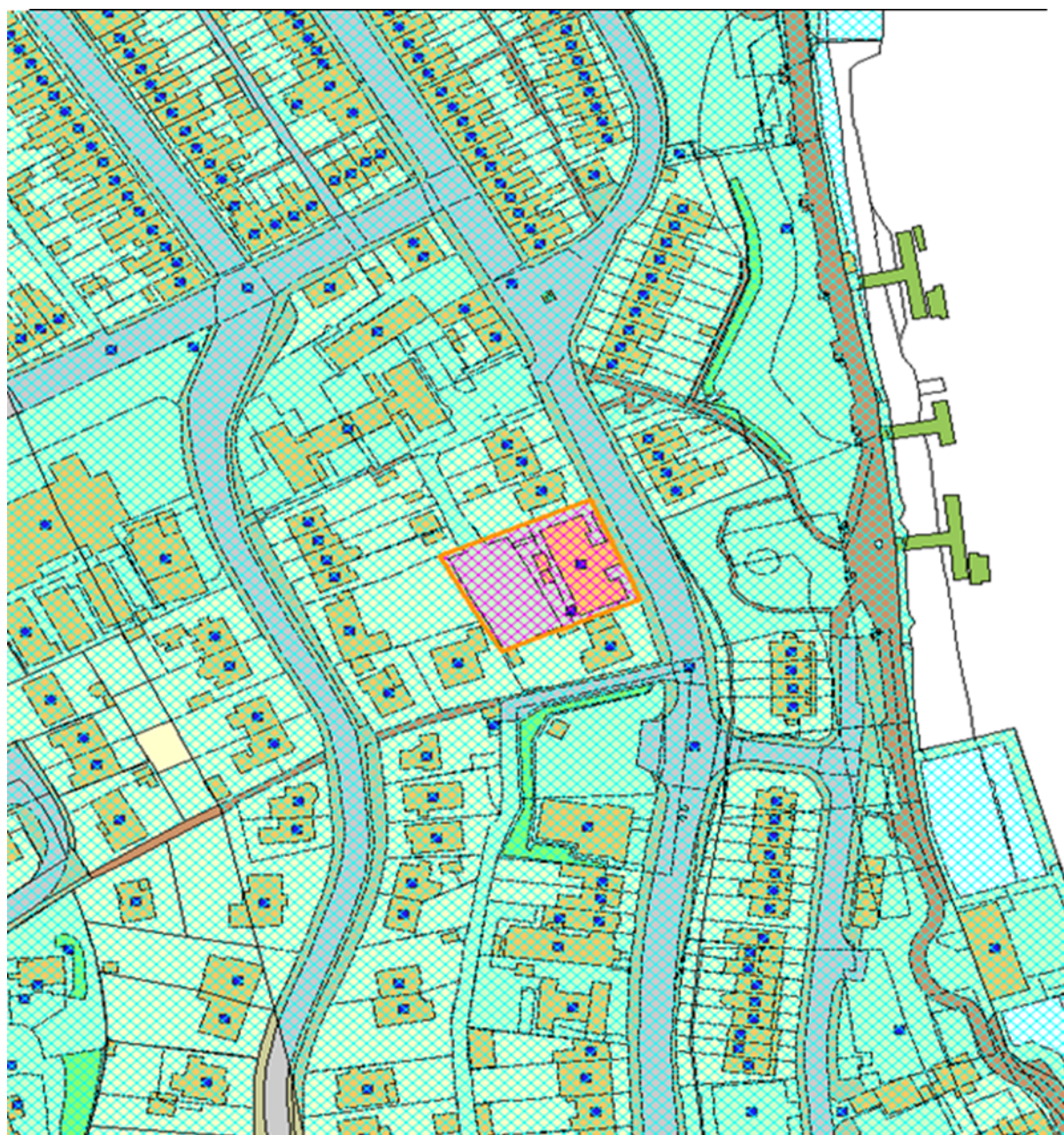


APPLICATION NUMBER:	LW/19/0012		
APPLICANTS NAME(S):	Lewes District Council	PARISH / WARD:	Newhaven / Newhaven Denton & Meeching
PROPOSAL:	Local Authority application (Reg 3) for proposal for change of use and demolition of the existing class B1 building and construction of 13 new residential units (C3 use) over three stories. Accommodation includes 6 x 2 bedroom apartments and 7 x 1 bedroom apartments		
SITE ADDRESS:	20 Fort Road Newhaven East Sussex BN9 9QF		
GRID REF:			



1. SITE DESCRIPTION / PROPOSAL

1.1 The application site is located on the western side of Fort Road between Hill Side to the north and Lorraine Road to the south and consists of a two storey office building fronting onto Fort Road with a car park to the rear. The building has been vacant since late 2015.

