICANTS NAME(S):	Farrington Property Developments Ltd	PARISH / WARD:	Peacehaven / Peacehaven East
PROPOSAL:	Planning Application for Demolition of existing property and erection of 3 storey block of flats comprising three x 2 bedroomed flats and two x 1 bedroomed flats		
SITE ADDRESS:	179 South Coast Road Peacehaven East Sussex BN10 8NR		
GRID REF:	TQ 41 00		



1. SITE DESCRIPTION / PROPOSAL

1.1 The site is a bungalow located at the corner of South Coast Road and Victoria Avenue, on the south side of the South Coast Road.

1.2 To the west is the grass area and path linking Victoria Road with the South Coast Road, beyond which are bungalows (181-185 South Coast Road). Adjacent to the site to the east is a two-storey building which includes The Pantry Cafe on the ground floor with residential above (no.177 South Coast Road). This building has a first floor side dining room window facing the site. There are two-storey houses beyond.

1.3 To the north, across South Coast Road, are two-storey buildings with the Deja Vu cafe and shops on the ground floor and flats above, and the BP petrol filling station. To the south is a wide area of predominantly bungalows fronting Victoria Avenue and nearby residential roads, right down to The Promenade.

1.4 The proposal involves the demolition of the existing bungalow and its replacement with a three-storey building comprising five flats. The flats would be three x two-bed and two x one-bed. The building would be positioned forward towards the South Coast Road, with five parking spaces behind (accessed from the end of this part of Victoria Avenue). The building itself would be dug into the site, with the ground floor about half-a-storey below the level of South Coast Road.

1.5 The building would feature a two-storey eaves at the sides and front, with a full three storey form at the rear. The top floor flat would therefore be partly within the roof space, served by rooflights at the front and east side, dormers on the west side and windows and a small balcony on the full height rear wall.

1.6 The external materials would give a contemporary character to the building, including brickwork and cladding.

2. RELEVANT POLICIES

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

LDLP: – CP11 – Built and Historic Environment & Design

3. PLANNING HISTORY

LW/17/0465 - Demolition of existing property and erection of 3 storey block of flats comprising 3 x two bedroomed flats and 3 x one bedroomed flats - **Refused**

LW/18/0060 - Demolition of existing property and erection of 3 storey block of flats comprising three x 2 bedroomed flats and two x 1 bedroomed flats -

4. REPRESENTATIONS FROM STANDARD CONSULTEES

4.1 Peacehaven Town Council – Objection

4.2 Environmental Health – No contaminated land conditions, but recommends standard conditions.

4.3 ESCC Archaeologist – No objection.

4.4 Environmental Health – No objections, but recommends standard conditions.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

20 representations from local residents have been received objecting to the application. The main planning grounds of objection are:

- Overdevelopment. The building is too big for the plot, too high and infringes the front building line.
- Overshadowing and loss of privacy to no. 177 and to properties behind the building in Victoria Avenue;
- Lack of parking, with overspill parking onto Victoria Avenue. Victoria Avenue is already congested and drivers (including emergency vehicles) have difficulty getting along it;
- The extra traffic in Victoria Avenue raises serious safety concerns, with both young children and elderly residents residing in the road;
- Contrary to the NPPF - this should be an attractive building with a fewer number of flats, but is a 'lump' of a building;
- The building would be unattractive and is out of character in the locality;
- Extra congestion on the A259;
- Lack of local infrastructure, including GP's and school places;
- Planning decisions should have a positive effect on towns. making them desirable places to live, for future prosperity and sustainability.
- The proposal is hardly different from the previous, refused, application;
- Overlooking from balconies at the rear of the building;

6. PLANNING CONSIDERATIONS

6.1 A previous planning application, LW/17/0465 for a three-storey block of six flats on the site, was refused under delegated powers in August 2017. That application was for a three-storey flat roof building with five parking spaces to the rear. The reasons for refusal were:

1. The excessive height and bulk of the building, set too far forward, with the flat roof out of keeping with adjacent development, and the design resembling a 'brick box'. The building was therefore out of place, incongruous and out of keeping with neighbouring buildings.
2. Loss of privacy to residents through overlooking from the second floor windows, and loss of light and outlook to 177 South Coast Road.
3. Shortfall of readily useable parking spaces, leading to overspill parking in the locality.

6.2 The building has been re-designed, with a reduced number of flats (from six to five) and an embedded on-site parking layout.

Effect on character of locality

6.3 The submitted plan shows that the height would be just below that of the houses at 173-175A South Coast Road to the east of the site (beyond 177 which is a lower building but still two-storey). To the west 181-185 South Coast Road are bungalows, but they are

across the grass link between Victoria Avenue and South Coast Road. The site is at a lower level than the two-storey development on the north side of South Coast Road, and three-storey development beyond the BP filling station to the west. There is a mix of development along the South Coast Road, and it is considered that the proposed building would fit into this context.

