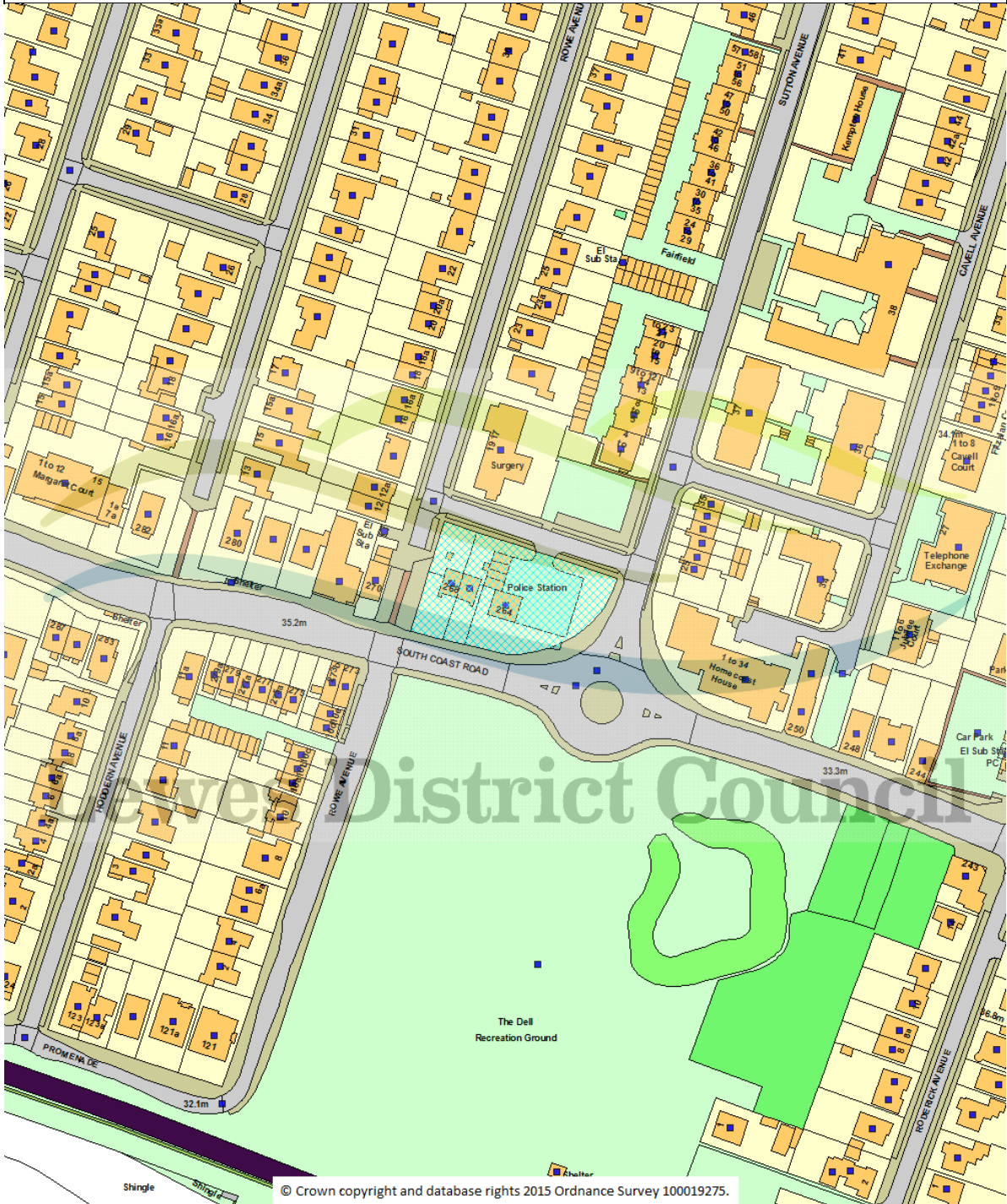


APPLICATION NUMBER:	LW/16/0841	ITEM NUMBER:	6
APPLICANTS NAME(S):	Churchill Retirement Living	PARISH / WARD:	Peacehaven / Peacehaven West
PROPOSAL:	Planning Application for Demolition of existing buildings and redevelopment to form 31 one and two bedroom sheltered apartments for the elderly including communal facilities, access, car parking and landscaping		
SITE ADDRESS:	Peacehaven Police Station (and Adjacent Buildings) 264-268 South Coast Road Peacehaven East Sussex BN10 7PD		
GRID REF:	TQ 40 01		



