

APPLICATION NUMBER:	LW/07/1018	ITEM NUMBER:	1
APPLICANTS NAME(S):	Saxon Weald Homes Ltd	PARISH / WARD:	Peacehaven / Peacehaven East
PROPOSAL:	Planning Application for Demolition of existing building and erection of a part three and part two storey building to create 41 extra care sheltered housing flats for older people, with communal facilities and ancillary accommodation		
SITE ADDRESS:	Downlands, Roundhay Avenue, Peacehaven, East Sussex, BN10 8TQ		
GRID REF:	TQ 4200		



1. SITE DESCRIPTION / PROPOSAL

1.1 The site area totals 0.39ha., is located to the east side of Peacehaven and is approximately 1.4 miles from the Meridian Centre. It is situated on a corner plot bordered by three roads; Downland Avenue to the east, Roundhay Avenue to the South and Cissbury Avenue to the west. The northern boundary is bordered by private dwellings which flank onto the site boundary.

1.2 The site is square in plan and mainly flat, with the exception of the western and eastern boundaries. An embankment slopes uphill in an easterly direction from the western boundary of the site, and there is a retaining wall along the eastern boundary which adjoins Downland Avenue. A mature hedge with a dwarf wall forms the boundary of Cissbury Avenue and turns the corner along Roundhay Avenue.

1.3 The dwellings in the surrounding area comprise a mixture of semi detached and detached bungalows and two storey properties.

1.4 The application site comprises a purpose built residential care home, known as the Hoathdown House, which in more recent years has been used as a day centre for older people. The building, which is temporarily occupied by the Meridian Doctor's surgery, would be demolished to allow for the proposed development of the site.

1.5 There are two existing vehicular entrances to the southern side of the site where the main entrance of the existing building is located. These accesses, with some modifications, would be retained as part of the proposed development. The existing access to the north eastern corner is adjacent to a residential property on Downland Avenue and will not be retained.

1.6 The proposed development is for an extra care sheltered housing scheme to provide 41 new dwellings, as a mixture of 2/1, 1- bedroom and 2 - bedroom flats. The scheme would provide 100% affordable housing with a mix of affordable rent or shared equity flats. One of the flats is likely to be used for intermediate care provision.

1.7 The footprint of the proposed building is 'H' shaped with the two principal wings of the building orientated in a north - southerly direction following the established building line of existing properties in Cissbury Avenue and Downland Avenue. The western elevation is two storeys high and would be set back approximately 4m from the boundary adjoining Cissbury Avenue and measures just over 11m in height from ground level to the ridge. The northern elevation would be set in 2m from the boundary and a distance of 10m would be maintained from the boundary of Roundhay Avenue and the southern flank wall of the western wing. The western and northern elevations are hipped back, with gable ends flanking the southern elevations. There are two asymmetrical gable features designed into this elevation which demarcate the positioning of the eastern and westerly ranges, running perpendicular to the

principle elevations. These are three storeys in height, which also reflects the eastern and southern elevations of the proposed building. The eastern elevation would be set back between 8 and 9m from the boundary abutting Downland Avenue and the southern elevation of this wing measures approximately 5.4m from the boundary adjoining Roundhay Avenue.

1.8 The building would be constructed with a mixture of red and yellow multi face brickwork with areas of through coloured render and limited areas of cedar boarding. The roof would be predominantly flat concrete slate with the low level roofs, balconies and entrance canopies in zinc or a similar metal standing seam roof. The fenestration is proposed in white Upvc windows with the exception of the entrance doors and curtain walling which will be aluminium with a white powder coated finish. The juliet balconies will be made from galvanized steel with opaque glazed infill panels and a timber handrail.

1.9 The proposal incorporates a principle garden area within a courtyard. This area comprises a mix of hard and soft landscaping and a pavilion lounge to provide a south facing amenity space with terrace for outdoor living.

1.10 The boundary treatment to the west and part of the south of the site will be enclosed by the retention of an existing hedge. Railings will be installed on top of the existing dwarf wall to a height of 1.8m above ground level. A close boarded fence, with trellis above at an overall height of 1.8m will enclose the northern boundary. The retaining wall along the eastern boundary bordering Downland Avenue will remain as existing. The close boarded fence along the remainder of the eastern boundary will be replaced by a new fence to a height of 1.8m.

