

APPLICATION NUMBER:	LW/19/0407	ITEM NUMBER:	
APPLICANTS NAME(S):	Farrington Property Developments Ltd	PARISH / WARD:	Peacehaven / Peacehaven West
PROPOSAL:	Planning Application for Erection of 8 two-storey 3 bedroomed houses to be undertaken in two phases (4 dwellings per phase)		
SITE ADDRESS:	330-336 South Coast Road Peacehaven East Sussex BN10 7EN		
GRID REF:			

1. SITE DESCRIPTION / PROPOSAL

Site Description:

1.1 The site is currently vacant, having previously been in use for car sales and, prior to that, for a petrol filling station and adjacent bungalow dwelling. All buildings have been cleared from the site and associated materials removed. The entire site is hard surfaced and all vegetation present is limited to overgrowth. Northern, eastern and western site boundaries are marked by timber close boarded fencing. The southern boundary, which flanks South Coast Road, is marked by a low brick wall, with additional heras fencing currently in place as a temporary means to secure the site.

1.2 The site is located within the settlement boundary, fronting onto the A259 (South Coast Road). Development along South Coast Road, within the immediate vicinity, is characterised by a mix of residential dwellings, predominantly bungalows, and modestly sized blocks of flats (2 and 3-storey). Buildings are generally set back from the road.

1.3 A number of secondary residential roads branch off from South Coast Road, particularly on the northern side and these, in turn, provide access to cul-de-sacs, including Second Road, which the site backs onto. Second Road is only developed on its northern side, this being in the form of a relatively dense arrangement of bungalow and chalet style dwellings. The southern side of the road is flanked by a grass verge with additional landscaping in the form of trees and shrubbery.

1.4 Site access is available from Second Road although this has been stopped up and is used as a turning head for vehicles on Second Road. There is a small electricity substation housed in a GRP cabin to the immediate east of the site.

Proposed Development:

1.5 The proposal involves the erection of a total of 8 x 2-storey, 3 bedroom dwellings that would be arranged in two terraces of four, flanking South Coast Road. The dwellings would be accessed via Second Road, utilising a new access point which would be positioned slightly to the east of the existing site access.

1.6 The development would be served by a total of 14 x unallocated car parking bays which would be positioned to the north of the dwellings. The primary access to each dwelling would be from the north, with footpaths provided leading from the parking area to each dwelling. Landscaped amenity space would be positioned to the front and rear of each property.

1.7 The overall site area is approximately 1824 m². The combined footprint of the proposed dwellings would be approximately 510 m². The roof ridge height of each dwelling would be approximately 8.9 metres, with eaves at approximately 5 metres.

1.8 The development would be carried out in two phases, the first of which would include the terrace of four dwellings to the eastern side of the site, with the additional terrace of four dwellings provided in the second phase.

2. RELEVANT POLICIES

NPPF: - 2 – Achieving Sustainable Development

NPPF: - 4 – Decision Making

NPPF: - 5 – Delivering a Sufficient Supply of Homes

NPPF: - 8 – Promoting Healthy and Safe Communities

NPPF: - 9 – Promoting Sustainable Transport

NPPF: - 11 – Making Effective Use of Land

NPPF: - 12 – Achieving Well-Designed Places

NPPF: - 14 – Meeting the challenge of climate change, flooding and coastal change

LDLP: – E01 – Planning for Employment

LDLP: – SP1 – Provision of Housing and Employment Land

LDLP: – CP2 – Housing Type, Mix and Density

LDLP: – CP11 – Built and Historic Environment & Design

LDLP: – CP13 – Sustainable Travel

LDLP: – CP14 – Renewable and Low Carbon Energy

LPP2: – DM1 – Planning Boundary

LPP2: – DM20 – Pollution Management

LPP2: – DM25 – Design

LPP2: – DM26 – Refuse and Recycling

3. PLANNING HISTORY

E/53/0239 - Alterations and additions to West End Garage - Approved 29th June 1953

E/63/1120 - Installation of 1-3000 gallon and 1-1000 gallon underground petrol storage tanks to replace existing tanks at West End Garage - Approved 30th December 1963

E/71/0898 - Outline application for demolition of existing buildings and erection of new filling station on site of West End Garage - Approved 25th October 1971

E/72/1381 - Demolition of house and existing and erection of new self-service petrol filling station.

LW/04/0164 - Removal of underground storage tanks and replacement with two new 55000 litre fuel storage vessels, forecourt refurbishment and canopy raise - Approved 22nd March 2004

LW/10/0413 - Change of use of land for car sales including temporary office and toilet facilities - Approved Conditionally 1st July 2010

4. REPRESENTATIONS FROM STANDARD CONSULTEES

Main Town Or Parish Council – Comments neither supporting or objecting - The PTC Planning Committee noted a resident's letter of objection.

