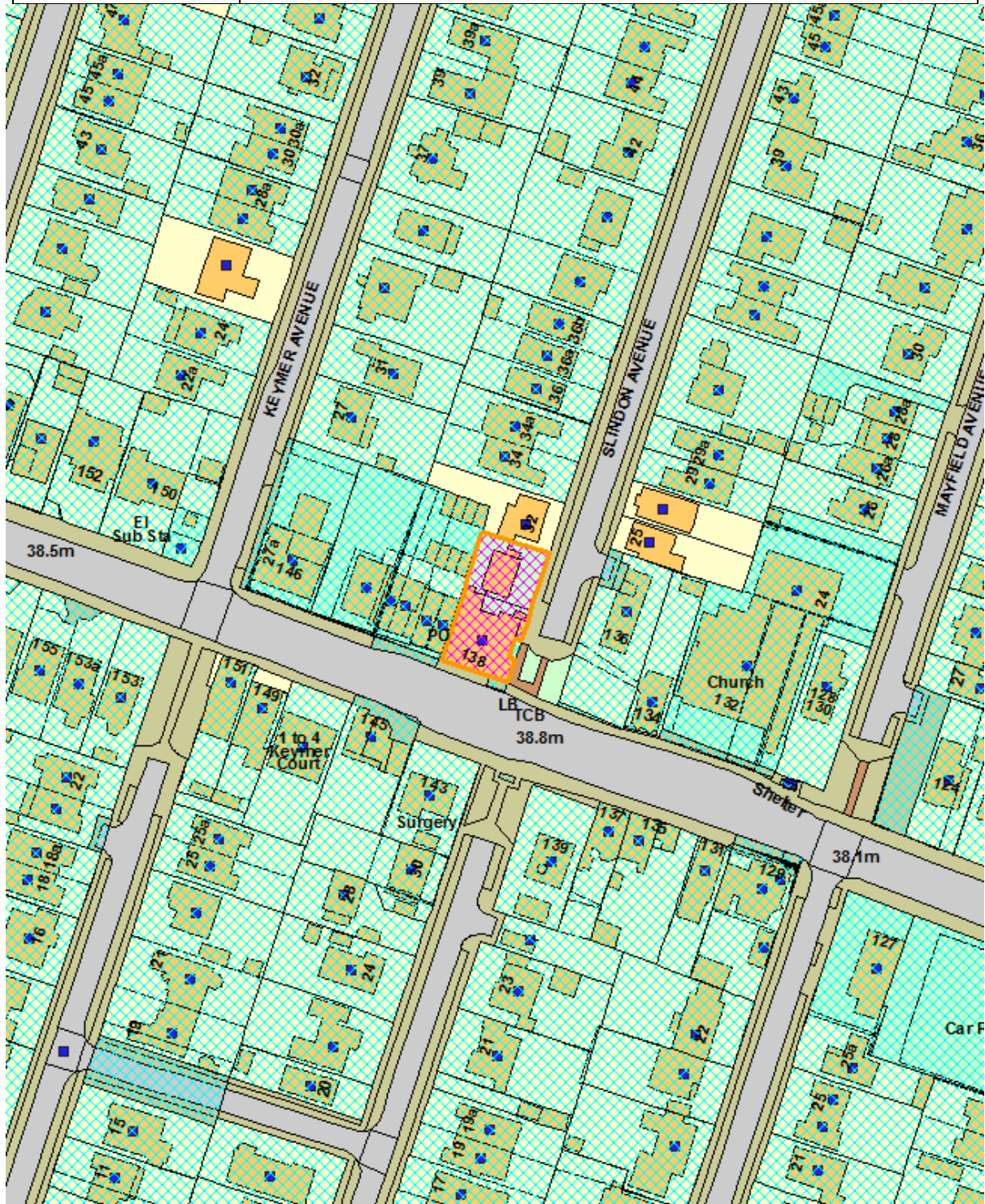


| | | | |
|----------------------------|--|-----------------------|------------------------------|
| APPLICATION NUMBER: | LW/18/0630 | ITEM NUMBER: | |
| APPLICANTS NAME(S): | GY Investments Ltd | PARISH / WARD: | Peacehaven / Peacehaven East |
| PROPOSAL: | Planning Application for Demolition of existing single storey building and garage and construction of four storey mixed use development with two commercial units at ground floor and ten 1 and 2 bed flats on upper storeys | | |
| SITE ADDRESS: | 138 South Coast Road Peacehaven East Sussex | | |
| GRID REF: | | | |