1. SITE DESCRIPTION / PROPOSAL

1.1 The site is located at the corner of South Coast Road and Sutton Avenue, and comprises Peacehaven Police Station and two houses (264 and 268 South Coast Road). To the east is Sutton Avenue, and on the opposite corner are three-storey flats (Homecoast House) and, further up Sutton Avenue, two-storey houses. To the north of the site is Rowe Avenue, beyond which is a car park serving two-storey flats (Fairfield Court), and the single storey Rowe Avenue surgery (17-19 Rowe Avenue). To the west is the grass area which links Rowe Avenue with the South Coast Road, beyond which are two-storey houses and bungalows fronting Rowe Avenue. To the south is the South Coast Road, beyond which is The Dell Recreation Ground.

1.2 The proposal is to demolish all buildings on the site and to erect a three-storey building of 31 sheltered apartments for the elderly, including communal facilities, access, car parking and landscaping. The building would front onto South Coast Road and Sutton Avenue, with its main entrance to the rear from an on-site car park, off Rowe Avenue, with 10 spaces. The car park would be accessed from Rowe Avenue.

1.3 The building would be a single block, with a number of projecting gables facing forward, a staggered building line, and facing materials including two red bricks, through colour render, weatherboarding and a grey tile roof. The windows would be white framed and steel balconies would have glass panelling. At the South Coast Road/Sutton Avenue corner, would be a flat roofed, curved white section of the building with balconies. The Design and Access Statement indicates that this *"is a building of its time that takes reference from its immediate context and uses a harmonious palette of traditional and modern materials"*.

1.4 'Elderly' is said in the application to be persons of 60 years or over, or those over this age with a partner of at least 55 (this age restriction is a requirement of the lease). However, the application also indicates that the average age of the applicant's accommodation elsewhere is 79, the majority of which are single female households.

1.5 The development would have a 'lodge manager' on duty, to provide any help with minor day to day problems and to provide peace of mind for the owners. A guest suite would be included for visitors. An 'owners' lounge would be provided for the use of all residents and their guests, which is also used for coffee mornings, fish and chip suppers, bridge evenings, special events and residents meetings. A communal landscaped garden area would be provided, on which the application comments... *"the quality of landscaping is very high, which has been evidenced at other schemes which have won awards for the landscaping provision"*.

1.6 The applicants Planning Statement explains the need for sheltered housing for the elderly, that Churchill are committed to the principle of sustainable development, that an online public exhibition and meeting with Peacehaven TC took place before the application was submitted, explains the planning policy framework applicable to the proposal and includes a 'Planning Analysis' of the application. The Statement concludes that the balance of material considerations is unequivocally in favour of the development and that it is respectfully requested that permission is granted.

1.7 A range of other documents have been submitted with the application, including a Stakeholder Engagement Statement, Affordable Housing Statement, Arboricultural Impact Appraisal and Method Statement, Drainage Assessment, Transport Statement, Ecology Phase 1 Report, Landscaping Strategy and Image Sheet and Archaeological Assessment.

2. RELEVANT POLICIES

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

LDLP: – CP11 – Built and Historic Environment & Design

LDLP: – CP1 – Affordable Housing

LDLP: – CP2 - Housing Type, Mix and Density

LDLP: – CP13 - Sustainable Travel

3. PLANNING HISTORY

E/67/0376 - Change of use of land to site for Police Station. ESCC raises no observations.
- **No Objection**

E/69/0036 - Planning and Building Regulations Applications for Police Section Station, two Police houses and four garages. Building Regulations Approved. Completed. - **Approved**

E/71/0745 - Vehicular access to Police Section Station. - **Refused**

LW/84/0033 - Change of Use of Police Houses to office use. Expires 28/02/89. - **Approved**

LW/00/0009 - Temporary single storey surgery for one year - **Approved**

LW/06/0843 - Section 73A Retrospective application for the retention of a rear conservatory - **Approved**

LW/12/0936 - Erection of a two storey side extension with a single storey rear extension - **Approved**

LW/13/0747 - Construction of part two and three storey building incorporating a replacement police station and 9 no. flats – **Approved**

4. REPRESENTATIONS FROM STANDARD CONSULTEES

4.1 British Telecom – Advise that BT have not been able to identify any land or buildings owned or occupied by BT within the site.

