

APPLICATION NUMBER:	LW/17/1068	ITEM NUMBER:	6
APPLICANTS NAME(S):	Messrs Chambers & Maskell	PARISH / WARD:	Peacehaven / Peacehaven East
PROPOSAL:	Planning Application for Change of use from office to five self-contained apartments, with stepped front extension, off-road parking and associated hard/soft landscaping		
SITE ADDRESS:	Caxton House 143 South Coast Road Peacehaven East Sussex		
GRID REF:	TQ 41 08		



1. SITE DESCRIPTION / PROPOSAL

SITE DESCRIPTION

1.1 The application site is occupied by a two storey detached building with pitched roof and finished in brick. It is located on the southern side of the A259 South Coast Road and adjacent to the grass area and pedestrian link to the coast road from the top end of Slindon Avenue. The building has a detached pitched roof garage to the rear.

1.2 There is a small back garden area to the rear and the property abuts 30 Slindon Avenue, a chalet style bungalow. To the west of the site lies a pair of flat roofed garages, set forward of the building line, and a two storey building with café on the ground floor, again positioned forward of the garages.

1.3 The building is not listed or located in a Conservation Area.

1.4 Former uses of the building are shown by the planning history to have been residential and as a doctors' surgery. The current use of the building is offices on both floors.

PROPOSAL

1.5 The application seeks planning permission for the change of use of the building from office to five self-contained flats together with a stepped front extension, off-road parking and associated hard and soft landscaping.

1.6 The proposed works are as follows:-

- Demolition of existing detached garage.
- A pair of stepped part single and part two storey projections to front elevation with recess in between forming the communal entrance.
- The front projections to line up with the garage building next to the application site.
- The projections to be staggered from 5m and 3.9m, the shorter of which to be adjacent to the top end of Slindon Avenue.
- Three balconies on the front elevation.
- Two storey rear extension.
- Render finish to existing low brick boundary wall.
- 1.8m high close-boarded timber fence to western boundary with 145 South Coast Road.
- Removal of the pitched roofs and the addition of a third storey with flat roof.
- Communal garden to the rear with secure and covered cycle storage structure to house a minimum of five cycles.

1.7 Three off-street car parking spaces to the rear, accessed via Slindon Avenue.

1.8 Ground floor: Two flats (1-bed and 2-bed)

1.9 First floor: Two x 1-bedroom flats

1.10 Second floor: One x 2-bedroom flat

2. RELEVANT POLICIES

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

LDLP: – CP2 – Housing Type, Mix and Density

LDLP: – CP4 – Economic Development and Regeneration

LDLP: – CP11 – Built and Historic Environment & Design

LDLP: – CP13 – Sustainable Travel

LDLP: – SP2 – Distribution of Housing

3. PLANNING HISTORY

E/60/0138 - Outline application to erect one dwellinghouse on plots 37 and 38, block 97. - **Approved**

E/61/0797 - Planning and Building Regulations applications for dwellinghouse, garage and surgery on plots 37 & 38, block 97 (corner of South Coast Road and Slindon Avenue). Building Regulations approved. Completed. - **Approved**

E/61/0792 - Outline application for the erection of a residence and surgery on plots 37 & 38, block 97. - **Approved**

E/61/0195 - Offices with flat over and detached garage on plots 37 & 38, block 97, south-west corner of South Coast Road and Slindon Avenue. Appeal lodged. - **Refused**

LW/03/0139 - Change of use of ground and first floor from residential to office use - **Approved**

4. REPRESENTATIONS FROM STANDARD CONSULTEES

4.1 Peacehaven Town – Objection

- Loss of commercial premises, opportunities for local employment should remain in situ to appease the need to travel in and out of Peacehaven to get to work on the heavily congested A259.
- Inadequate parking facilities, there are three spaces for five flats on this application, 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.
- Overdevelopment, the development is too large for the plot and is sited at the end of a cul de sac increasing parking issues in the side roads.
- Out of keeping with local character.
- Lack of infrastructure for size of development.

4.2 Environmental Health Contaminated land – No objection subject to standard land contamination conditions and a Construction Environmental Management Plan (CEMP) as well as hours of construction; management of waste materials; and there being no bonfires on site.

4.3 District Services – No objection subject to standard conditions.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

5.1 A representation has been received from 19 Capel Avenue, in support of the application for the following reasons:-

- Huge improvement to use of building
- Vital homes to the town

5.2 A representation has been received from Café 145 South Coast Road, objecting to the application for the below reasons:-

- Drainage
- Inadequate access
- Outside a busy bus stop
- Inconsiderate parking
- Parking issues
- Traffic generation
- Traffic on A259
- Noise and disturbance
- Overshadowing
- Smell/fumes
- Chaos while a building site

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. The proposal is to extend and remodel an existing building, which was original in residential use up until 2003 when it was converted into office use. In principle the residential conversion is acceptable and compliant with Spatial Policy 2 of the Joint Core Strategy, the site constituting an unidentified infill development within the existing Planning Boundary.

6.3 The objection from Peacehaven Town Council is noted and Core Policy 4 of the adopted Joint Core Strategy does seek to safeguard employment generating uses unless they are demonstrated to be unsuitable or genuinely redundant. In this instance the building is currently in use by two firms.

6.4 However, the internal layout is relatively cramped due to there being a large number of smaller sized rooms. Each room has a doorway off a narrow hallway and staircase. This layout is not best suited to the needs of modern day businesses.