1. SITE DESCRIPTION / PROPOSAL

SITE DESCRIPTION

1.1 The application site is located on the northern side of South Coast Road and occupies a corner plot at the junction with Slindon Avenue. At present the site contains a single storey building with flat roof that was in retail use as a family jeweller's and goldsmith's. The premises have closed down due to retirement. The building has shop windows fronting South Coast Road.

1.2 There is an adjoining pitched roof building behind the shop, formerly used as office space, workshop and kitchen, and a small parking area for up to 3 vehicles with access via Slindon Avenue. A further detached building stands in this area and is understood to have been used as a garage.

1.3 The site is located next to two bus stops and is at the end of a shopping parade containing a Post Office/convenience store; hairdressers; an off licence; and a cafe/restaurant (Subway).

1.4 The building is not listed and it is not situated in a Conservation Area.

PROPOSAL

1.5 The application seeks planning permission for the demolition of all existing buildings on the site and re-development by way of a four storey building, whereby the top floor is to be recessed to give the appearance of an attic-storey.

1.6 At ground floor level two commercial spaces are proposed (115 square metres and 58 square metres), along with a bin store and a bike store, assumed to have capacity for up to ten cycles. The area to the rear would provide off-street car parking for 8 cars along with two electric vehicle charging points. Seven of the car parking spaces will be for residents and visitors to the proposed flats. The additional parking space will be for staff use in association with the ground floor commercial uses.

1.7 The first floor is proposed to comprise 4 flats, as is the second floor. On the top floor, within the attic storey, a single flat is proposed.

1.8 In all, the proposed configuration is to comprise 4 x 1-bed flats, 4 x 2-bed flats, and 1 x 3-bed flat.

1.9 The two commercial units would be designed with space for fascia signs on the front elevation fronting South Coast Road and are to be finished using a darker colour of brickwork than the floors above. The upper floors of the building would be finished in facing brickwork, with aluminium windows. The attic storey is to be finished in vertically aligned composite cladding. Balconies are proposed at the two corners on the Slindon Avenue elevation, and at the centre of the front elevation. These are to be recessed balconies, and are not shown to project outside of the overall built envelope.

1.10 The first and second storeys of the proposed building (not the attic storey) are proposed to overhang the parking area by some 4.5m and there are to be supporting columns beneath. This approach has been previously approved at the other end of the parade at the corner with Keymer Avenue (146 South Coast Road).

2. RELEVANT POLICIES

LDLP: – CT01 – Planning Boundary and Countryside Policy

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

LDLP: – SP2 – Distribution of Housing

LDLP: – CP1 – Affordable Housing

LDLP: – CP2 – Housing Type, Mix and Density

LDLP: – CP7 – Infrastructure

LDLP: – CP11 – Built and Historic Environment & Design

LDLP: – CP13 – Sustainable Travel

3. PLANNING HISTORY

LW/18/0630 - Demolition of existing single storey building and garage and construction of four storey mixed use development with two commercial units at ground floor and ten 1 and 2 bed flats on upper storeys -

E/63/0134 - Planning and Building Regulations application for G.P.O sorting office, garage and bicycle shed. Building Regulations Approved. Completed. - **Approved**

LW/76/0115 - Double sided illuminated projecting sign. - **Approved**

LW/87/0895 - Shop extension. - **Approved**

EV/67/0007 - Removal of existing projecting sign and erection of double sided illuminated sign 27" x 27" indicating Post Office, Tobacconist and Confectioner. - **Approved**