1.2 The proposal is to demolish the existing building and to construct a single building providing 13 affordable housing units, (6 x 2 bed and 7 x 1 bed apartments) with its main car parking and servicing to the rear.

1.3 This application is being presented to the Planning Applications Committee as the application has been submitted on behalf of Lewes District Council.

2. RELEVANT POLICIES

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

LDLP: – CP1 – Affordable Housing

LDLP: – CP4 – Economic Development and Regeneration

LDLP: – CP11 – Built and Historic Environment & Design

LDLP: – CP14 – Renewable and Low Carbon Energy

3. PLANNING HISTORY

LW/19/0012 - Proposal for change of use and demolition of the existing class B1 building and construction of 13 new residential units (C3 use) over three stories. Accommodation includes 6 x 2 bedroom apartments and 7 x 1 bedroom apartments -

LW/15/0005 - West bank improvement -

LW/19/0012 - Proposal for change of use and demolition of the existing class B1 building and construction of 13 new residential units (C3 use) over three stories. Accommodation includes 6 x 2 bedroom apartments and 7 x 1 bedroom apartments -

LW/15/0005 - West bank improvement -

LW/19/0012 - Proposal for change of use and demolition of the existing class B1 building and construction of 13 new residential units (C3 use) over three stories. Accommodation includes 6 x 2 bedroom apartments and 7 x 1 bedroom apartments -

P/66/0060 - Use for extension of offices. - **Withdrawn**

LW/03/2485 - Extension for new entrance hall and alterations to council chamber - **Approved**

4. REPRESENTATIONS FROM STANDARD CONSULTEES

Main Town Or Parish Council – The committee raised the following concerns:

- o Not in keeping with street scene
- o Mix of permanent and non-permanent homes, not a good mix of tenure.
- o Side massing unneighbourly to adjacent properties.
- o Although ridge height not exceeded, side elevation intrusive and represents significant bulk.
- o Temporary housing creates social issues for local neighbours in close proximity.
- o Recognise need for temporary housing but not an appropriate site.
- o Ring fence any housing for local people.
- o More proactive for other uses of the building such as B1 uses
- o Write to East Sussex County Council.

ESCC Highways – These comments are issued in response to the original submitted plans and amended plans received from Lewes District Council on 7th March 2019.

This application is for change of use and demolition of the existing office building and construction of 13 flats [6 x two bedrooms and 7 x one bedroom] together with alterations to the rear car park to provide 13 car parking spaces and turning area. The proposal would generate similar [if not lower] vehicular trips per day than the existing office use. I do not object to the proposed development. Request conditions.

Housing Needs And Strategy Division – No objection, satisfactory housing mix, meets affordable housing targets, tenure split acceptable, dwelling sizes comply with DCLG National Described Space Standards.

Natural England – No comments to make on this application.

ESCC SUDS – No objection subject to conditions regarding hydraulic calculations and condition of existing drainage system.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

1 neutral but raising questions - is three floors excessive? Will the building be any higher than it currently stands? Will it block daylight as my property faces west. Will the windows look directly into mine? Where will these people park their cars? what will the hours of work be?

6. PLANNING CONSIDERATIONS

Material Considerations

Background

6.1 The existing building is a two storey brick building constructed at the beginning of the 20th century. It has a pitch roof, which is largely hidden from view by a front parapet. Two small single storey flat roofed extensions have been added to the front elevation in the past to serve as entrance porches. To the rear the land steps up 4.5m higher than street level to a car park which is laid out to provide at least 23 car parking spaces. This area is accessed via a private track which also serves the rear of Meeching Court and also provided access to the rear garages associated with dwellings on Hillcrest Road.