There is a ESCC SUDS objection due to lack of information regarding surface water disposal & ground stability.

Access to the site, emergency access, service vehicles, etc. will all coming through a small/narrow cul-de-sac.

The natural light of the neighbouring apartments will be restricted as the residents' windows all face out on to the proposed building.

Environmental Health – If LPA is minded to grant a planning permission, then considering the historic uses of the site following land contamination conditions are pertinent:

Condition 1 Land contamination

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the

risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- a) A preliminary risk assessment which has identified:
 - i. all previous uses
 - ii. potential contaminants associated with those uses
 - iii. a conceptual model of the site indicating contaminants, pathways and receptors
 - iv. potentially unacceptable risks arising from contamination at the site.
- b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- c) The site investigation results and the detailed risk assessment (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Condition 2 Unsuspected contamination

If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with.

Condition 3 Verification report

Prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency

action, as identified in the verification plan, and for the reporting of this to the local planning authority.

Reason (for all) : To ensure that risks from any 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 Planning Policy Framework, para 170].

Condition 4: Construction Environmental Management Plan (CEMP)

No development shall take place until a Construction Environment Management Plan has been submitted to and approved in writing by the Planning Authority. The approved plan shall set out the arrangements for managing all environmental effects of the development during the construction period, including traffic (including a workers' travel plan), temporary site security fencing, artificial illumination, noise, vibration, dust, air pollution and odour, site illumination and shall be implemented in full throughout the duration of the construction works, unless a variation is agreed in writing by the Planning Authority.

Reason: In the interests of amenity of the locality

District Services – If collections are to be made from the rear of the property off Second Road then a communal bin storage area for the properties would be preferable.

ESCC SUDS – The LLFA wishes to object to this application on the grounds of insufficient information. Whilst this application is not considered to be 'major development', it is however, for eight houses and we would typically expect a lot more information to have been submitted in support of such proposals. Moreover, it is not clear whether the site has a viable discharge point.

The application form and sustainability statement indicates that the applicant will discharge surface water runoff through the use of soakaways. We request that the applicant undertakes infiltration testing in accordance with BRE365 and groundwater monitoring between autumn and spring. Furthermore, BGS data indicates 'very significant constraints' in terms of ground stability at this site, and we request further information on the possible impacts of infiltration on ground stability. One of the former uses of the site was a petrol station, and the use of infiltration could have implications for groundwater quality. Therefore, we request that the Environment Agency is consulted regarding these proposals.

In the event that infiltration is not feasible, it is unclear where the applicant would discharge surface water runoff, as there are no nearby watercourses, surface water or combined sewers within the vicinity of the site.

The surface water management proposals should be supported by detailed hydraulic calculations.

These calculations should take into account the connectivity of the different drainage features. They should show a 'like for like' discharge rate between the existing and proposed scenarios during the 1 in 1, 1 in 30 and 1 in 100 (plus an allowance for climate change) rainfall events.

The design of the surface water management proposals should take into account requirements of those who will be responsible for maintenance of all aspects of the system. This is to ensure that the approved plans can be implemented without major changes to accommodate adopting authorities, which will most likely change the flood risk impacts of the proposed drainage system.

ESCC Highways – Executive Summary:

This application seeks approval for the erection of 8 two storey 3 bed homes with new access and associated parking. I do not wish to object to the proposal however, this is subject to off site highway improvements being carried out to mitigate the development and conditions securing a suitable access, on-site parking and a construction management plan to ensure that the construction phase has minimal impact on the surrounding highway network.

Access

A new access is proposed to serve the development off Second Road (UC5857), with the existing accesses closed off. The proposed access will be 4.5m wide which is appropriate to accommodate two way flows; however the junction radius should be altered to mirror the turning head that currently exists. Turning in and out of the access for larger vehicles and small goods vehicles would be difficult with the access as shown on plan (711/PP/02). The new access will need to be positioned a minimum of 1.5m from the existing telegraph pole and any planting within the visibility splays either side of the access will need to be maintained below 600mm. The existing turning area off Second Road will be removed; however the proposed access will enable turning to take place for other road users.