4.2 Environmental Health – Given the proximity of the site to the A259, we consider that a noise impact assessment is required on site to ensure that both the internal and external noise levels that future residents are exposed to are acceptable.

4.3 Also, to limit any potential impacts on nearby residents during both the demolition and the construction phase, we would recommend a Construction Environmental Management Plan (CEMP) be required and limitations on working hours during construction.

4.4 I am satisfied there are no significant contamination risks with regards to the proposal. To account for any unexpected olfactory or visual signs of contamination during the development, it is recommended that an 'unsuspected contamination' condition be imposed.

4.5 ESCC Highways – The HA has no highway objection to the proposal and recommend highway conditions and off site highway works [footway along southern side of the Link Road UC5914, widened to 2m together with dropped kerbs/tactile paving] all to be secured through a section 106/278 Agreement.

4.6 The HA comment that, "Given the existing use of the site as two dwellings and a Police Station and the associated daily vehicular trips it is considered that this proposal would generate similar/slightly less traffic and therefore there is no highway objection in principle to the proposed development".

4.7 A Transport Statement has been submitted as part of the application and its contents and conclusions are acceptable.

4.8 Further commentary on the HA's position is given in Section 6 of this report.

4.9 Natural England – Is satisfied that the proposed development will not damage or destroy the interest features for which the Brighton to Newhaven SSI has been notified.

4.10 Care Quality Commission – The CQC is the independent regulator for all health and social care services in England, whether they are provided by the NHS, local authorities or voluntary organisations. The CQC advise that they do not have any involvement in planning applications.

4.11 Southern Gas Networks – SGN has no comment on this application. The applicant must comply with CDM Regulations and HSG47 guidance at the appropriate stage in their construction planning.

4.12 Sussex Police – Is satisfied that all appropriate measures for the safety and security of the facility and its residents have been considered. The Design and Access Statement provides further evidence of physical security measures to be adopted, including boundary treatment, CCTV, surveillance and access control.

4.13 Southern Water Plc – Should the Local Planning Authority be minded to approve the application, Southern Water would like the following condition to be attached to any permission. *"Development shall not commence until a drainage strategy detailing the proposed means of foul water disposal and a implementation timetable, has been submitted to and approved in writing by the local planning authority in consultation with the sewerage undertaker. The development shall be carried out in accordance with the approved scheme and timetable."*

4.14 We suggest the following informative: *"The applicant/developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. The applicant/developer should contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk' in order to progress the required infrastructure"*.

4.15 Main Town Or Parish Council – Refusal Recommended due to:-

- Development too large for site, density of layout & over development

- Loss of Police accommodation
- Lack of outside space and parking for residents, visitors and care workers
- Inadequate local infrastructure - impact on local GP's and NHS services
- Exacerbate existing parking problems - impact on Rowe Avenue Surgery as parking is already difficult for staff and patients
- Increase of traffic & congestion - impact on Rowe Avenue residents due to increasing traffic movements and parking issues
- Blind or blocking corners with such a large development - hazard to drivers and pedestrians, health and safety issues.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

5.1 Telscombe Residents Association objects on the following grounds:

- Overdevelopment. There are already two large sheltered housing developments adjacent to the proposed development.
- The pressure on doctors' surgeries in the area, particularly Rowe Avenue Surgery, which, together with the only other surgery in the area, Meridian Surgery, have recently had to take on a very large number of extra patients due to the closure of two doctors' surgeries in the area. Most of the residents of the proposed sheltered apartments will be elderly, and will likely need more medical attention. Rowe Avenue Surgery can barely manage even now, let alone with extra patients.
- A lack of infrastructure - the Sutton Avenue roundabout will soon need improvement, due to the traffic congestion on the A259. This proposed development could affect any proposed improvement to this roundabout.
- The lack of parking - only 9 spaces for 31 flats? This is not enough for the residents and visitors, who will try to park in Rowe Avenue. It is already very difficult to park when visiting Rowe Avenue surgery for appointments, but this development will make matters worse.
- We therefore implore Lewes District Council to refuse planning permission based on the above objection.

5.2 Twenty one objections received from local residents regarding: Pedestrian safety issues, poor access to site, under provision/inadequate of car parking spaces on new development, Increase of illegal parking in the area, Inadequate parking in local area as a result of local Doctors Surgery, Suggestion of making Rowe Avenue one way street in order to reduce level of congestion, Lack of infrastructure within Peacehaven. The A259 corridor is heavily congested with traffic, low air quality from congestion, regular accidents on Rowe Avenue, access for ambulances and fire crew unable to get access to properties on Rowe Avenue.