LW/87/0695 - Erection of two garages with flats over. - **Refused**

LW/82/1622 - Extension at rear. - **Approved**

E/61/0785 - Planning and Building Regulations applications for temporary sorting office at Peacehaven Sub-Post Office. Building Regs approved. Restrictive Planning Condition no. 1. Temporary Permission Expires 30/09/71. - **Approved**

E/73/0766 - Planning and Building Regulations applications for alterations and extension at rear. Building Regulations approved under E/73/0766A (originally rejected). Completed. - **Approved**

LW/04/0891 - Change of use of ground floor flat from residential to office/workshops for the jewellery trade - **Approved**

LW/93/0950 - Internally illuminated projecting sign - **Approved**

LW/18/0630 - Demolition of existing single storey building and garage and construction of four storey mixed use development with two commercial units at ground floor and ten 1 and 2 bed flats on upper storeys -

E/63/0134 - Planning and Building Regulations application for G.P.O sorting office, garage and bicycle shed. Building Regulations Approved. Completed. - **Approved**

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LW/04/0891 - Change of use of ground floor flat from residential to office/workshops for the jewellery trade - **Approved**

LW/93/0950 - Internally illuminated projecting sign - **Approved**

APPEAL/87/0695 - Development Appeal - **Dismissed**

APPEAL/87/0695 - Development Appeal - **Dismissed**

APPEAL/87/0695 - Development Appeal - **Dismissed**

4. REPRESENTATIONS FROM STANDARD CONSULTEES

Main Town Or Parish Council – Objection

- o Car parking
- o Should be single storey height as all the other shops
- o Room sizes
- o Four storeys is too high
- o Over development

Main Town Or Parish Council – No further comments received after re-consultation.

ESCC Highways – Parking in surrounding roads not ideal as they are generally already well used in terms of onstreet parking particularly in the evenings/weekends.

Not substantiated the underuse of the nearby car parks.

The parking calculator should've already taken into account the location and facilities etc - however, if this development was only for the 9 flats given the good bus service here I would accept them.

Concerned at the fact this proposal also includes commercial element and whilst customers would stop the same on the A259 or in car park - as they do now for the commercial element - the parking to the rear which allowed for existing staff to park will now not be available.

Not justified the parking for the commercial element enough.

If to approve you may wish to consider conditioning the parking for residential only.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

Representations have been received from 96 Keymer Avenue; 135, 137 South Coast Road; Unknown, 31, 32, 33, 34, 36a, 42, 49, 51 Slindon Avenue; 62 Capel Avenue; 178A Roderick Avenue , objecting to the application for the following reasons:-

- Out of character
- Over development
- Loss of open space
- Too many small developments in Peacehaven
- Overbearing building/structure
- Noise and disturbance
- Dust
- Smell / Fumes

Loss of light
Overshadowing
Overlooking / Loss of Privacy
Inadequate access
Parking issues
Traffic generation
Delivery vans
Traffic congestion
Accidents
Access by emergency services
Traffic on A259
Lack of infrastructure
Doctors and Dentists
Lack of Policy presence
Not enough facilities for young people
Not sustainable
Effect on town centre viability
Pollution
Litter
Insufficient information
Drainage
Impact on property values
Not beneficial to local residents and community

6. PLANNING CONSIDERATIONS

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

PRINCIPLE

6.2 The application site is within the Planning Boundary of Peacehaven and located in a mixed use area where they are commercial premises and residential uses along South Coast Road and where the side streets are predominantly residential in character. In principle the residential development of this site is acceptable and compliant with retained policy CT1 and Spatial Policy 2 of the Joint Core Strategy, the site constituting an unidentified previously developed (brownfield) site within the existing Planning Boundary and the scheme providing much needed additional housing.

6.3 The objection from Peacehaven Town Council is acknowledged and the impact of the proposed development on the highway, parking, neighbour amenity and the appearance and character of the area are considered below.

6.4 It should be noted that the proposals will be liable for a CIL payment, a proportion of which will be given to Peacehaven Town Council and the remainder which can be used to provide community infrastructure projects, which will help to mitigate the extra pressures on services brought about by the proposed development. This mechanism is considered appropriate to resource improved infrastructure resulting from additional pressures brought about by the accumulation of smaller and medium sized schemes.