Parking/Cycle Provision

The East Sussex Residential Parking Demand Calculator has been designed to calculate the number of parking spaces required at new residential development on a site specific basis. The calculator predicts levels of car ownership using information relating to the site location (ward), unit type, size and the number of allocated spaces. The Parking Demand Calculator indicates that the parking provision required for a development of this type in this location is 14 spaces provided that 1 space is allocated per unit. The proposal includes 14 spaces accessed via Second Road and as such is considered acceptable. It is noted that parking provision is of concern to local residents although the number of parking spaces accords with our requirements there is potential to incorporate some additional spaces instead of the current communal bike storage.

In accordance with the East Sussex County Council's adopted parking standards a 3 bed house should be provided 2 cycle spaces. The 14 cycle spaces proposed

therefore fall slightly short of the 16 that should be provided. Cycle storage should be covered, secure and located conveniently for users, it is preferable for houses to have individual storage.

Location/Accessibility

The site is well positioned for bus services between Brighton and Eastbourne provided by the 12 and 14 services generally every 10 - 15 minutes during the week from around 5.30am to approximately 10.30pm. These bus services also serve as a connection to the railway station in Newhaven which provides a connection to London for commuters. The nearest bus stops are located opposite the site on the A259 South Coast Road. The site is also within walking distance of the schools, doctors' surgery and the town with its associated shops and facilities which will reduce the reliance on the private car.

Mitigation Measures

To encourage occupiers of this development to use public transport bus stop infrastructure needs to be improved.

Tactile paving should be provided across Lincoln Avenue and Ambleside Avenue at the junction with South Coast Road to improve the pedestrian facilities to the nearest bus stops.

The two closest bus stops to the site along South Coast Road should be upgraded at the applicant's expense. The requirements are as follows;

South Coast Road/Lincoln west-bound bus stop (esuamgdg) - The bus stop requires a shelter plus section of high rise kerbing to conform with accessibility requirements The bus stop should be also be protected by a bus stop clearway.

South Coast Road/Lincoln east-bound bus stop (esudgpat) - This bus stop requires a raised section of high rise kerbing and a new bus stop clearway.

The Bus Stop Clearway is open to objections and is therefore not guaranteed. In addition to carrying out the bus stop improvements the Highway Authority would wish to secure a contribution to cover all the costs involved in the Bus Stop Clearway to carry out all the paperwork/process. A contribution of ?750 is therefore sought for these works.

All these off site highway works and contribution would need to be secured through a s106 and detailed design agreed through a s278 Agreement with ESCC.

Construction Management

A construction traffic management plan would need to be provided as a condition of any planning permission. It is suggested that the existing accesses of the South Coast Road (A259) will be utilised for the construction phases as such turning/parking and storage of materials would need to be accommodated within the site. It is presumed that the construction of the new access will take place

during phase 1; clarification on how each phase will be delivered including routing and size of vehicles will need to be provided. No on-street parking should occur during the whole of the construction phases.

Environment Agency – Consulted but no response received.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

Following public consultation, letters of objection have been received from 3 separate addresses, comments made are summarised below:-

- Too many houses for a small plot;
- Lack of infrastructure available;
- Increased congestion on roads;
- Access from Second Road not suitable as it is a single track road and is already congested;
- Access will remove landscaped verge;
- Needs to be more visually sympathetic than the new building at 328 South Coast Road;
- Construction works will cause disruption;
- Parking on Second Road is already at a premium;
- Will obstruct views of the sea;
- Applicant has not acknowledged the presence of adjacent trees and hedges;
- Photographs provided give a false view of parking in the area as they were taken before 2016;
- Will create additional traffic at junction between Lincoln Road and South Coast Road;
- Servicing of the development will be disruptive to residents on Second Road;
- Parking will impact upon outlook of residents on Second Road;
- Existing access to east of site should be used instead of creating a new access;
- Somebody has been using machinery on the site;
- Cars are already parking on the grass verge on Second Road, damaging the landscaping;

6. PLANNING CONSIDERATIONS

Principle:

6.1 Para. 118 of the Revised National Planning Policy Framework (NPPF) states that substantial weight should be given to the value of using suitable brownfield land within settlements for homes and other identified needs. Development of under-utilised land and buildings should be promoted and supported, especially where this would help to meet identified needs for housing. It is also noted that redevelopment presents opportunities to remediate despoiled, degraded, derelict and/or contaminated land.

6.2 Para. 68 of the Revised NPPF acknowledges the important contribution that small and medium sized sites, such as the application site, can make towards

meeting the housing, particularly as development on such sites is often built-out relatively quickly.

6.3 The site is identified within the 2018 Lewes District Strategic Housing and Employment Land Availability Assessment (SHELAA) as site 62PT and where it is classified as suitable for development. The SHELAA anticipates a yield of 6 residential units on the site. The proposed scheme would provide 8 units and, whilst this exceeds the SHELAA figure, it is important to note that the figure is a guide only and increased density of development is encouraged by the revised NPPF as a means to ensure land is used efficiently (para. 123).