1.11 Parking for 15 cars (including three disabled bays) is proposed in front of the main entrance to the southern side of the proposed building and an additional space, service yard and recycling centre is provided and accessed to the eastern side of the building off Roundhay Avenue.

1.12 The scheme has come about following the collaboration of a partnership which was formed to bid for Department of Health funding and a grant of £3 million has been secured to help fund the project. The bidding partnership comprises a number of organisations including Lewes District Council, ESCC Social Services and the NHS.

2. RELEVANT POLICIES

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

LDLP: – T13 – Vehicle Parking

LDLP: – RES09 – Affordable Housing

LDLP: – PPS1 – Delivering Sustainable Development

LDLP: – PPS3 – Housing

3. PLANNING HISTORY

E/59/0834 - Planning and Building Regulations Applications for proposed home for the aged on site of demolished school. Building Regulations Approved. Deemed Approved. ESCC Determined. - **Approved**

LW/94/0470 - Change of use from Residential Home to Resource Centre comprising of a Day Centre and Offices. Additional car parking and ground floor extensions is included. - **Approved**

LW/96/0792 - Conversion of storage space on first floor into additional office accommodation and construction of four additional car parking spaces. LDC No Objections 27/06/1996. - **Deemed Permission**

4. REPRESENTATIONS FROM STANDARD CONSULTEES

Main Town Or Parish Council – No objection, but requests a number of conditions to be added should permission be granted. The conditions would impose various restrictions during the construction period; including, hours of construction, site safety and security, restrictions on certain routes into the site for commercial vehicles and noise suppression restrictions.

National Care Standards Commission – None received.

Environmental Health – None received.

ESCC Highways – No objections in principle having regard to traffic generation and parking provision.

Although, there were some concerns raised initially over points of detail including the width of the vehicular accesses, a defined pedestrian access, turning area for service vehicles and a suitably located bin store.

Southern Water Plc – Recommends an informative and condition should planning permission be granted. The informative is to remind the applicant that storm flow should be connected to soakaways as per the existing site. The Council's Building Control Officers or Engineers should be asked to comment on the adequacy of soakaways to dispose of surface water.

The condition should require details of the proposed means of foul and surface water sewerage disposal to be submitted and approved by the Local Planning Authority.

In order to protect drainage apparatus, advice has been given should the applicant wish to divert the public sewer.

South East Water – None received at the time of writing this report

Sussex Police - C.P.D.A. – The location is a medium risk crime area and as such Sussex Police has suggested a number of safety provisions to be incorporated into the design of the scheme. These include secure fittings to windows and doors, lighting around the car park and building and a control system at reception to allow access for residents, visitors and staff only.

Seeboard Power Networks Plc – There is a presence of low/medium/intermediate pressure gas mains in the proximity to the site. No mechanical excavations should take place above or within 0.5m of the low pressure and medium pressure system and 3m of the intermediate pressure system. The applicant should be required to confirm the position of mains using hand dug trial holes.

Transco – None received at the time of writing this report

5. REPRESENTATIONS FROM LOCAL RESIDENTS

5.1 One letter of objection has been received from a nearby occupier. Their concerns have been summarised as follows:

- the scale of the development is not in keeping with existing development in the area
- lack of parking. 16 plus two spaces for disabled persons is insufficient for 41, one and two bedroom apartments. This presumably has to serve the residents, visitors and staff.
- the site is not situated in a sustainable location and is not therefore close to local facilities and services. The Saxon Weald Homes Ltd will provide all shopping and other facilities on site for the residents only which will lead to an isolated community. It will also encourage people to only occupy the accommodation if they have private cars.
- prejudicial to highway and pedestrian safety due to large commercial vehicles making deliveries and collections. Access for emergency vehicles may also be hindered.
- if the facilities on site are being opened to non - residents the proposal should be considered in the light of its commercial impact.

6. PLANNING CONSIDERATIONS

6.1 The main issues for consideration are 1) impact on the character and appearance of the locality, 2) impact on the amenities of neighbouring properties, 3) affordable housing 4) parking and 5) a Section 106 Agreement.

Character and Appearance

6.2 As mentioned above, the site is located on a corner plot bordered by three roads known as Roundhay Avenue (South), Cissbury Avenue (West) and Downland Avenue (East) in Peacehaven. The site is for the most part flat but there is a drop in levels and retaining wall along the eastern boundary and an embankment which rises uphill into the site from the western boundary. There are bungalows situated to the west of the site and two storey properties to the east.