6.5 The proposed scheme as originally submitted was for ten residential units, and as such 40% affordable housing would have been required in accordance with the National Planning Policy Framework. However, revisions have been undertaken to the design and scale of the new building and as a result the overall number of residential units has been reduced to 9 flats. In view of this, a large proportion of the consultation comments received

from the Policy and Engagement Officer are no longer relevant because they apply mainly to affordable housing provision.

6.6 Both of the commercial units proposed on the ground floor are considered to be an acceptable size for this location and have sufficient space for office and storage as well as displays and customer areas, thereby ensuring their viability and usability.

DESIGN

6.7 Buildings which front South Coast Road, the main A259 route into and out of Peacehaven, are generally taller than the properties which characterise the residential areas set further back off the side roads, which are mainly characterised by bungalows and some housing.

6.8 The application site is on the northern side of South Coast Road, between the junctions with Keymer Avenue and Slindon Avenue. There is a row of larger scale buildings along this frontage. At the opposite end is a relatively recent development which is three storeys in height along with a fourth storey in the form of a recessed attic style storey (LW/05/2457). On the ground floor this building has a Subway restaurant.

6.9 In between this building and the application site, in the middle of the parade, there is a three storey building constructed in the late 1980s (LW/86/0243) with commercial shop units on the ground floor and 12 flats above, along with 8 garages.

6.10 As such there are several examples of development adjacent to the application site which are of similar height and scale to the proposed development.

6.11 In addition the proposed building is shown to employ a high standard of design, using facing brickwork and incorporating design features such as recessed balconies and attractive fenestration. The resulting development will be of high quality and would not appear incongruous or discordant within the wider street scene.

6.12 It is noted also, that the scheme on the corner of Keymer Avenue has a projecting element at the rear, similar to the current proposals. This projecting element is an overall three storeys, with a void a ground floor level and the upper floors supported by columns.

AMENITY

6.13 The nearest neighbouring properties to the application site which are likely to be affected by the proposed development include 32 Slindon Avenue, the flats above 140 South Coast Road, and 136 South Coast Road.

Roof Terrace

6.14 The roof terrace to the top floor flat will be positioned off the front elevation and the balustrades will prevent the rest of the flat roof, to the sides and the rear of the attic storey, from being accessed and used as an amenity space. This is shown on the amended plans P07- Revision B, P09 - Revision B and P10 - Revision B. These measures are considered sufficient to protect neighbouring residents from loss of privacy should the roof terrace be otherwise unrestricted.

32 Slindon Avenue

6.15 The rear elevation of the proposed development, that is to say the first and second floors which are to be supported on columns, would be 9m from the flank elevation of 32 Slindon Avenue. This property is a detached bungalow, its principal elevation facing eastwards with an outlook towards the street. The rear elevation faces westwards to the back garden of the property. On the side elevation, opposite the application site, there is a porch and also a flat roof dormer extension on the side roof slope. The primary living areas within this property would normally be on the front and rear elevations of the bungalow as opposed to the side elevation.

6.16 The relationship between the recent development at the Keymer Avenue junction is similar, whereby the projected rear elevation comes to within 13m of the flank elevation to the neighbouring bungalow, 27 Keymer Avenue.

6.17 The occupier of 32 Slindon Avenue has objected to the planning application on the basis of loss of light, their need of sleeping during the day due to working night shifts, and having spent money converting their loft space to maximise natural light and it is understood that the loft room is a bedroom.

6.18 Bedrooms are habitable rooms whereby they are as sensitive to loss of light as a habitable room such as a dining or living room. Notwithstanding this, the separation of 9m is sufficient to mitigate any perceived overbearing impact resulting from the proposed development and the applicant has shown on the submitted drawings, that the new building would not subtend the outlook from the neighbouring dormer window at an angle below 25 degrees.