6.4 The Revised NPPF instructs a presumption in favour of sustainable development, this being a form of development that generates gains aligned with the three overarching objectives of economic matters, social matters and environmental matters.

6.5 It is therefore considered that the principle of developing this windfall, brownfield site which is located within the existing settlement boundary is acceptable, subject to compliance with relevant local and national planning policies, against which the development will be assessed in the main body of this report.

Loss of Employment Use:

6.6 The site was previously in use as a petrol filling station and, following that, for car sales. Saved Policy E1 of the Lewes District Local Plan and Policy CP4 of the Lewes Core Strategy (part 1) seek to prevent the loss of employment land as a result of change of use unless exceptional circumstances are demonstrated. The exceptional circumstances are defined in policy CP4 as follows:-

- i. A demonstrated lack of tenant/occupier interest.
- ii. A demonstrated lack of developer interest.
- iii. Serious adverse environmental impacts from existing operations.
- iv. Where the site is otherwise unlikely to perform an employment role in the future.
- v. Where the loss of some space would facilitate further/improved employment floorspace provision.

6.7 The current approved use of the site is for car sales and therefore deemed as sui generis as per the Town and Country Planning (Use Classes) Order, 1987 (as amended). This was also the case with the previous use as a petrol filling station. As a result, it does not benefit from any permitted change of use rights. The site has been vacant for some time and all buildings have been demolished. Due to the sui generis nature of the site, any employment use, other than another car sales operation, would need to obtain planning permission in order to be carried out. It should also be noted that such an operation does not provide significant levels of employment in terms of number of jobs per sq.m and, as such, the occupation of a large site within what is a predominantly residential area does not represent an optimal use of this land.

6.8 Given that the site is located within a predominantly residential area, it is considered that there are constraints on alternative commercial uses for the site due to the resultant impact upon the living conditions of neighbouring residents. It is considered that this is a factor that further reduces the viability of the site for ongoing commercial use. It is therefore considered that the change of use of the site for residential purposes is acceptable as the site is unlikely to perform an employment role in the future due to the constraints of the surrounding environment.

Density:

6.9 The provision of 8 dwellings on the site, which has an overall area of approximately 1824 m² equates to a residential density of approximately 44 dwellings per hectare, falling slightly below the 47 - 57 dwellings per hectare density recommended for development within towns, as set out in policy CP2 of the Lewes Core Strategy. This policy goes on to state that lower density development may be justified by the specific character and context of the site.

6.10 Whilst the NPPF encourages development of sites to achieve the maximum density possible (para. 123), the proposed development is considered to represent an optimal use of the site given the amount of parking required due to the on-site parking requirements, the need to set the buildings back from the site frontage in order to respect the established building line and the fact that all dwellings would be 3-bedroom, family sized homes, which require a bigger footprint and amenity space provision than the smaller units which form part of the general residential mix within urban areas. In any case, it is noted that the density is only very slightly below the recommended level and is at a higher density to surrounding residential development.

Residential Amenity:

6.11 The proposed dwellings would be arranged in a row of two terraces of 4 dwellings running from the east of the site to the west. This would infill a gap between flatted development at 328 South Coast Road (to the east of the site) and 338 South Coast Road (to the west).

6.12 Windows on the western elevation of 328 South Coast Road are installed within bays and, as such, face only to the north and south, with the eastern elevation of the bay being windowless. These bay windows are considered to be secondary in nature due to their modest size and the fact that the living/dining/kitchen and bedrooms they serve also benefit from larger windows facing to the north and south. It is considered that the proposed dwellings may cause an element of overshadowing towards some of these windows but that this is mitigated by the fact that the rooms affected have access to light from other windows. It is not considered that the proposed dwellings would appear overbearing towards these properties as they would not significantly obstruct outlook and their height would be similar to that of 228 South Coast Road. Any impression of overbearing or overdominance would be further reduced as a result of the roof slopes pitching away from the side boundaries.

6.13 There are ground and first floor windows serving bedrooms, living rooms and kitchens of flats within 338 South Coast Road that would face towards the flank elevations of the proposed dwelling. Whilst these windows would be impacted upon, the majority would overlook the parking and amenity space area to the rear of the site whilst the proposed dwellings would be angled away from those closer to the front of the site and a 45 degree visibility splay would be maintained. It is considered that this, along with the fact that the roof slopes would pitch away from the side boundaries, would be sufficient to prevent an unacceptable overbearing impact upon occupants of flats at 338 South Coast Road.