6.3 The existing building is centrally positioned within the site with the main two storey range orientated in a north south direction across the site. The footprint is essentially 'H' shaped and the shorter length of the 'H' is at the northern end of the site with the ridgeline of the pitched roof orientated in an east west direction. At the southern end of the building, there is a single storey wing projecting to the west and a two storey wing projecting to the east. A three storey cove projects above the two storey main range of the building where it meets the single storey wing. A hardstanding area for parking currently exists to the south and eastern sides of the building.

6.4 The proposed development would essentially pull the main ranges of the development towards the eastern and western boundaries following the existing established building line of development in Cissbury Avenue and Downland Avenue. When viewing the site in an east-westerly direction the proposed building steps from three storeys in height alongside the eastern boundary, to two storeys along the Cissbury Avenue elevation. The reduction in height is to reflect the change in topography across the east-west axis of the site. The scale of the building next to 10 Downland Avenue also steps down in height from three to two storeys with a hipped roof, to have regard for the smaller scale of existing development adjoining the site to the north.

6.5 The agent has submitted drawings to demonstrate the impact of the development in the street scene and more specifically the impact on adjoining properties to the north where the levels tend to fall away.

6.6 The agent has confirmed that the finished floor level has been set at the same level as the existing building to enable a level access into the proposed scheme. The agents have also confirmed that the gabled roofs have been paired with central valleys in order to reduce the bulk and massing of the roof.

6.7 When viewed from Cissbury Avenue the ridge height of the proposed building would be approximately 2.4m above the ridge height of the existing building. The ridge height of the three storey range of the proposed development would be seen above the two storey part of the building but, would be set further back into the site from this view and would therefore be less prominent. While the eaves of the proposed building is higher than the roof of the existing building, in the view from the street scene it would be hipped back and its visual impact would therefore be softened.

6.8 There would be the stone cills under the windows, and this feature together with the bay windows will break down and given further interest to the elevational treatment along Cissbury Avenue.

6.9 The ridge height of the three storey range on the eastern side of the site would project approximately 4.75m above the ridge height of the existing building (when viewed from Downland Avenue). However, as mentioned above the proposed roof would be hipped back at eaves level which would reduce its visual impact in the street scene of Downland Avenue.

6.10 As an amendment, the agent has agreed to hip back the proposed gable ends on the northern elevations of the building to reflect the design and scale of the existing building and soften the visual impact of the development when viewed in the street scene by the occupiers of the existing properties adjoining the site to the north.

6.11 The three storey elevation to the east is set back into the site by at least 8m from the boundary which abuts Downland Avenue and the principle elevation to the south is orientated in an east westerly direction across the site and is set back 17.4m from Roundhay Avenue. The south elevation in particular has an articulated appearance which breaks up the building mass and would not detract from the character and appearance of existing development in the surrounding area.

6.12 Notwithstanding the above, it is recognised that the proposed development in terms of its scale and massing would constitute a substantial and prominent feature in the street scene. However, it is considered that the visual impact is acceptable, on balance, and that the design of the building responds positively to the topography of the site and to the scale of existing surrounding development.

Neighbouring Properties

6.13 The existing building has a two storey range orientated on an east westerly axis at the northern end of the site. The northern elevation of the existing building is approximately 5m away from the boundary shared with the adjoining properties at 1 Cissbury Avenue and 10 Downland Avenue. The length of the existing flank wall is approximately 28m. Under the proposed scheme the building mass adjacent to the northern boundary has been reduced in scale. It is proposed to have a flat roofed single storey structure at 1.4m from the northern boundary. The northern elevations of the proposed two storey wings respect the existing building line of existing properties in Cissbury Avenue and Downland Avenue and the proposal would not result in any undue overshadowing or loss of daylight to the adjoining neighbouring properties.

6.14 In terms of overlooking, the proposed development would not result in any material loss of privacy to the adjoining properties situated to the north of the application site. The northern elevation of the east westerly range of the proposed development would be at least 29m from the northern boundary. The windows in the internal elevations to the east and western elevations of the ranges orientated on a north-south axis serve the corridors accessing each unit and are not habitable rooms.