5.3 Other objections include: Oversubscribed for Sheltered Accommodation locally, Overburdened GP Surgeries, Over development of site and the density of layout,, Lack of medical GP facilities, Lack of NHS Dentists, Safety issues with busy main road, Increase in noise and air pollution, No architectural merit to the design as it is a standard Churchill design, Local housing need however, advertised in national newspaper, Supporting information overstates the use of the police station which is an appointment only office, Obstruction of the view to the sea, The proposed building will block natural light, height of development overshadowing neighbouring properties and devaluation of local properties due to loss of sea view.

6. PLANNING CONSIDERATIONS

Principle

6.1 The site is within the Planning Boundary for Peacehaven and is not allocated for any specific purpose in the Joint Core Strategy. In these circumstances the principle of the development is acceptable. A building comprising nine flats and a replacement police station, up to three storeys, has previously been approved on the site (LW/13/0747).

Loss of police station

6.2 The Planning Statement advises that the police are relocating to alternative accommodation within Peacehaven, resulting in the existing station being surplus to operational needs, and allowing the police to reinvest.

6.3 The policing strategy for Peacehaven, including where the police force might be operationally based to serve the area, is a matter for the Police Authority and is not a planning consideration. The application could not be reasonably refused on the ground that the site is suitable for police purposes and should be retained.

The building

6.4 The proposal is for a relatively substantial building. The building would be L shaped, with the main elevation facing the South Coast Road but with a smaller return frontage onto Sutton Avenue. The building would be set back 3.7m from the South Coast Road, narrowing to 2m from the boundary at the corner, and then a minimum of 3.02m from Sutton Avenue. With its three-storey height (9.7m to 10.7m to ridge from ground level) the building would be imposing in the 'street scene'.

6.5 The 'street' elevations submitted with the application, however, indicate that the building would be of similar height to the existing three-storey flats on the opposite corner of the South Coast Road, across Sutton Avenue. Also, the same elevation indicates that, while the building would be higher than adjacent 270 South Coast Road (a two-storey building of smaller scale) to the west, it would be lower than 272 South Coast Road (a larger scale two-storey building) beyond.

6.6 Development along the South Coast Road, including in the vicinity of the application site, is often close to its respective front boundary. The proposed building would be no different in this arrangement.

6.7 The application includes a '3D Massing and Perspective' drawing which contains an aerial view of the proposed development in its context, together with ground level diagrammatic views of the development along the South Coast Road from both directions, and views along Sutton and Rowe Avenues. This drawing is helpful in assessing whether the built form, bulk and height of the development would be acceptable in its context.

6.8 Overall, it is considered that the building would fit into the locality in terms of its height, proximity to the front and side boundaries, and is considered to be acceptable.

Design

6.9 The building would feature a series of four staggered gables, steel balconies and a range of external materials on the front elevation, which would help articulate the building and visually 'break up' the appearance of this prominent and important elevation.

6.10 The external materials would include different shades of brick, blue and grey cladding and white render, arranged in 'blocks'. Existing development in the locality is of brickwork, and it is considered that the proposed building would introduce some variety into the 'street scene' and would be acceptable.

Effect on nearby living and working conditions

6.11 The immediate locality is predominantly residential in character, but there is a surgery at 16-17 Rowe Avenue to the rear of the site.

6.12 The proposed building would face across Sutton Avenue to Homecoast House, which itself has flats with windows facing across to the application site. The distance between these facing windows, across Sutton Avenue would be a minimum of 30m. The buildings would, it is considered, be sufficiently separated to avoid planning concerns that undue overlooking, or loss of light, would result.

6.13 On the west side, the building would be a minimum of 16.8m from 270 South Coast Road, which is across the grassed end of Rowe Avenue. This end elevation of the building, facing across Rowe Avenue, would feature secondary windows to the flats at that end (the primary windows of which would face to the front and rear). 270 South Coast Road has its front door, together with windows and a balcony facing towards the site, but the respective upper floor rooms also have windows front and back.

6.14 To the rear (north) is the car park for Fairfield Court, beyond which is Fairfield Court itself, which would be a minimum of 37.7m from the proposed building. Views from some Fairfield Court flats, and some other flats, are across the application site towards the sea. These views would be lost as a result of the building, but the loss of private views cannot be taken into account in deciding the planning application.

