

APPLICATION NUMBER:	LW/18/0338		
APPLICANTS NAME(S):	Sensor Property Management Ltd	PARISH / WARD:	Peacehaven / Peacehaven North
PROPOSAL:	Planning Application for Proposed erection of pair of semi-detached dwellings		
SITE ADDRESS:	25 Glynn Road Peacehaven East Sussex BN10 8AT		
GRID REF:	TQ 41 02		



1. SITE DESCRIPTION / PROPOSAL

SITE DESCRIPTION

1.1 The application site is occupied by a detached two-storey dwelling on the southern side of Glynn Road, within the defined Planning Boundary of Peacehaven. The property has a long back garden which is bounded on one side by 22 Trafalgar Close and on the other by a tree-lined space and path. The back garden to the property wraps around the end of the back garden to 23 Glynn Road in an L-shape and at the bottom end is bounded by 23-26 Trafalgar Close, a row of terraced houses, between which there is an alleyway.

1.2 The proposed development site will be formed by sub-dividing the back garden of the existing house to form a plot measuring just under 24m deep and 19m wide and having an area of some 437 square metres. The existing house will retain a back garden of some 14m.

1.3 The application site is within the Planning Boundary of Peacehaven and it is not Listed or located in a Conservation Area.

PROPOSAL

1.4 The application seeks planning permission for the development of the plot by way of a pair of semi-detached two to three bed houses, the third bedroom being an optional study. The properties will have pitched roofs with gable fronts, and the eaves line will be below full two storey height. The southern part of the second dwelling will be single storey. Each property will be staggered, the second dwelling being set back from the façade of the first dwelling.

1.5 In terms of footprint the properties will cover 110 square metres, the two storey elements being 90 square metres.

1.6 The homes will be finished in facing brickwork and will have flat roof porch canopies to the front elevation.

2. RELEVANT POLICIES

LDLP: – CT01 – Planning Boundary and Countryside Policy

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

LDLP: – SP2 – Distribution of Housing

LDLP: – CP2 – Housing Type, Mix and Density

LDLP: – CP11 – Built and Historic Environment & Design

LDLP: – CP13 – Sustainable Travel

3. PLANNING HISTORY

LW/08/1257 - Demolition of no. 25 & erection of one detached house with integral garage and three no. terraced houses - **Refused**

LW/13/0215 - Erection of a detached dwelling - **Approved**

LW/16/0296 - Erection of a detached dwelling - **Approved**

4. REPRESENTATIONS FROM STANDARD CONSULTEES

4.1 Main Town Or Parish Council – Objection

4.2 Access and egress route via Trafalgar Close not acceptable. Refuse as back garden development, out of keeping with street scene, detrimental to character in the street, loss of privacy as possibly overlooking the neighbours property, too close to neighbouring property, loss of light, absence of large enough parking facilities, no turning circle, possibility of not enough space to open doors of vehicles in parking area, no provision for wheelchair (DDA) access from car park, exacerbate traffic and parking problems in local area, parking and highway safety.

4.3 Environmental Health – No objection, subject to conditions relating to hours of construction, management of waste and there being no bonfires.

4.4 Environmental Health – No objection, subject to a condition relating to unsuspected contamination.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

5.1 Representations have been received from Flat 4 Channel View - 213 South Coast Road; 250 South Coast Road; 72 Collingwood Close; 169 Arundel Road; 32 Trafalgar Close; 97 Keymer Avenue; and 10 Hairpin Croft, in support of the application for the following reasons:

- Site better suited to two smaller houses as opposed to one larger house.
- More in keeping with local area.
- Will enhance the area.
- A lovely pair of traditional houses.
- Decent homes for young families.
- Will put the site to good use.
- Housing crisis.
- Preferable to building new homes in the countryside.
- Much needed family homes without putting a strain on the infrastructure of the area.

6. PLANNING CONSIDERATIONS

6.1 The main considerations in the determination of the application include the principle of development, the design and visual impact, the effect on residential amenity, and accessibility and sustainable transport.

Principle of development-

6.2 Within the defined Planning Boundaries opportunities do arise for residential development by infilling, redevelopment or conversion of buildings.

6.3 Provided such arrangements respect the need to safeguard the character of the town or village and the amenities of the local residents, they can make a contribution to the

share of the District's housing requirements and an allowance for such "unidentified sites" is made in the calculation of Housing Land Supply in the District.

6.4 The application site is located within the Planning Boundary of Peacehaven where there is a presumption in favour of sustainable development. The proposed development would create a net increase of two extra family homes on the application site, which will help to meet the housing need identified in the Lewes District. In principle therefore, the proposal is acceptable. Furthermore, the principle of residential development of the site was previously established when applications LW/16/0296 and LW/13/0215 were approved.

Design and visual impact-

6.5 The current proposals are for two dwellings, whereas the previously approved applications were for a single detached dwelling. However, the previous proposals had a fairly large footprint for a single house and the current proposals are less than twice the previous footprint because each house will be smaller.

6.7 In terms of design, the dwellings will have a traditional form and will incorporate contemporary features such as the flat porch canopies. The pitched roof style and the staggered building line is considered acceptable and helps to reduce the visual impact of the massing and scale of the scheme, aided further by the low eaves height which will not be full two storey, unlike the previously approved schemes.

6.8 The design, form and detailing of the current proposals is considered to be more attractive visually than the previously approved applications for a single dwelling.

6.9 Notwithstanding the comments from local residents and Peacehaven Town Council, the proposed development is considered to be sympathetic with the character of existing housing in the vicinity of the application site and the development would not be detrimental to visual amenity and would, it is considered, enhance the existing street scene.