6.15 In terms of outlook, the proposed development would be higher and situated closer to the northern boundary of the application site compared to the existing building. However, it has been sited in line with the existing buildings adjoining the site to the north and is no more than two storeys high. The applicant has also agreed to hip the roofs at the northern ends of the development to further reduce its impact.

6.16 Taking all of the above into consideration the proposal would not have an unduly adverse affect on the living conditions of neighbouring properties.

Affordable Housing

6.17 The application is proposing that the development provides 100% affordable housing. This is considerably more than required under Local Plan Policy RES9 (which requires 25% affordable housing provision for developments of 15 or more dwellings or sites of 0.8ha or more). The development would therefore make a significant contribution towards meeting accommodation needs within the local community. This factor weighs heavily in support of the development.

Parking

6.18 There are 17 parking spaces on the site for 41 apartments which is acceptable under the parking standards of East Sussex County Council for sheltered housing schemes.

6.19 In addition, the Design and Access statement states that it is anticipated that funding will be secured for a dedicated minibus for the scheme, which, if taken up, would assist mobility and further reduce dependency on travel by car.

6.20 The agent has confirmed, that whilst Saxon Weald and East Sussex County Council wish to encourage the use of the communal facilities within the building by the wider community, this will be for pre arranged activities only for older people in the wider community, plus friends and relatives of residents. It is not intended that any of the services within the building will be run as a commercial venture open to the general public.

Section 106 Agreement

6.21 The proposed development would deliver affordable 'sheltered' housing and would require a financial contribution towards highway infrastructure/improvements. These would be secured by way of a legal agreement, via a planning condition.

Other

6.22 In relation to highway issues, the agent has been in discussions with the Highways Authority at East Sussex County Council. Amended drawings have been submitted and the Highways Authority have been re-consulted. The amendments include the provision of a 4.5m wide access to both entrances off Roundhay Avenue. The service yard to the south eastern corner of the site has also been amended to enable vehicles to turn within the site. These amendments have resulted in the number of parking spaces being reduced by one space only. The amendments to the service yard have also resulted in a reduction in the width of the southern most wing. The pedestrian access will

have a different surface treatment across the forecourt to distinguish it from the vehicular surface. The Highways Authority has requested a financial contribution of £10,250. The funding would be allocated to the A259 bus corridor (Public Transport Improvement Scheme Phase II)

6.23 Policy ST8 Crime Prevention and Design has not been saved by the Government Office for the South East (GOSE) as a policy which can continue to be used and is therefore no longer relevant. However, following the response from Sussex Police on crime prevention matters, the agent has confirmed that the main front doors will have a remote control system which will enable either residents to open the front door from within their flats or staff to open the doors remotely using a hand held device. The reception area would not be staffed continuously but will be seen as an extension to the manager's office providing natural surveillance of the entrance area.

6.24 The flats within the scheme are individual dwellings where residents and their visitors are able to come and go. As there are no out of hours times where the entrance would not be in use, gates would not be appropriate as they would inhibit free access to the main entrance. The external buggy store will have a fobbed automatically opening door but the security and details of doors and windows are yet to be agreed. Any permission would include a condition requiring the submission and approval in writing by the Planning Authority prior to commencement of any building works.

6.25 The proposal is considered to be acceptable.

7. RECOMMENDATION

That permission be granted.

The application is subject to the following conditions:

1. No development shall begin until a scheme for the provision of 100% affordable housing and for highway improvements has been submitted to and approved by the Local Planning Authority. The scheme shall include a timetable for the provision/improvement to be made and shall be carried out in accordance with the approved details.

Reason: To secure the provision of affordable housing and improvements to highway infrastructure in accordance with Policy RES9 of the Lewes District Local Plan and National Planning Policy Guidance Note PPG13 Transport.

2. 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.

3. Before the development hereby approved is commenced on site, details/samples of all 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.

4. Before the development hereby approved is commenced on site, the security details of all doors and windows, 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.

5. No construction works shall be operated on the premises before 08.00am on weekdays and on Saturdays nor after 19.00pm; on weekdays and on Saturdays, nor at any time on Sundays, Bank or Public Holidays.

Reason: To protect the amenities of the occupiers of residential accommodation in the vicinity having regard to [Policy ST3](#) of the Lewes District Local Plan.

6. Details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority before the building is first occupied. Development shall be carried out in accordance with the approved details.