6.14 Whilst the development would infill a gap which currently allows for longer distance views from properties to the north of the site, on Second Road, it is considered that their modest, two-storey height, which is in keeping with neighbouring buildings, combined with their positioning approximately 33 metres from the frontage of dwellings on Second Road, would be sufficient to prevent the proposed dwellings from appearing oppressive or introducing an unacceptable sense of enclosure.

6.15 The majority of windows serving each dwelling would be on the front elevations, facing south towards South Coast Road, or on the rear elevation, facing towards dwellings on Second Road, approximately 33 metres to the north of the site. The only openings facing to the east and west, towards 328 and 338 South Coast Road respectively, are of modest size and comprise a ground floor secondary window serving a living room, a first floor window serving a hallway and a roof light serving a bedroom. As the windows are of modest size, and in the case of the hallway window, do not serve habitable rooms, it is not considered that they present a realistic opportunity for intrusive overlooking of neighbouring property. The bedroom rooflights would be positioned at a high level, within the ceiling of the rooms, and also be angled upwards. As a result, it is considered that the primary purpose of the rooflights is to provide natural light to the bedrooms and that they would not result in harmful levels of overlooking.

6.16 The proposed use of the site for residential purposes is consistent with surrounding development. It is considered that a residential use of the site is less likely to generate noise and disruption that may impact upon the amenities of neighbouring residents than a commercial use such as the previous use as a car sales site or the older use as a filling station. Car parking is provided to the rear of the site and is stepped away from neighbouring buildings and could be screened by soft and hard landscaping, secured by a suitable condition, which would act to provide screening to the parking and minimising impact upon environmental, residential and visual amenities.

6.17 It is therefore considered that the proposed development would not result in any undue impacts upon the amenities of neighbouring residents.

Living conditions for future occupants:

6.18 The amount of Gross Internal Area (GIA) provided for each dwelling varies between 102.76 sqm and 104.71 sqm. In each instance, this exceeds the minimum

GIA requirements for a two-storey 3 bedroom dwelling which amount to 84sqm for a dwelling occupied by 4 persons to 102 sqm for a dwelling occupied by 6 persons.

6.19 The layout of each dwelling is clear and uncluttered, with awkwardly shaped rooms and overly long corridors avoided. The open plan, dual aspect nature of the ground floor would ensure that ground floor areas of each dwelling would have good levels of access to natural light and ventilation throughout the day. First floor rooms would also be well served by windows and openings. All openings serving habitable rooms would be unobstructed and offer a suitable level of outlook.

6.20 All dwellings would have access to private outdoor amenity space. It is noted that this would back directly onto South Coast Road and, as such, suitable screening would be required in order to provide security and privacy. This would need to be balanced against the need to ensure screening is sympathetic towards the character and appearance of the street scene. Therefore, a condition will be sued to secure details of boundary screening to be submitted to and approved prior to the occupation of the development.

Visual Amenity/Design:

6.21 The proposed development would comprise two terraces of two-storey dwellings, in a linear arrangement. Primary access would be taken from the car parking area to the rear of the site, accessed via Second Road. The area to the front of the dwellings, flanking South Coast Road, would be enclosed and used for garden space. The dwellings would have gable ended roofing, with a relatively steep slope angle.

6.22 There is no overriding character within the surrounding area in terms of design, with built form consisting of a mix of bungalow dwellings, modestly sized two and three-storey blocks of flats and occasional two-storey detached buildings with commercial use at ground floor level and residential above. From a spatial perspective, the northern side of the road is more densely developed, with larger buildings and smaller gaps maintained between them. There is no rigid building line although there is a general trend for buildings to be set back from the highway.

6.23 Whilst there are no terraces of a similar appearance to the proposal within the immediate surrounding area, it is considered that the size of the development, and particularly the width of street frontage would occupy, is sufficient to justify it possessing an individual character without appearing disruptive or incongruous within the overall street scene. Furthermore, the more general aspects of the development, such as the height, the width of each terrace, orientation, degree of set back from the road and the small gaps between neighbouring buildings, would be consistent with surrounding development.

6.24 The design of the dwellings is considered to be well articulated, with the steep gable roofing helping to break up the mass of the terraces and prevent the dwellings from appearing overly dominant or oppressive in the context of the wider street scene. The enclosure of the garden space would, however, introduce 1.8 metre high fencing directly adjacent to the pavement. It is noted that there are properties within the wider surrounding area which are similarly screened,

examples being 14c Cairo Avenue and the terrace of dwellings at 275 - 279a South Coast Road. However, it is considered that a condition should be used to secure boundary treatment that will provide a suitable degree of security and privacy to future occupants but utilising a design that engages better within the street scene than the suggested 1.8 metre high fence (mounted on a brick plinth wall).