6.2 The building has been vacant since 2015 when the Council moved into shared facilities in Saxon House. The building has deteriorated and requires significant investment to create a modern and desirable commercial building. Therefore the decision was taken to develop a scheme to provide much needed affordable housing in the area. Conversion

was considered but in view of the cost of conversion and the limited amount of units that would be created, the redevelopment of the site was considered to be the most sustainable way forward.

6.3 The wider area is largely residential in character, except for the fire station to the south and Newhaven Town Council offices to the north. There is no defined building style or consistent scale of building in the vicinity of the site. Materials are also varied and include a range of brick tones, timber cladding, render, as well as differing roof forms and pitches. Some dwellings have front gardens whilst others front directly onto the street with no defensible space.

Policy

6.4 The site is located within the planning boundary and therefore there is a presumption in favour of sustainable development. The period of vacancy and the cost of refurbishment together with lack of market demand for older commercial floorspace would support an alternative use for the site.

6.5 Policy ST3 of the Lewes District Local Plan seeks to secure a pleasant and attractive environment by securing good design, and a design which has regard to the characteristics of the surrounding area.

6.6 Policy CP1 of the Joint Core Strategy (JCS) seeks to secure a range of homes to meet the needs of the district, especially through the provision of affordable housing, whilst Policy CP2 seeks to secure sustainable, mixed and balanced communities by delivering a range of housing type, mix and density.

6.7 Policy CP4 seeks to stimulate and maintain a buoyant and balanced local economy by safeguarding employment sites, but does permit other uses where there is a lack of developer interest or where the building is unlikely to perform an employment role in the future.

6.8 Policy CP11 reinforces policy ST3 by securing high quality design in all new developments and creating sustainable places and communities.

6.9 Policy CP14 relates to renewable and low carbon energy and sustainable use of resources, and seeks to encourage such initiatives and support developments for low carbon and renewable energy installations.

6.10 Policy DM25 of the JCS Part 2 relates to design and seeks to approved developments that contribute towards local character and distinctiveness through high quality design, with Policy DM26 ensuring that new developments have accessible and well designed refuse and recycling facilities

6.11 This is not an exhaustive list of all relevant policies but does focus on those that cover the main issues relevant to the determination of the application. Overall it is considered that the proposal complies with the aims and objectives of adopted and emerging policies, and plans.

Design

6.12 As already mentioned within the report, whilst the area is characterised by residential development there is no defined style, form, scale or mass of building in the area.

6.13 The proposed building will be located to maintain the existing front building line that exists along Fort Road. Whilst the accommodation will be provided over three floors, the apex of the building will be no higher than the height of the ridge of the existing building. The building has been located on the plot to retain the separation distances to the existing buildings on either side.

6.14 The three storey flat roofed building will, from Fort Road, appear as two linked blocks of building, articulated by setting back the central link and the northern and southern element of the blocks. This articulation will reduce the perceived mass of the building as well as adding interest and variation in the main facade. This interest/variation will be further enhanced through the use of different materials including aluminium frames windows, profiled metal/timber/polycarbonate cladding. It is considered that the contemporary design approach will enhance the immediate surroundings and the street scene.

6.15 With no windows on the flank elevations and with a separation distance of 18m from the new building to the rear boundary, and between 20 and 40m between rear elevation of the building and the nearest facade of the residential dwellings to the rear (west), it is not considered that the development would detrimentally impact on general amenity or privacy. Being no higher than the existing building it is not considered that the proposal would result in any increased overshadowing to those dwellings located on the eastern side of Fort Road.

Sustainability

6.16 The building will be constructed adopting the 'fabric first' approach which seeks through its materials and construction methods to maximise the efficiency of the built envelope and to minimise energy consumption. The development will also include photovoltaic panels on the roof and provide electric vehicle charging points in the rear car park. Designated cycle parking/storage facilities will also be provided on site.

Summary

6.17 The development will provide much needed affordable housing provision, close to the town centre and all its facilities and transport benefits. The mix of units will meet an identified housing need in a modern sustainable building of similar height and bulk to the existing building, without detriment to amenities of neighbouring occupiers or the wider area in general. The loss of the office use would not prejudice the viability of the nearby town centre.