6.15 The Rowe Avenue surgery is also on the north side of the site, a minimum of 27.5m from the building. The single-storey surgery is 'side-on' to the building, and has limited windows facing the site, with the windows to the consulting rooms already screened.

Amenity Space

6.16 Although the amount of on-site open amenity space, for the benefit of residents, is limited, the building would have a landscaped setting. The Dell Recreation Ground is opposite the site and constitutes a major open space in the locality, while the cliff top and undercliff walks constitute pleasant recreation walking opportunities. In the circumstances, any perceived inadequacy of amenity space for residents would not, it is considered, provide a ground for refusal.

Traffic generation, parking and access

6.17 A Transport Statement has been submitted with the application, which has helped inform the view of the Highway Authority on the application.

6.18 On traffic generation, the Highway Authority has considered empirical information about traffic generation from other similar retirement developments. The HA has advised that likely trip generation would be comparable with potential trip generation from the use of the site if the police station was operative, plus the likely trips from the two houses which stand on the site. The HA conclude that *"the impact on the highway network will be minimal"*.

6.19 On parking provision, 10 parking spaces are proposed behind the building, accessed from the link road between Sutton Avenue and Rowe Avenue. The HA comment that the site is in a sustainable location, well within acceptable walking distance of public transport (bus with links to rail) and shops and services. The HA advise that the proposed 10 spaces comply with ESCC parking guidelines, and is an acceptable level of on-site parking provision.

6.20 The issue of parking, or an alleged shortfall of parking, is an issue which is commonly raised by objectors. They point out that the nearby Rowe Avenue Surgery is a significant traffic generator in the locality, which already generates pressure for parking on local roads. In addition, pressure for parking is generated by commercial premises on the South Coast Road and by local residents and visitors. While this is clearly a major local concern, the on-site parking which is proposed should meet the demand of the development and ensure that overspill parking to local roads is not significant. In the absence of a recommendation for refusal by the Highway Authority, a refusal on the basis that parking provision would be inadequate would, it is considered, be difficult to substantiate.

6.21 The HA contend that the proposed 5 mobility scooter spaces would not be adequate provision for the 31 flats, and say that an increase in mobility scooter spaces could be required by planning condition.

6.22 On access, the entrance/egress to/from the development would be from the link road between Sutton Avenue and Rowe Avenue to the rear of the building. The HA advise that this single access/egress point is acceptable, with satisfactory visibility splays, and that the closure of two existing accesses is welcomed.

6.23 The HA provided advice that a Travel Plan is not required for the development. However, the HA also advise that a travel plan pack should be provided for each flat on occupation. This would provide occupiers with information on public transport options in the area.

Affordable Housing

6.24 Core Policy 1 (Affordable Housing) of the JCS indicates that 40% affordable housing will be sought for developments of 10 or more dwelling units. However, the policy also indicates that *"In exceptional circumstances, the local planning authority may, at its discretion, consider accepting in lieu an off-site contribution on another suitable services site provided by the developer in the first instance or a financial contribution of broadly equivalent value....."* Para. 7.19 of the JCS confirms that *"...the affordable housing policy applies to sheltered, extra care and assisted living residential development in the same way as it does to general dwelling houses..."* Core Policy 1 therefore applies to the proposed development.

6.25 The application was accompanied by an 'Affordable Housing and Viability Statement' (AHVS). This was submitted on a confidential basis, given that it contains commercially sensitive financial information, but it has been considered by the District Valuer on behalf of the Council and the District Valuer has advised the Council on the submissions made by the applicant.

6.26 The applicants AHVS notes that the site is around 0.2ha in total, is relatively small, and will only reasonably accommodate one single block of retirement apartments together with the required amenity and parking provision. While the Council's starting point (to provide 40% affordable housing on site) is acknowledged, the AHVS states that *"the*

provision of on-site affordable housing within or alongside an open market sheltered housing retirement scheme on this small site is impractical and would make it impossible to achieve a successful housing development". The applicant therefore proposes to make a financial contribution to the Council towards the provision of affordable housing elsewhere. The AHVS indicates that this approach is generally accepted in the planning applications which the applicant submits for developments of the type and scale proposed.