6.25 The proposed dwellings would be accessed via Second Road, to then north of the site. The parking area serving the development would be positioned adjacent to Second Road, with a landscaped garden area providing a buffer between the car parking area and the dwellings. Due to the orientation of the dwellings, the parking area would enjoy a good level of surveillance, thereby providing a deterrent to crime and anti-social behaviour.

6.26 The site access from Second Road would be moved slightly to the east, in order to avoid a telegraph pole which is adjacent to the current access. The existing access would be sealed up and a Section 278 agreement will be used to ensure that the area of the removed access will be landscaped in order that it assimilates with the surrounding grass verge and to prevent any net loss in greenery. The parking area would include soft landscaping that would also integrate with the grass verging and the landscaped garden areas would also contribute to urban greening that would be sympathetic to the overall character of Second Road.

6.27 It is therefore considered that the proposed development would integrate effectively within surrounding street scenes and would also possess a sufficient level of individual character required for a development of this size.

Highways & Parking:

6.28 The proposed development would be served by a total of 14 car parking spaces, provided in the form of bays that would be positioned to the front of the dwellings and would be accessed via Second Road. The existing site access, which is directly adjacent to a telegraph pole, is to be repositioned further to the east in order to avoid conflict with this feature. Pedestrian access from South Coast Road would be provided via a gate and pathway which would pass between the two terraces of dwellings.

6.29 ESCC Highways have confirmed that the relocated access would be of sufficient width to allow for two way traffic movements into and out of the site. It is also considered that accessing the site from Second Road would be beneficial as it would avoid direct access from the development on to the A259 (South Coast Road). It is also noted that the access would also allow for turning facilities for traffic using Second Road to be retained.

6.30 Cycle parking for 16 bicycles would be provided, in compliance with ESCC Highways standards for cycle parking provision in new development.

6.31 It is noted that the site is within close proximity of bus stops that are frequently served by services that connect with other large towns along the coast, including Brighton, Eastbourne, Newhaven, Seaford and Peacehaven. ESCC Highways have requested that a Section 106 Agreement is used to secure improvements and

enhancements to bus shelters, bus information screens and pedestrian access to bus stops as a means to encourage an uptake in use of the public transport services on offer. It is considered that it would be unreasonable to request this level of additional highway works for an application of this size. It is noted that there are already information boards in place on both the east and westbound stops closest to the site. Furthermore, the development is liable to a Community Infrastructure Levy charge, which could be used to contribute towards the improvements requested, as per the Lewes District Local Plan Infrastructure Delivery Plan (2020) which identifies improvements to access to public transport in Peacehaven in the infrastructure delivery schedule, for which CIL funding can be used.

Landscaping and Ecology:

6.32 The site is entirely hard surfaced, having previously been occupied by a car sales use and associated parking areas. Due to this previous use, there is no significant vegetation on site and, due to the removal of all buildings having been carried out, the site is not considered to provide a habitat value of major significance.

6.33 It is considered that the proposed scheme, by introducing soft landscaping in the form of garden lawns as well as hedging and shrubbery, would contribute towards urban greening and would also introduce a sense of connectivity with the grass verge flanking Second Road that would represent an improvement to the character and appearance of the surrounding area.

Drainage/Contamination:

6.34 The site is located within Flood Zone 1 and, as such, is not susceptible to tidal or fluvial flooding. The site is entirely hard surfaced at present and, as such, there is minimal drainage for surface water. The proposed development would introduce soft landscaping which would increase the drainage capacity of the site.

6.35 The Lead Local Drainage Authority have raised concerns over the use of infiltration drainage due to a lack of testing data being provided to support the use of this form of drainage. Concerns have also been raised as a result of the former use of the site as a petrol filling station and the potential presence of contaminants which may be released if they come into contact with infiltrating water.

6.36 With regards to contamination, the Council's Contaminated Land Officer has been consulted and has requested the submission of a risk assessment and site investigation scheme in order to identify any contaminants present and to provide suitable remediation measures to address risk of contamination of all sensitive receptors. This would be secured by way of a planning condition which would also require the submission of verification that all remediation measures had been carried out as well as long-term monitoring of the site post development.