6.5 In addition, the applicant is proposing to relocate the businesses to other premises still within Peacehaven and the confidential information supplied shows that these premises will be larger and better suited to the business needs of the applicant.

6.6 The proposals will not therefore result in the businesses leaving Peacehaven, and the site will in effect be returned to its former historic use for residential purposes.

6.7 As such the proposed development is considered to be acceptable in principle.

DESIGN

6.8 The development will be three storeys in height, which is marginally taller than the existing two storey dwelling taking into account the height of the ridge to the pitched roof. The development will be stepped, having single and two storey elements, which will help to mitigate the impact of the bulk and massing. There are other three storey buildings within the vicinity of the site, for example along the northern side of South Coast Road, and this scale of development is not out of character for sites which front the A259 in this location.

6.9 The development will use different materials and finishes, which together with the stepped form of the building, will help achieve articulation and visual interest rather than the building have the appearance of a simple rendered block. Along with the variations in the height of the projections and the rear extension, each feature will add to the dynamics of the development and reduce the overall effect of the additional bulk and massing brought about by the extension and the use of a flat roof design.

6.10 In summary, the design and appearance of the building is considered to be interesting and contemporary, and of a sufficient quality in this important street fronting location along the A259.

AMENITY

6.11 The two neighbouring properties which are most likely to be directly affected by the proposed development are 30 Slindon Avenue and 145 South Coast Road.

6.12 There are no windows or other openings on the flank elevation of 30 Slindon Avenue, and a gap of between 5.7m and 7.9m will be maintained between the two buildings. The south facing bedroom window at first floor level will be high-level and the en-suite and bathroom windows on the top floor will be obscure glazed. These measures will ensure that the development does not overlook the neighbouring dwelling.

6.13 There will be a 1.2m wide passageway between the new building and the boundary of the application site with 145 South Coast Road. Taking into account the double garage with flat roof in between the application site and 145 South Coast Road, it is considered that there will be an acceptable degree of separation between the buildings at the upper floor levels, and this will reduce the impact of the development in terms of overshadowing or an overbearing impact. The top floor bedroom window on the western elevation of the development will be high-level and the first floor level bathroom window will be obscure glazed. A condition can be used to ensure that these windows are obscure glazed and non-opening below 1.7m.

6.14 Taking into account the above, whilst acknowledging the comments received from neighbouring residents, the proposed development is not considered likely to have a significant adverse impact on residential amenity.

ACCESSIBILITY AND SUSTAINABLE TRANSPORT

6.15 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.

6.16 In addition, the applicant is proposing one cycle parking space for each of the five flats, and three car parking spaces accessed via Slindon Avenue.

6.17 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.

6.18 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 these five small households is not likely to have a significant impact on the existing situation. There are alternative methods of transport available for future occupiers to use so residents will have a choice as to whether they rely solely on use of a private car.

6.19 The objection comments in respect of inconsiderate car parking are noted, but this parking is an existing situation and does not relate to the proposed use of the development. There will be parking spaces to the rear of the building accessed via Slindon Avenue. Future residents will not be permitted to park in front of the neighbouring building, 145 South Coast Road, which on the ground floor is in use as a cafe.

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 of 145 South Coast Road and 30 Slindon 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 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. 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.

6. 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.

7. 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.

8. The lower sill levels of the high level windows at first floor level on the south facing elevation (bedroom) and on the top floor of the western elevation (bedroom) shall be no less than 1.5m in height above internal finished floor level, and the top floor windows on the south elevation (en-suite and bathroom) and the first floor level window on the western elevation (bathroom) shall be obscure glazed (to a minimum of privacy level 3) and non-opening unless the parts of the windows that can be opened are at least 1.7 metres in height above the internal finished floor level within 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 neighbours, particularly those at 30 Slindon Avenue and 145 South Coast Road, 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.

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 assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission 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.

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

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
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Location Plan	21 December 2017	1725LP01 LOCATION
Proposed Layout Plan	21 December 2017	1725PL01 PROPSD GF SITE
Proposed Floor Plan(s)	21 December 2017	1725PL02 PROPOSED GF
Proposed Floor Plan(s)	21 December 2017	1725PL03 PROPOSED FF
Proposed Floor Plan(s)	21 December 2017	1725PL04 PROPOSED FF
Proposed Roof Plan	21 December 2017	1725PL05 PROPOSED RF
Proposed Elevation(s)	21 December 2017	1725PL06 PRPSD ELEVATION
Proposed Elevation(s)	21 December 2017	1725PL07 PRPSD ELEVATION
Proposed Section(s)	21 December 2017	1725PL08 PRPSD SECTIONS
Illustration	21 December 2017	1725PL09 PRPS 3D VISUAL
Existing Layout Plan	21 December 2017	1725S01 EXIST GF SITE PL
Existing Floor Plan(s)	21 December 2017	1725S02 EXISTING GF
Existing Floor Plan(s)	21 December 2017	1725S03 EXISTING FF
Existing Roof Plan	21 December 2017	1725S04 EXISTING RF
Existing Elevation(s)	21 December 2017	1725S05 EXISTING ELEV
Existing Elevation(s)	21 December 2017	1725S06 EXISTING ELEV
Design & Access Statement	21 December 2017	DAS_CAXTON HOUSE