6.27 The NPPF requires an off-site affordable housing contribution to be broadly equivalent to on-site provision. As such, in this case this would amount to a sum equivalent to the subsidy required to provide a maximum of 40% of the development as affordable housing. The amount of the contribution, however, is subject to viability. The economic viability of the development is tested by including all the costs of development (including an appropriate existing value for the land), and all the income generated from the development, in a financial appraisal. The outcome of the appraisal shows either a development surplus (a viable contribution) or deficit (not viable).

6.28 The initial AHVS concluded that the viability of the development was marginal, and that a maximum reasonable contribution towards affordable housing of £51,041 would be appropriate. The AHVS pointed out that this would be in addition to a CIL allowance of £198,360, which is obligatory.

6.29 The DV, on behalf of the Council, interrogated the initial AHVS. The analysis included scrutiny of likely sales values of the proposed scheme (taking into account, for example, evidence in the form of sales values of the most comparable schemes in the area). The DV's analysis also included consideration of the profit level to the applicant, with the DV acknowledging that 20% has been agreed at certain other Churchill schemes (as witnessed by appeal decisions involving the applicant), but providing advice on the 'range' of contribution which may be available if 17.5% and 20% were used as the profit margin. Finally, the DV considered the 'Benchmark Land Value' of the site, taking into account the extant scheme for 9 flats on the site approved under permission ref. LW/13/0747.

6.30 The DV has advised, after thorough examination of the issues and discussion with the applicants agent, that the development might provide an affordable housing contribution within the range of £225,191 (if a 20% profit margin is adopted) - £390,922 (if a 17.5% profit margin is adopted). The applicant has made the point that 20% profit is the industry norm on a scheme such as this, that 20% has been accepted at appeal and that the contribution could therefore reasonably be at the lower end of the scale.

6.31 In the event the applicant, following discussion with the DV, increased the offer to £268,000, and again to a final offer of £300,000. The agent advises that, if the application is refused, the offer of £300,000 will be withdrawn, and an appeal will be lodged based on what the agent considers to be a 'robust and justified viability figure'.

6.32 The £300,000 offer is therefore just below the mid-point (£308,056.50) of what the DV advises is the acceptable range of £225,191 and £390,922. The DV points out that striving for a figure at the upper end of the range may well mean the Council taking a position which is less likely to succeed at appeal. The question of viability, as witnessed by other appeal decisions, is not an exact science, and as indicated above, the agent is firmly of the view that a lower offer would be accepted by an Inspector at appeal.

6.33 In the circumstances, the offer of £300,000 towards the provision of affordable housing in Peacehaven is considered to be a reasonable response to CP1 of the JCS, and to be acceptable.

Conclusion

6.34 The proposal is considered to be acceptable and is recommended for conditional approval, subject to a S106 Agreement restricting the occupancy of the building by age and securing a financial contribution of £300,000 towards the provision of off-site affordable housing.

7. RECOMMENDATION

That planning permission be granted, following completion of a Section 106 legal agreement which would:

1. Require occupancy of each flat to be restricted to a person of 60 years or over, together with the spouse of such person (provided the spouse is of 55 years or over).
2. Require a financial contribution of £300,000 towards the provision of affordable housing in the district, the payment being due prior to the commencement of development.

The application is subject to the following conditions:

1. The external materials, levels and landscaping shall be as specified in the application papers, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of the locality, having regard to Policy ST3 of the Lewes District Local Plan, as contained in the Joint Core Strategy.

2. Construction work shall not begin until a scheme for protecting the proposed dwellings from road noise has been submitted to and approved by the Local Planning Authority. All works which form part of the scheme shall be completed before any part of the development is occupied.

Reason: Due to the proximity of the site to noise from the A259, having regard to Policy ST3 of the Lewes District Local Plan, as contained in the Joint Core Strategy.

3. No development shall take place until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for:

- The size of vehicles (contractors and deliveries);
- The routing of vehicles (contractors and deliveries);
- Contractors parking and travel plan;
- Temporary site security fencing;
- Lighting;
- Measures to control the emission of dust and dirt during construction;
- Loading and unloading of plant and materials;
- Storage of plant and materials used during construction;
- The location of any site huts/cabins/offices.

Reason: To ensure safe and neighbourly construction, having regard to Policy ST3 of the Lewes District Local Plan, as contained in the Joint Core Strategy.

4. Hours of construction work shall be restricted to 08:00 to 18:00 hours Monday to Friday and 08:30 to 13:00 hours on Saturdays. No working at any time on Sundays or Bank Holidays.

Reason: In the interests of local living conditions, having regard to Policy ST3 of the Lewes District Local Plan, as contained in the Joint Core Strategy.

