

1. SITE DESCRIPTION / PROPOSAL

1.1 The application site is located on the north side of South Coast Road, Telscombe Cliffs, close to the junction with Ambleside Avenue. The site is long and relatively narrow and is also accessed from the rear from Ambleside Avenue via what appears to be an unadopted road which serves the existing dwelling as well as numbers 1-3 The Yard. On the site at present is a bungalow with two garages at the rear.

1.2 To the west of the site is a large two storey property that has been extended to the side and rear and which is in use as a care home. To the east is another substantial two storey property with single storey extensions to the rear. This is in use as at least 6 flats.

1.3 The site is within the planning boundary. There are no other designations on the site.

1.4 Planning permission is sought to demolish all of the buildings on the site and to construct a two-storey block on footprint of the existing bungalow, to provide 4 flats, 3 x 2 bed 3p and 1 x 1 bed 2p. Three off-street parking spaces will be provided at the rear of the site, on the footprint of the former garages, using the same existing access road. One space is shown to have an electric car charging point. A cycle store will be provided, details of which have been supplied with the application, in a gated space to the rear of the parking spaces. This will also accommodate refuse and recycling bins.

1.5 The remaining area will be the garden to flat 2. Flat 1 will have access to the existing front garden, flat 3 will have south facing balcony.

1.6 The building will have a part pitched roof and part flat roof, finished with plain concrete tiles (to the pitched section), the ground floor will be finished with painted render and the first floor clad with horizontal timber effect cladding. PV panels are proposed on the flat roof area over the rear two flats. All doors and windows will be uPVC and the balcony, stainless steel with glazed infill panel. The first floor will be set back by 2.3m at the rear with a flat roof over the living room and kitchen of flat 2, set back 1.8m half way along the west facing elevation above the garden stores to flats 1 and 2 and also by 1m along the east facing elevation above the main entrance to the flats. All flats meet the Nationally Described Space Standard.

2. RELEVANT POLICIES

LDLP: – CP11 – Built and Historic Environment & Design

LDLP: – CP13 – Sustainable Travel

LDLP: – CP14 – Renewable and Low Carbon Energy

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

LDLP: – CT01 – Planning Boundary and Countryside Policy

LDLP: – T01 – Travel Demand Management

LDLP: – DM25 – Design

3. PLANNING HISTORY

LW/19/0374 - Conversion of bungalow to 1 No. two bedroom flat and 4 No. one bedroom flats to include single storey rear extension, addition of first floor and new roof, with associated car parking, access, bicycle shelter and refuse & recycling area - **Withdrawn**

LW/77/0711 - Planning and Building Regulations application for an extension at rear of bungalow. Building Regs Approved. Completed. - **Approved**

E/64/0545 - Planning and Building Regulations applications for erection of private garage. Building Regs approved. Completed. - **Approved**

LW/75/0744 - Planning and Building Regulations applications for porch. Building Regs approved. Completed. - **Approved**

E/57/0318 - Planning and Building Regulations Application for erection of a bungalow at Plots 083 and half 081. Building Regulations Approved. Completed. - **Approved**

E/58/0767 - Planning and Building Regulations Applications for proposed garage at rear. Building Regulations Approved. - **Approved**

LW/90/1308 - Alteration of flat roof to pitched roof on rear of property. - **Approved**

LW/05/1346 - Outline application for the erection of small bungalow in place of two garages (resubmission of LW/04/0959) - **Refused**

LW/04/0959 - Outline application for the erection of a bungalow in place of two garages - **Refused**

4. REPRESENTATIONS FROM STANDARD CONSULTEES

ESCC Highways – In regards to the proposal my concern would be around parking, ensuring that adequate parking is provided for, in order to prevent the residents parking on South Coast Road.

Main Town Or Parish Council – The committee considered the application and it was proposed by Cllr Clarkson, seconded by Cllr Sharkey and unanimously recommended to OBJECT to the application due to the following reasons:

- i. Overdevelopment
- ii. No access for emergency services, delivery vehicles or bin refuse
- iii. Out of keeping with the street scene
- iv. Not enough car parking spaces allowed within the proposed application, which is exacerbated with no off-street parking available nearby, in a heavily built up residential area

5. REPRESENTATIONS FROM LOCAL RESIDENTS

One objection received from the Telscombe Residents Association.