6.37 It is considered that a further condition is required to secure an appropriate drainage scheme for the site. This condition would need to be discharged prior to the commencement of the development. It is noted that the filling station, which previously occupied the site and had a larger impermeable area than the proposed

development, was drained using soakaways. Review of earlier applications on the site also indicate that there is an existing connection in place with the public sewer system.

Sustainability:

6.38 A Sustainability Statement and Renewable Energy Scheme have been submitted as part of the suite of supporting documents accompanying the application. It is stated that rainwater storage devices would be incorporated into the development although exact details are not provided. Hard surfacing would also be made permeable where possible.

6.39 It is also stated that energy efficient building materials would be used and that the dwellings have been designed to include windows and openings that would maximise access to natural light and also support natural ventilation, thereby reducing energy demands.

6.40 The applicant has assessed various renewable energy generation options and energy saving measures and has concluded that air source heat pumps could be installed on each dwelling. The heat pumps would reduce energy demand by way of generating heat that would be used to warm the dwellings when required.

6.41 The provision of electric vehicle charging points should accord with the Lewes District Council Electric Vehicle Charging Points Technical Guidance Note (2018) which requires one charging point for every dwelling served by a driveway and/or garage. The submitted plans show only two charging points. A condition will be used to secure the required quantum of 8 charging points.

Conclusion

6.42 It is considered that the proposed development of this site, which is identified in the 2018 SHELAA as being suitable for housing, can be achieved in a manner that is sympathetic towards the character and appearance of the surrounding area and upon residential and environmental amenities.

7. RECOMMENDATION

7.1 It is therefore recommended that the application is approved, subject to the conditions listed at the end of this report.

The application is subject to the following conditions:

1. Details of a suitable drainage strategy which shall be supported by relevant technical data (including infiltration testing) shall be submitted to, and approved, by the Local Planning Authority prior to the installation of any drainage infrastructure. The submitted details shall include and address the following -
 - a) Surface water runoff rates shall be limited to a minimum of existing rates for all rainfall events including those with an annual probability of occurrence of 1 in

100 (plus climate change). Evidence of this (in the form hydraulic calculations taking into account connectivity of features) shall be submitted with the detailed drainage drawings. Evidence that Southern Water are in agreement with the principle of the connection and proposed discharge rates shall be submitted at detailed design stage.

- b) A management and maintenance plan for the entire drainage system clearly stating who will be responsible for managing all aspects of the surface water drainage system, including piped drains, and evidence that the plan will remain in place throughout the lifetime of the development.

The development shall be carried out in accordance with the approved details, and these shall thereafter be adhered to throughout the lifetime of the development.

Reason: In order to prevent unacceptable risk of surface water flooding towards future occupants, neighbouring residents/land uses and the public highway, in accordance with para. 163 of the Revised NPPF and Policy CP12 of the Lewes District Joint Core Strategy.

- 2. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
 - a) A preliminary risk assessment which has identified:
 - i. all previous uses
 - ii. potential contaminants associated with those uses
 - iii. a conceptual model of the site indicating contaminants, pathways and receptors
 - iv. potentially unacceptable risks arising from contamination at the site.
 - b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - c) The site investigation results and the detailed risk assessment (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c) are complete and identifying

any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that risks from any 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 Planning Policy Framework, para 170. and Policy DM21 of the Lewes District Local Plan Part Two.

3. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure that risks from any 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 Planning Policy Framework, para 170. and Policy DM21 of the Lewes District Local Plan Part Two.

4. Prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

Reason: To ensure that risks from any 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 Planning Policy Framework, para 170. and Policy DM21 of the Lewes District Local Plan Part Two.

5. Construction works shall be carried out in adherence with the submitted Construction Environment Management Plan (CEMP) dated October 2019.

Reason: In the interests of amenity of the locality in accordance with policy CP11 and Lewes District Joint Core Strategy and policies DM20 and DM23 of the Lewes District Local Plan Part Two.

6. The first phase of development shall not be occupied until details of the layout of the new access and the specification for the construction of the access have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the use hereby permitted shall not be occupied until the construction of the access has been completed in accordance with the specification set out on Form HT407 which is attached to and forms part of this permission

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with paras. 108 and 109 of the Revised NPPF.

7. The first phase of development shall not be occupied until the existing accesses shown on the submitted plan (Drawing No 711/PP/009 Rev B) and additional access off Second Road have been stopped up and the kerb and grass verge] reinstated in accordance with details submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway and in the interest of visual amenity in accordance with paras. 108 and 109 of the Revised NPPF and policy CP11 of the Lewes District Joint Core Strategy.