6.19 The windows on the rear elevation of the proposed development, which are to be secondary windows serving living areas that will also be lit by other fenestration, have been designed to prevent overlooking as small projecting bay windows shaped like two sides of a right angled triangle where the longer angled elevation (hypotenuse) is blank and the perpendicular return elevation is glazed. This design prevents overlooking whilst continuing to provide natural light, ventilation and an outlook, the glazed return elevation facing towards the street as opposed to the side elevation of 32 Slindon Avenue.

6.20 The fact that the neighbour works night shifts has been taken into consideration, but it is not considered sufficient reason to refuse planning permission. There are likely to be others nearby who also work night shifts who may be affected, but it must be pointed out that this site is adjacent to the A259, which is busy with traffic and noise, and there are already a number of flats and other residential properties around the application site. There is no specific reason that the proposed development would result in any more noise or disturbance than is already present in this location. Construction works will for a time create some level of disturbance, but such works are temporary and are not sufficient reason to refuse development in themselves. It is standard practice with schemes of this nature to request a Construction Environmental Management Plan by condition, and this will provide details of hours of construction, access for contractors, any security lighting and fencing needed, measures to prevent dust and mitigate noise from the development site.

140 South Coast Road

6.21 The adjoining building is three storeys in scale and there are flat windows on the rear elevation at upper floor level. The proposed development has been designed so that the bulk of the new building aligns with the adjoining development, and the rear projection is narrow, and set back from the common boundary by some 4m. As such, the outlook from

neighbouring rear windows will not be obstructed by the proposed development and, notwithstanding that these windows are north facing, the proposed development should not result in a significant loss of light or outlook to these windows.

136 South Coast Road

6.22 This is a two storey detached building which is set well back from the A259 and has a grass area in front. This property would be just under 17m from the flank wall of the proposed development, with a grass area, public footpath and the bottom end of Slindon Avenue between. This separation distance, together with the fact that the public have a right to pass between the two sites, mean that it would be difficult to justify a refusal of planning permission on grounds of overlooking or overbearing impact. The neighbouring property is detached and benefits also from a southerly aspect towards the A259. It is not therefore considered that the proposed development would have a significant adverse impact on neighbour amenity.

Future occupants of the development

6.23 It is considered that in order to safeguard future residents of the first floor level, directly above the commercial units on the ground floor, a scheme for sound insulation should be submitted and such a scheme should improve upon the standard Building Regulations' requirements.

6.24 In terms of flat sizes, the 1-bed units are to be a minimum of 50 squares metres (2 person), the 2-bed units a minimum of 61 square metres, and the 3-bed unit 90.3 square metres. This compares favourably with the Technical housing standards - nationally described space standard document published by the Government in 2015, which requires 50 square metres, 61 square metres and 86 square metres respectively.

6.25 All but two of the flats, both 1-bed units, will also benefit from outside private amenity space in the form of an inset balcony or, in the case of the rooftop flat, a terrace across the front elevation.

ACCESSIBILITY AND SUSTAINABLE TRANSPORT

6.26 The application site is on the doorstep of two bus stops and various shops and food outlets along South Coast Road. Travel to and from the application site by bus will be straightforward, with frequent bus services to Brighton, Seaford and Eastbourne, as well as Newhaven where there is also a mainline railway station. For these reasons future residents of the proposed development would not need to be reliant on private car use for all of their journeys, and indeed less car use would help to reduce the impact on congestion of the A259 which occurs at peak periods and which objectors have highlighted in their comments on the planning application.

6.27 The proposal is to provide 8 off-street car parking spaces to the rear of the building with access via Slindon Avenue. Considering the number of dwellings already served by Slindon Avenue, the additional traffic generated by the proposed development will not be material. Seven of these parking spaces will be for future residents of the proposed flats, the eighth space will be for commercial use as staff parking. The applicant has provided amended plans for an extra parking space in response to highway authority comments and in consideration of the representations received.

6.28 The development will however, result in a shortfall of 2.35 parking spaces when using the East Sussex County Council parking calculator for the residential units. This shortfall

should be compensated for by the easy access to alternative transport, such as buses, and also because the development will provide secure, convenient and sheltered cycle storage.