5. 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, an amendment to the 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 National Planning Policy Framework, sections 120 and 121].

6. Development shall not commence until a drainage strategy detailing the proposed means of foul water disposal and a implementation timetable, has been submitted to and approved in writing by, the local planning authority in consultation with the sewerage undertaker. The development shall be carried out in accordance with the approved scheme and timetable.

Reason: In the interests of the locality, having regard to Policy ST3 of the Lewes District Local Plan, as contained in the Joint Core Strategy.

7. No development shall take place until details of the layout of the new access which shall include details of drainage and levels have been submitted to and approved in writing by the Planning Authority and the use hereby permitted shall not commence 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, having regard to Policy ST3 of the Lewes District Local Plan, as contained in the Joint Core Strategy.

8. The buildings shall not be occupied until the existing accesses shown on the submitted plans have been stopped up and the kerb and footway and/or verge reinstated in accordance with details submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway, having regard to Policy ST3 of the Lewes District Local Plan, as contained in the Joint Core Strategy.

9. The development shall not be occupied until parking areas have been provided in accordance with the approved plans or details which have been submitted to and approved in writing by the Local Planning Authority and the area[s] shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway, having regard to Policy ST3 of the Lewes District Local Plan, as contained in the Joint Core Strategy.

10. The development shall not be occupied until covered and secure mobility scooter parking areas have been provided in accordance with details which have been submitted to and approved in writing by the Local Planning Authority 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 mobility motor scooters, having regard to Policy ST3 of the Lewes District Local Plan, as contained in the Joint Core Strategy.

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. This Authority's requirements associated with this development proposal will need to be secured through a Section 106/278 Legal Agreement between the applicant and East Sussex County Council.

4. The applicant's attention is drawn to the need for an Agreement for the construction of the access. The applicant should contact ESCC on 0345 6080193 prior to commencement of development to complete the agreement and pay the necessary fee.

5. The applicant/developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. The applicant/developer should contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk in order to progress the required infrastructure.

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

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Additional Documents	3 October 2016	DRAINAGE REV A (PART 2)
Biodiversity Checklist	3 October 2016	BIODIVERSITY CHECKLIST
Planning Statement/Brief	3 October 2016	PLANNING STATEMENT
Landscaping	3 October 2016	192 LS 001_A (STRAT PLN)
Landscaping	3 October 2016	192 LS 002 (IMAGE)
Affordable Housing Statement	3 October 2016	CONFIDENTIAL
Technical Report	3 October 2016	ARCHAEOLOGICAL DBA

Tree Statement/Survey	3 October 2016	BT1 TREE PROTECTION PLAN
Tree Statement/Survey	3 October 2016	16200-AA-MW ARBORICULTURAL STATE
Design & Access Statement	3 October 2016	20067PH P12 D&A STATEMENT
Additional Documents	3 October 2016	DRAINAGE REV A (PART 1)
Technical Report	3 October 2016	ECOLOGY
Land Contamination	3 October 2016	CROSSFIELD CONSULTING
Proposed Floor Plan(s)	3 October 2016	20067PH P03 (GF)
Proposed Floor Plan(s)	3 October 2016	20067PH P04 (1F)
Proposed Floor Plan(s)	3 October 2016	20067PH P05 (2F)
Proposed Roof Plan	3 October 2016	20067PH P06 (RP)
Proposed Elevation(s)	3 October 2016	20067PH P07 (ELEV 1)
Proposed Elevation(s)	3 October 2016	20067PH P08 (ELEV 2)
Other Plan(s)	3 October 2016	212051-SU-01 TOPOGRAPHY
Transport Assessment	3 October 2016	TRANSPORT
Location Plan	16 November 2016	20067PH P01 A
Proposed Layout Plan	16 November 2016	20067PH P02 A
Other Plan(s)	16 November 2016	20067PH P10 A
Proposed Block Plan	2 November 2016	20067PH P13
Existing Block Plan	2 November 2016	20067PH P13
Existing Elevation(s)	2 November 2016	1-024-14-3-1004: 003
Existing Floor Plan(s)	2 November 2016	1-024-14-3-1004: 002
Existing Elevation(s)	2 November 2016	212051-SU-01 ELEV
Existing Floor Plan(s)	2 November 2016	212051-SU-01 GND FLR
Existing Floor Plan(s)	2 November 2016	212051-SU-01 1ST FLR