We have been asked by some of the Residents of Telscombe Cliffs to write as the Telscombe Residents Association, to object to this latest application, for the following reasons:

Inadequate Access - the plans show a proposal for 3 car park spaces now at the rear of the property, but there still appears to be inadequate access within the car park space to allow for turning. The access to the rear of the property is via a narrow shared path and it has not been ascertained who, if anyone, owns this path.

Lack of Infrastructure - with new developments in the towns of Telscombe Cliffs and Peacehaven, we are already at capacity with just two doctors surgeries nearing capacity, schools at or near capacity, an overcrowded main road in and out of the town, and very limited parking on an already congested road (Ambleside Avenue), it feels to the residents of Telscombe Cliffs that our Town is becoming a "dumping ground" for 5 for the price of one developments such as this, and with vehicles parked on the grass verges already, contravening any bye-laws, life could become quite a misery for near neighbours

Loss of Light, overlooking, loss of privacy - the current building is a bungalow, and adjacent neighbouring properties have fenced gardens adjacent to the site. Whilst it is appreciated that the overall height of the development has been reduced, our residents and near neighbours are concerned that there will be no privacy at all as their gardens and living rooms are in direct line of site of the proposed flats - this is unacceptable, especially if young children live in the neighbouring properties.

Overdevelopment the proposed development is for 4 flats - with up to 11-12 extra people living in what was a modest family bungalow. In addition, the waste and recycling areas abut existing family homes and gardens - not a pleasant prospect for the existing occupants of the neighbouring houses.

Noise and Disturbance - the proposed development would be sited right next to a Nursing Home for the elderly - with parking for 3 vehicles, bicycle stores (do they include motorbikes) and the possibility of multiple occupancy in some of the flats, this could prove noisy and disturbing to any vulnerable residents in the Nursing Home.

In summary, we, as the Telscombe Residents Association representing the views of our members and residents of Telscombe Cliffs, are totally against yet another large development of flats, albeit somewhat reduced from the first application, and we would object in the strongest terms.

6. PLANNING CONSIDERATIONS

Principle of development

6.1 The site is within the planning boundary and the use of the site to provide a net gain of 3 dwellings is welcomed.

Design

6.2 The existing bungalow sits between two large, two-storey properties. The proposed new building aligns with the eaves of its neighbours with a lower ridge line, but similar pitch to number 340. The pitched roof is welcomed as being more in keeping with the streetscene. The overall design is simple and contemporary and the use of the chosen materials is considered appropriate; there are examples of horizontal cladding elsewhere on more contemporary buildings close to the site.

Amenity

6.3 Windows in the first floor east facing elevation serve bathrooms and will be fitted with obscure glazing so there will be no overlooking conflict with number 340. On the west

facing elevation, there are five windows - three are secondary windows and two serve kitchens. The plans are annotated to indicate that 'glazing to first floor side elevations to have obscure glass with no openings less than 1700mm above finished floor level'. It is considered that this measure will satisfactorily address any concerns over mutual overlooking. With regard to overshadowing, it is considered that there is sufficient distance between the site and number 344 for this not to be an issue. The single storey units to the rear of 340 are within 1m of the boundary fence and already have limited daylight; the proposed new building is unlikely to bring about any perceptible additional loss of daylight.

6.4 In addition, and at the request of officers, a flat roof has been added to the first floor rear in place of the originally proposed pitched roof. This is to reduce the impact of the new building on the residents of properties to the rear of 340 South Coast Road.

6.5 The new flats meet the nationally described space standard and will offer a good standard of accommodation. Three of the flats have direct access to private amenity space. The fourth, a one bed unit, does not have any external amenity space, however this is not considered to be a viable reason for refusal, given that it is less likely to be occupied by a family and that the site is in close proximity to Howard Park.

6.6 An area for the storage of refuse and recycling bins is indicated at the rear of site.

Parking

6.7 The application was accompanied by a Transport Report, which demonstrated the following:

- using the ESCC Residential Demand Calculator, the proposal would generate the demand for 3.1 vehicles.
- a parking survey in the vicinity revealed a 'parking stress' equating to 59.3%, which is below the point at which an increase in on-street parking can be considered 'severe'.
- the site is in a sustainable location with good public transport services and links to pedestrian and cycle routes.