6.29 The proposals therefore accord with the aims of Core Policy 13 of the adopted Joint Core Strategy, which seeks to encourage more sustainable methods of transport whilst in turn reducing congestion, or not materially adding to existing congestion, and reducing harmful emissions and pollution.

6.30 It is acknowledged that local residents may consider this to be an unusual or inappropriate approach, but the provision of alternative means of transport and encouraging behavioural change is necessary to address the issues of pollution and congestion in the long-term.

7. RECOMMENDATION

7.1 In view of the above the proposed development is considered to be acceptable and approval is recommended subject to conditions.

The application is subject to the following conditions:

1. No development shall take place above ground floor slab level until details and samples of all external materials including the fenestration; hard surfaces; roof materials and external finishes to the walls, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and samples and retained as such thereafter.

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

2. The highest part of the development hereby permitted (the flat roof to the attic storey) shall not exceed 810mm in height above the highest part of the adjoining building, 140 South Coast Road, in accordance with the approved plans.

Reason: In the interests of visual amenity and neighbour amenity, and to ensure compatibility with the street scene and roofscape, and in order to comply with retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

3. 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, where necessary, around the perimeter of the application site, including details of the balustrade around the edge of the top floor roof terrace. The boundary treatment shall be completed in accordance with the approved details prior to the occupation of the dwelling units or commercial units, whichever is the sooner, and retained as such thereafter.

Reason: To enhance the general appearance of the development having regard to retained policy ST3 of the Lewes District Local Plan, Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

4. The development hereby permitted shall not be occupied until full details of the covered and secure cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be implemented prior to the first residential occupation

of the development, and be retained thereafter for the parking of cycles associated with residents and visitors to the development hereby permitted.

Reason: To provide alternative travel options and encourage use of alternatives to the use of the private car, in the interests of sustainability in accordance with current sustainable transport policies including retained policy ST3 and Core Policy 13 of Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

5. Prior to the first residential occupation of the development hereby permitted, the car parking area shall be provided in accordance with the approved plans, making provision for a minimum of 7 car parking spaces for use by residents of and visitors to the residential units only, and a single parking space associated with the ground floor commercial uses. The parking area shall be retained as such thereafter, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of amenity and sustainability and to provide sufficient off-street car parking for the approved development, in accordance with retained policy ST3 and Core Policy 13 of Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

6. Notwithstanding anything contained in the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any amendment or replacement thereof), prior to the commencement of any building or engineering operations for the development, a Construction Environment Management Plan (CEMP) shall be submitted to and approved in writing by the Planning Authority. The CEMP shall include the following information and the development shall be implemented in accordance with the approved details unless otherwise agreed in writing by the local planning authority:-

- 1) the temporary arrangements for access and turning for construction traffic together with reinstatement as necessary at the end of each construction period;
- 2) the size and frequency of vehicles (contractors and deliveries);
- 3) the routing of vehicles (contractors and deliveries) and traffic management (to allow safe access and turning for construction vehicles);
- 4) the temporary arrangements for parking of vehicles associated with deliveries, site personnel, operatives and visitors;
- 5) a contractors' parking and Travel Plan;
- 6) facilities for the loading and unloading of plant and materials;
- 7) the location(s) for storage of plant and materials used during construction;
- 8) the location(s) of any site huts/cabins/offices
- 9) details of temporary lighting during construction;
- 10) details of the proposed security arrangements for the site including temporary site security fencing and site hoardings;
- 11) details of the precautions and facilities put in place to guard against the deposit of mud and substances from the application site on the public highway, to include washing facilities by which vehicles will have their wheels, chassis and bodywork effectively cleaned and washed in order to be free of mud and similar substances prior to entering the public highway;
- 12) details outlining the proposed range of dust and dirt control measures and noise mitigation measures during the course of construction of the development, having regard to Section 61 consent under the Control of Pollution Act 1974;
- 13) details of off-site monitoring of the CEMP; and
- 14) assurance that the construction will be undertaken in accordance with the Considerate Constructor's Scheme.