7. RECOMMENDATION

7.1 That planning permission is granted.

The application is subject to the following conditions:

1. Before the development hereby approved progresses beyond foundation level, details and samples of all external materials including all facing and surfacing 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 2019.

2. Before the dwellings hereby approved are occupied details of the means of providing electric car charging points to all car parking spaces shall be submitted to and approved in writing by the Local Planning Authority and shall be installed prior to first occupation.

Reason - In order to provide a more sustainable development having regard to Core Policy 14 of the Joint Core Strategy Part 1 and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

3. All demolition and construction work shall be restricted to the hours of 0800 to 1800 Monday to Fridays and 0830 to 1300 on Saturdays and works shall not be carried out at any time on Sundays or Bank/Statutory Holidays.

Reason: In the interest of residential amenities of the neighbours having regard to Policy ST3 of the Lewes District Local Plan.

4. No development shall take place, including any ground works or works of demolition, until a Construction and Environment Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters,

- o the anticipated number, frequency and types of vehicles used during construction,
- o the method of access and egress and routeing of vehicles during construction,
- o the parking of vehicles by site operatives and visitors,
- o the loading and unloading of plant, materials and waste,
- o the storage of plant and materials used in construction of the development,
- o the erection and maintenance of security hoarding,
- o the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- o details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

5. No building shall be occupied until all the car parking and cycle storage spaces have been laid out within the site in accordance with the approved plans and these spaces shall be made permanently available for that use.

Reason: In the interests of and for the safety of persons and vehicles using premises and/or adjoining road 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 2019.

6. If, during development, contamination 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 details of 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 National Policy Guidance contained in the National Planning Policy Framework 2019.

7. Prior to commencement of development there will be a need to provide hydraulic calculations indicating pre and post development surface water discharge rates. Any increase in discharge rates and/or volume of surface water runoff will require appropriate attenuation, details

of which will need to be submitted to the Local Planning Authority and approved in consultation with the Lead Local Flood Authority.

Reason: To secure a satisfactory standard of development 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 2019.

8. The condition of the existing drainage system which will take surface water runoff from the development should be investigated before discharge of surface water from the development is made. Any required improvements to the condition of the drainage system should be carried out prior to occupation of the development.

Reason: To secure a satisfactory standard of development 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 2019.

9. No part of the development shall be occupied until the unallocated car parking has been constructed and provided in accordance with the approved plans. The areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To provide car-parking space for the development.

10. No part of the development shall be occupied until the vehicle turning space has been constructed within the site in accordance with the approved plans. This space shall thereafter be retained at all times for this use.

Reason: In the interests of road safety

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. The applicant is advised of the requirement to enter into discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway. The applicant should contact the Transport Development Control Team (01273 482254).

3. The applicant is advised that the erection of temporary directional signage should be agreed with Transport Development Control Team prior to any signage being installed. The applicant should be aware that a Section 171, Highways Act 1980 licence will be required.

4. The applicant will be required to enter into a Section 171 Licence with East Sussex County Council, as Highway Authority, for the minor off-site highway works [remedial works to the adjacent public footway]. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the licence being in place.

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

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Design & Access Statement	7 January 2019	
Proposed Section(s)	7 January 2019	18062-P-118A
Proposed Elevation(s)	4 March 2019	18062-P-117C
Additional Documents	7 January 2019	18062-P-117A Materials
Proposed Elevation(s)	4 March 2019	18062-P-116B
Proposed Elevation(s)	4 March 2019	18062-P-115C
Proposed Roof Plan	4 March 2019	18062-P-114C
Proposed Floor Plan(s)	4 March 2019	18062-P-113C
Proposed Floor Plan(s)	4 March 2019	18062-P-112C
Proposed Floor Plan(s)	4 March 2019	18062-P-111C
Proposed Layout Plan	4 March 2019	18062-P-110C
Existing Elevation(s)	7 January 2019	18062-P-102A
Street Scene	7 January 2019	18062-P-101A
Existing Layout Plan	7 January 2019	18062-P-100A
Location Plan	4 March 2019	18062-P-001B
Proposed Block Plan	4 March 2019	18062-P-001B