Residential amenity-

6.10 The new dwellings will be in a similar position within the application site as the previously approved detached dwelling, set back from the street and the site boundaries, in a position that will retain adequate separation between neighbouring properties, thereby mitigating any overshadowing or overbearing impact. The southern part of the second property will in fact be single storey, further mitigating the impact of the proposals on neighbouring residents of 23-26 Trafalgar Close.

6.11 There are no first floor level windows to the flank elevations of the proposed houses and as such the privacy of residents in the existing house, 25 Glynn Road, and nos. 23-26 Trafalgar Close will be safeguarded. A single rooflight is proposed on the northerly roof slope of each dwelling and these will light the staircases and will be at sufficient height above the staircases to prevent overlooking.

6.12 The relationship of the new dwellings with the neighbouring houses is acceptable and notwithstanding the comments received from third parties, lead to a significant adverse impact on neighbour amenity.

Accessibility and sustainable transport-

6.13 The application relates to a plot within the back garden of an existing dwelling within a residential area inside the Planning Boundary of Peacehaven.

6.14 The new dwelling will be with 1km of the Meridian Centre, a shopping precinct with retail and other services available to local residents. There are also three bus stops within walking distance of the new dwelling - two of which are in Pelham Rise some 300m or 400m from the application site. A third bus stop is located nearby in Roderick Avenue. These are served by regular and frequent bus services along the south coast to Brighton & Hove. The application site is therefore in a relatively sustainable location in terms of transport and future residents need not have to rely solely on the use of a private car.

6.15 In addition there is a pedestrian pathway connecting Trafalgar Close with Glynn Road.

6.16 The application proposes two off-street car parking spaces accessed via an existing turning head. These will be clear of the existing highway and will meet the standards set out by East Sussex County Council as the local highway authority. A condition is also recommended to ensure that provision is made for electric vehicle charging points.

7. RECOMMENDATION

In view of the above, it is recommended that planning permission is granted.

The application is subject to the following conditions:

1. No development shall take place until details/samples of all external materials and finishes to be used in the construction of the development hereby permitted 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/samples.

Reason: To ensure a satisfactory appearance to the development in keeping with the locality having regard to 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.

2. The development hereby permitted shall not be occupied until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved and retained as such thereafter, unless otherwise agreed in writing by the Local Planning Authority. Hard surfaces should be constructed either from porous/permeable materials to allow for natural drainage of surface run-off, or direct run-off water to suitable soak-away within the site.

Reason: To enhance the general appearance of the development 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.

3. All hard and soft landscape works shall be carried out in accordance with the approved details prior to the first occupation of the new dwellings hereby permitted unless otherwise agreed in writing by the Local Planning Authority.

Reason: To enhance the general appearance of the development 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.

4. The development hereby permitted shall not be occupied 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 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 dwellings hereby permitted and retained as such thereafter.

Reason: To ensure a satisfactory appearance to the development in keeping with the locality, having regard to policies ST3 of the Lewes District Local Plan and CP11 of the Lewes District Joint Core Strategy and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

5. No development shall take place until full details of the existing and proposed ground levels within the site, together with the eaves and ridge height of the approved development, and details of the ground levels, eaves and ridge heights of the existing buildings on land adjoining the site, to include 22 and 23 Trafalgar Close, by means of spot heights and cross-sections to OS Datum, have been submitted to and approved by the Local Planning Authority. The development shall thereafter be implemented and completed in accordance with the approved level details.

Reason: In the interests of visual amenity, neighbour amenity and to ensure a satisfactory appearance to the development in accordance with 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.

6. 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 policy ST3 of the Lewes District Local Plan, policy CP11 of Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

7. Neither of the two dwellings hereby approved shall be occupied until the parking areas have been provided in accordance with the approved plans. The parking areas shall be retained thereafter and used only for the purposes of parking vehicles associated with the residents of, and visitors to, the development.

Reason: In order to ensure adequate provision is made for the parking of private motor vehicles within the site to prevent overspill parking on the nearby residential streets and to meet the requirements of policy CP13 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.

8. Notwithstanding the provisions of the Town and Country (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no development as described in Schedule 2, Part 1, Classes A, B or C, other than hereby permitted, shall be undertaken unless the Local Planning Authority otherwise agrees in writing in an application on that behalf.

Reason: Further extensions, alterations and a more intensive development of the site would be likely to adversely affect the appearance and character of the dwellings, the area and neighbour amenity, having regard to policies ST3 and RES13 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.

9. No development shall take place until details of electric vehicle charging points have been submitted to and approved in writing by the local planning authority. The electric vehicle charging points shall be installed in accordance with the approved details prior to the first residential occupation of the development hereby permitted and retained as such thereafter.

Reason: To encourage the uptake of electric vehicles in the interests of reducing harmful emissions in accordance with policies CP9, CP13 and CP14 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework 2012.

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

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and the National Planning Policy Framework.

11. Neither of the two dwellings hereby approved shall be occupied until each has been provided with two secure and covered cycle parking areas in accordance with details, including elevations, materials and siting, which shall be submitted to the local planning authority for approval. The facilities shall thereafter be retained for that use and shall not be used other than for the parking of cycles by residents of, and visitors to, the new dwellings.

Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development in accordance with Core Policy 13 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

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 identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

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>
Design & Access Statement	27 April 2018	
Location Plan	27 April 2018	P101
Proposed Block Plan	27 April 2018	P101
Existing Floor Plan(s)	27 April 2018	P102
Proposed Floor Plan(s)	27 April 2018	P103A
Proposed Elevation(s)	4 July 2018	P104
Proposed Elevation(s)	27 April 2018	P105
Proposed Elevation(s)	27 April 2018	P106
Proposed Elevation(s)	27 April 2018	P107
Other Plan(s)	27 April 2018	P108