6.4 Behind the application site (to the south) are bungalows fronting Victoria Avenue, but the relationship between those properties and the proposed three-storey building would be no different than at other locations along South Coast Road where buildings of similar heights exist, and is considered to be acceptable.

6.5 The inclusion of the eaves at two-storey height at the front and sides of the proposed building would, it is considered, mean that the building would be of a scale which is satisfactory when viewed along the South Coast Road.

6.6 The building would still be set forward on the site, like the refused proposal, and there are other buildings similarly sited along this part of the South Coast Road, such as at 187-189 to the west. While the previous application was refused partly on grounds that the building was set forward, the reduction in eaves height is significant in reducing the effect of the building on the main road.

Effect on neighbours

6.7 Previously proposed balconies in the rear elevation have mainly been omitted from the current proposal, which now proposes Juliette balconies at first floor level in the rear elevation and a single small open balcony at third floor level facing down Victoria Avenue. Some overlooking from the back of the proposed flats to, particularly, the gardens of the Victoria Avenue bungalows would occur, but in this built-up location it is not considered would justify refusal of the application on that ground.

6.8 The relationship of the building to 177 South Coast Road is similar to that which was refused. 177 South Coast Road has 'The Pantry' cafe at ground floor level, with a flat above. The flat has a first floor side window facing the site, but is to a dining room. The dining room also has a front window, so does not wholly rely on the side window for light. The window is approximately 2.8m off the side boundary with the site. The previous application was refused, partly on grounds of loss of light to that window, but with the current proposal the eaves line is at two-storey level (the plans indicate about half-way up the level of the dining room window) before the roof of the new building would pitch away up towards the ridge. While some loss of sunlight through this window and outlook would undoubtedly occur, the distance of the window off the boundary, the re-designed roof, and the fact that the dining room also has a front window indicates that, on balance, the application is acceptable in relation to that dining room window.

6.9 The proposed building would have side (secondary) kitchen/dining and narrow lounge and bedroom windows on the side facing no. 177, which would be obscure glazed and non-opening (except for fanlights). This would prevent overlooking into the dining room window of no. 177 referred to above.

6.10 The proposed building would be next to a parking area to the rear of no. 177, beyond which is the garden to no. 177. The relationship of the building to that garden is considered to be acceptable.

Parking

6.11 Five parking spaces would be provided for the five flats, with access off the end of Victoria Avenue. Victoria Avenue can be heavily parked and the concern of local residents about the ability of vehicles to travel along it is understood, but it is not considered that traffic generation from the five flats would materially add to existing access and parking conditions in the road. Although only a minor adjustment compared to the previously refused layout has been made, the parking layout now shows that the spaces would be readily useable.

6.12 The proposal is considered to be acceptable.

7. RECOMMENDATION

7.1 That planning permission, on balance, be granted.

The application is subject to the following conditions:

1. Before the development hereby approved is commenced on site, details/samples of all external materials shall be submitted to and approved in writing by the Local Planning Authority and carried out in accordance with that consent.

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

2. Development shall not begin until details of finished floor levels in relation to the existing ground levels have been submitted to and approved by the Local Planning Authority. The works shall then be carried out in accordance with these details.

Reason: In the interest of residential amenity and the character of the locality having regard to Policy ST3 of the Lewes District Local Plan 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. Prior to the first residential occupation of the development hereby permitted, the car and cycle parking areas shall be provided in accordance with the approved plans and shall be retained thereafter for parking purposes.

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.

5. All windows in the east elevation (excluding the roof lights) shall be obscure glazed and non-opening (except any fanlights to the windows which shall be obscured glazed but may be

openable). The windows shall be maintained as such, including with any replacement glazing in the future.

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.

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. Any works in connection with this permission shall be restricted to the hours of 0800 to 1800 Mondays to Fridays and 0830 to 1300 on Saturdays, and not at any time on Sundays, Bank or Public Holidays.

Reason: In the interest of the amenities of the adjoining residents having regard to **** of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

INFORMATIVE(S)

1. 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.

2. 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>

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

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Street Scene	11 June 2018	726 PP 06D
Proposed Floor Plan(s)	11 June 2018	726 PP 06D
Proposed Elevation(s)	6 June 2018	SKETCH 4 ELEVS
Proposed Section(s)	11 June 2018	726 PP 06D
Proposed Roof Plan	11 June 2018	726 PP 06D
Other Plan(s)	17 April 2018	726/PP/07A
Location Plan	11 June 2018	726 PP 01
Survey Plan	19 January 2018	1:100
Street Scene	19 January 2018	8326-ELEV
Other Plan(s)	11 June 2018	726 PP 07D