6.8 Based on this, it is considered that the proposed provision of three car parking spaces is satisfactory. Details of a cycle store have been submitted. Conditions have been recommended to ensure that the car parking spaces and the cycle store are provided prior to occupation and retained thereafter for use by the occupiers of the flats.

Sustainability

6.9 The Design and Access Statement indicates a number of measures to mitigate climate change, including the installation of PV solar panels (also shown on the submitted plans). Elsewhere in the submission, electric car charging points are specified.

Conclusion

6.10 The proposal will result in a net gain of three new-build residential units in a sustainable location within the planning boundary. The design of the proposed new building is acceptable and will enhance the street scene. In all respects, the proposal meets relevant national and local planning policies..

7. RECOMMENDATION

7.1 It is recommended that planning permission is GRANTED

The application is subject to the following conditions:

1. No development shall take place above ground floor slab levels until details and samples of all external materials including the fenestration, hard surfaces, roof materials, details of balustrades to balconies 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.

2. No development shall take place above ground floor slab levels 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. The boundary treatment shall be completed prior to the first occupation or in accordance with a timetable agreed in writing with the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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.

3. No development shall take place above ground floor slab levels until details of the hard and soft landscaping to the common parts of the scheme 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.

4. Details of the siting and design of the external electric car charging points to be provided, shall be submitted to and approved in writing by the Local Authority prior to installation. The works hereby permitted shall be carried out in accordance with the approved details before the units are occupied.

Reason: To secure a proper standard of development having regard to policy CP14 of the Lewes Joint Core Strategy and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

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

Reason: In the interests of amenity and highway safety and to ensure adequate car-parking provision for the development

6. No part of the development shall be occupied until the cycle store has been provided in accordance with the approved plans. The store shall thereafter be retained for that use and shall not be used other than for the parking cycles.

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.

7. 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 Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local 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:-

- a) The temporary arrangements for access and turning for construction traffic;
- b) The size of vehicles (contractors and deliveries);
- c) The routing of vehicles (contractors and deliveries) and traffic management (to allow safe access and turning for construction vehicles);
- d) The temporary arrangements for parking of vehicles associated with deliveries, site personnel, operatives and visitors;
- e) A contractors' parking and Travel Plan;
- f) Facilities for the loading and unloading of plant and materials;
- g) The location(s) for storage of plant and materials used during construction;
- h) The location(s) of any site huts/cabins/offices;
- i) Details of temporary lighting during construction;
- j) Details of the proposed security arrangements for the site including temporary site security fencing and site hoardings;
- k) Hours of construction and hours of deliveries;
- l) 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 wheel 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;
- m) 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;
- n) Details of off-site monitoring of the CEMP; and
- o) 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 Policies 11 and 13 of the Lewes District Local Plan Part One: Joint Core Strategy and the National Planning Policy Framework.

8. All glazing in the first floor east elevation of the development hereby approved shall be in obscured glass (obscurity level 4) and be permanently fixed shut except for any fanlights which can be openable, and all glazing in the west elevation of the development hereby approved shall be in obscured glass (obscurity level 4) up to a level of 1.75m above finished internal floor level and be permanently maintained as such.

Reason: To protect the privacy and residential amenity of neighbours 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.

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

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Transport Assessment	1 October 2019	Transport Report
Design & Access Statement	1 October 2019	
Survey Plan	1 October 2019	Renewable Energy Scheme
Planning Statement/Brief	1 October 2019	Electric Vehicle Charging
Other Plan(s)	1 October 2019	1252/14 Street elevations
Existing Elevation(s)	1 October 2019	1252/15
Existing Floor Plan(s)	1 October 2019	1252/15
Existing Elevation(s)	1 October 2019	1252/16
Existing Floor Plan(s)	1 October 2019	1252/16
Technical Report	1 October 2019	Biodiversity and landscape checklist
Other Plan(s)	1 October 2019	1252/11 Cycle store
Location Plan	1 October 2019	1252/09
Proposed Block Plan	1 October 2019	1252/09
Proposed Elevation(s)	12 December 2019	1252/13A
Proposed Floor Plan(s)	12 December 2019	1252/12B