8. The first phase of the development shall not be occupied until parking and turning areas have been provided in accordance with the approved phasing plans showing parking facilities for those units. The second phase of the development shall not be occupied until the remainder of the parking and turning areas are provided on site. These areas shall thereafter be retained for that use and shall not be used other than for the parking and turning of motor vehicles.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway and in the interest of visual amenity in accordance with paras. 108 and 109 of the Revised NPPF.

9. The development shall not be occupied until cycle parking has been provided in accordance with the approved plans and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles

Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development in accordance with policy CP13 of the Lewes District Joint Core Strategy.

10. The external finishes of all aspects of the buildings hereby approved shall be in accordance with those listed on approved plan 711/PP/10 Rev. H.

Reason: in the interest of visual amenity in accordance with policy CP11 of the Lewes District Joint Core Strategy.

11. Prior to the first occupation of phase one of the development, a minimum of 4 electric vehicle charging points shall be installed and operable. Prior to the first occupation of phase two of the development, a minimum of 8 electric vehicle charging points shall be installed and operable. These charging points shall thereafter be maintained in place throughout the lifetime of the development.

Reason: In order to promote the use of more sustainable forms of transport in accordance with policy CP13 of the Lewes District Joint Core Strategy and the Lewes District Council Electric Vehicle Charging Points Technical Guidance Note.

12. The development shall incorporate all measures set out in the accompanying Sustainability Statement and Renewable Energy Scheme documents submitted as part of the application. These measures shall be adhered to throughout the lifetime of the development.

Reason: In order to minimise carbon emissions and to improve the sustainability of the development in accordance with policy CP13 of the Lewes District Council Joint Core Strategy.

13. Notwithstanding the approved plans, prior to first occupation of the development hereby permitted, a scheme for landscaping shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a) details of all hard surfacing;
- b) details of all boundary treatments;
- c) details of all proposed planting, including numbers and species of plant, and details of size and planting method of any trees.

All hard landscaping and means of enclosure shall be completed in accordance with the approved scheme prior to first occupation of the development. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure the development incorporates sympathetic landscaping that amalgamates with surrounding landscaping, is appropriately and sympathetically screened and provides a secure and safe environment for future occupants in accordance with section 12 of the revised NPPF, and policy CP1 of the Lewes District Core Strategy.

14. No extension, enlargement, alteration or provision within the curtilage of the of the dwellinghouses as provided for within Schedule 2, Part 1, Classes A - E of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended (or any order revoking and re-enacting that Order with or

without modification) other than that expressly authorised by this permission shall be carried out without planning permission obtained from the Local Planning Authority.

Reason: In order to control future development on the site that may result in the loss of important amenity space or lead to overdevelopment of individual plots in accordance with policy DM25 of the Lewes District Local Plan Part Two.

15. Prior to the commencement of development details of the proposed surface water drainage to prevent the discharge of surface water from the proposed site onto the public highway and, similarly, to prevent the discharge of surface water from the highway onto the site shall be submitted to the Local Planning Authority for approval in consultation with the Highway Authority.

Reason: To ensure the appropriate management of surface water on and adjacent to the highway and prevent an increased risk of flooding, in accordance with para. 163 of the Revised NPPF and Policy CP12 of the Lewes District Joint Core Strategy.

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

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Sustainability Checklist/Energy Stmt	5 June 2019	Sustainability Statement
Design & Access Statement	5 June 2019	Design and access statement
Landscaping	5 June 2019	Planting Plans hla 325 (01-06)
Sustainability Checklist/Energy Stmt	5 June 2019	Renewable energy scheme
Location Plan	5 June 2019	711/PP/01 Rev B - Location Plan
Proposed Floor Plan(s)	5 June 2019	711 PP 04 Rev B - Ground_ First Floor and Roof Plans
Proposed Section(s)	5 June 2019	711 PP 08 Rev B - Sections
Proposed Elevation(s)	5 June 2019	711 PP 07 Rev C - East and West Elevations
Street Scene	5 June 2019	711 PP 05 Rev C - Street Scene
Proposed Elevation(s)	5 June 2019	711 PP 06 Rev D - North and South Elevations
Other Plan(s)	5 June 2019	Topographical survey 16/24/s/1

Other Plan(s)	7 August 2019	711/PP/09 Rev. C - Phasing Plan
Proposed Block Plan	7 August 2019	711/PP/03 Rev E
Proposed Block Plan	7 August 2019	711/PP/02 Rev D
Other Plan(s)	13 November 2019	711/PP/10 Rev. H - Material Proposals

Application Details

	Existing	Proposed	Gain/Loss
Residential - Houses - Market Housing			
3 Bedrooms		8	
Parking - Cars -			
Unit	0	14	