Reason: In the interests of the residential amenities of the neighbours and to secure safe and satisfactory means of vehicular access to the site during construction, having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

7. The development hereby permitted shall not be occupied until details of the hard and soft landscaping associated with the development have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details prior to the occupation of the development and retained as such thereafter, unless otherwise agreed in writing by the local planning authority. All hard surfaces should be either permeable materials to allow for natural soakage of surface water into the land or direct surface run-off to soakaways within the application site.

Reason: In the interests of visual amenity and to safeguard the character and appearance of the locality as well as managing and mitigating flood risk, in accordance with retained policy ST3 and Core Policies 11 and 12 of the Lewes District Local Plan Part One: Joint Core Strategy, and having regard to National Planning Guidance contained in the National Planning Policy Framework 2012.

8. The first and second floor level flats on the rear elevation of the development hereby permitted shall not be occupied until full details of the projecting bay windows on the north facing elevation, to include 1:20 scale elevations and sections together with the materials, colour and profile of the solid elements and details of the glazing and opening method, have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details and retained as such thereafter, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of visual amenity and to safeguard the character and appearance of the locality as well as preserving neighbour privacy as appropriate, in accordance with retained policy ST3 and Core Policy 11 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.

9. Construction work and deliveries in association with the development hereby permitted shall be restricted to between the hours of 0800 and 1800 Mondays to Fridays and from 0830 until 1300 on Saturdays. No works in association with the development hereby permitted shall be carried out at any time on Sundays or on Bank/Statutory Holidays.

Reason: In the interests of the residential amenities of the neighbours having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

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. Prior to the first occupation of the residential units on the first floor of the development hereby permitted, above the two commercial units on the ground floor level, a scheme for protecting the occupants of those residential units from noise generated and associated with the commercial uses on the ground floor shall be submitted to and approved by the local planning authority. The approved scheme shall be implemented in full before any part of the noise sensitive development above the commercial units is occupied. The scheme shall have regard to the principles contained within the World Health Organisation community noise guidelines to minimise noise in residential dwellings. Following approval and completion of the scheme, a test shall be undertaken to demonstrate that the attenuation measures proposed in the scheme are effective and protect the residential units from noise, prior to those residential units on the first floor being occupied.

Reason: In the interests of the residential amenities of future occupants of the residential units having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

12. Notwithstanding the area delineated as roof terrace for the top floor flat as shown on the approved drawings, the flat roofs of the development hereby permitted shall not be used as external amenity space and shall only be accessed for maintenance purposes or in the event of emergency.

Reason: In the interests of visual amenity and to safeguard the character and appearance of the locality as well as preserving neighbour privacy as appropriate, in accordance with retained policy ST3 and Core Policy 11 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.

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.

4. The applicant is reminded of the Control of Asbestos Regulations 2012 when carrying out the works, including demolition of the existing building.

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

| <u>PLAN TYPE</u> | <u>DATE RECEIVED</u> | <u>REFERENCE</u> |
|------------------|----------------------|------------------|
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| | | |
|---------------------------|------------------|---------------------------------------|
| Proposed Block Plan | 23 November 2018 | Grd Flr Site Plan 0257-P04 Revision A |
| Proposed Floor Plan(s) | 23 November 2018 | Grd Flr 0257-P05 Rev B |
| Proposed Floor Plan(s) | 23 November 2018 | 1st + 2nd Flr 0257-P06 Rev B |
| Proposed Floor Plan(s) | 23 November 2018 | 3rd + Roof 0257-P07 Rev B |
| Proposed Elevation(s) | 23 November 2018 | Front + Rear 0257-P08 Rev B |
| Proposed Elevation(s) | 23 November 2018 | Side 0257-P09 Rev B |
| Street Scene | 23 November 2018 | Front + Side 0257-P10 Rev B |
| Street Scene | 23 November 2018 | Rear 0257-P11 Rev B |
| Street Scene | 3 October 2018 | Existing 0257-P03 Rev A |
| Design & Access Statement | 3 October 2018 | Revision A |
| Location Plan | 3 August 2018 | P01 |
| Proposed Block Plan | 3 August 2018 | P01 |