Reason: In the interest of both local and residential amenity having regard to [Policy ST3](#) of the Lewes District Local Plan.

7. The new accesses shall be in the positions shown on the submitted plan (A5066/2.1/01A) and laid out and constructed in accordance with the attached HT407 form/diagram and all works undertaken shall be executed and completed by the applicant to the satisfaction of the Local Planning Authority prior to occupation of the development hereby permitted.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with [Policy ST3](#) of the Lewes District Local Plan and National Planning Policy Guidance Note: PPG13: Transport.

8. The building shall not be occupied until the existing accesses have been stopped up and the kerb and footway reinstated in accordance with details submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with [Policy ST3](#) of the Lewes District Local Plan and National Planning Policy Guidance Note PPG13: Transport.

9. During any form of (earthworks and/or excavations) that are carried out as part of the development, suitable vehicle wheel washing equipment should be provided for use within the site, to the approval of the Local Planning Authority, to prevent contamination and damage to the adjacent roads.

Reason: In the interests of highway safety and for the benefit and convenience of the public at large in accordance with Policy ST3 of the Lewes District Local Plan and National Planning Policy Guidance Note PPG13: Transport.

10. The development shall not be occupied until car, cycle and mobility scooter parking areas have been provided in accordance with the approved plans or details which have been submitted to and approved in writing by the Planning Authority and the areas shall thereafter be retained for that use.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with Policy ST3 of the Lewes District Local Plan and National Planning Policy Guidance Note PPG13: Transport.

11. The development shall not be occupied until a turning space for vehicles has been provided and constructed in accordance with the approved plans and the turning space shall thereafter be retained for that use and shall not be used for any other purpose.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with Policy ST3 of the Lewes District Local Plan and National Planning Policy Guidance Note PP13: Transport.

12. A landscape management plan, including long term objectives, management responsibilities and maintenance schedules for all areas around the perimeter of the site, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plans shall be carried out as approved.

Reason: To enhance the general appearance of the development having regard to Policy ST11 of the Lewes District Local Plan.

13. 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.

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

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Levels	1 October 2007	10025/T/01-01
Block Plans	1 October 2007	
Photographs	1 October 2007	1
Photographs	1 October 2007	2
Photographs	1 October 2007	3
Photographs	1 October 2007	4
Photographs	1 October 2007	5
Photographs	1 October 2007	6
Photographs	1 October 2007	7
Photographs	1 October 2007	8
Photographs	1 October 2007	9
Photographs	1 October 2007	10
Photographs	1 October 2007	11
Photographs	1 October 2007	12
Photographs	1 October 2007	13
Photographs	1 October 2007	14
Photographs	1 October 2007	15
Photographs	1 October 2007	16
Photographs	1 October 2007	17
Photographs	1 October 2007	18
Photographs	1 October 2007	19
Photographs	1 October 2007	20
Photographs	1 October 2007	21
Block Plans	1 October 2007	A5066/2.1/01A
Location Plan	1 October 2007	A5066/2.1/01A
Proposed Floor Plans	1 October 2007	A5066/2.1/02A
Proposed Floor Plans	1 October 2007	A5066/2.1/03A
Proposed Floor Plans	1 October 2007	A5066/2.1/04A
Roof Plans	1 October 2007	A5066/2.1/05A
Proposed Elevations	1 October 2007	A5066/2.1/06A
Roof Plans	1 October 2007	A5066/2.1/06A

Proposed Elevations	1 October 2007	A5066/2.1/07
Roof Plans	1 October 2007	A5066/2.1/07
Proposed Elevations	1 October 2007	A5066/2.1/10
Design & Access Statement	30 July 2007	
Proposed Elevations	30 July 2007	A5066/2.1/08
Sections	30 July 2007	A5066/2.1/08
Proposed Elevations	30 July 2007	A5066/2.1/09
Sections	30 July 2007	A5066/2.1/09
Location Plan	24 August 2007	A5066/2.4/01

Summary of reasons for decision and any relevant development plan policies/proposal:

It is considered that the proposal meets the aims and objectives of Local Plan Policy and respects the character of the location, complying with Policies ST3, ST11, ST5, T13 and T14 of the Lewes District Local Plan and National Planning Policy Guidance Notes PPS1: Delivering Sustainable Development; PPS3: Housing and PPG13: Transport.