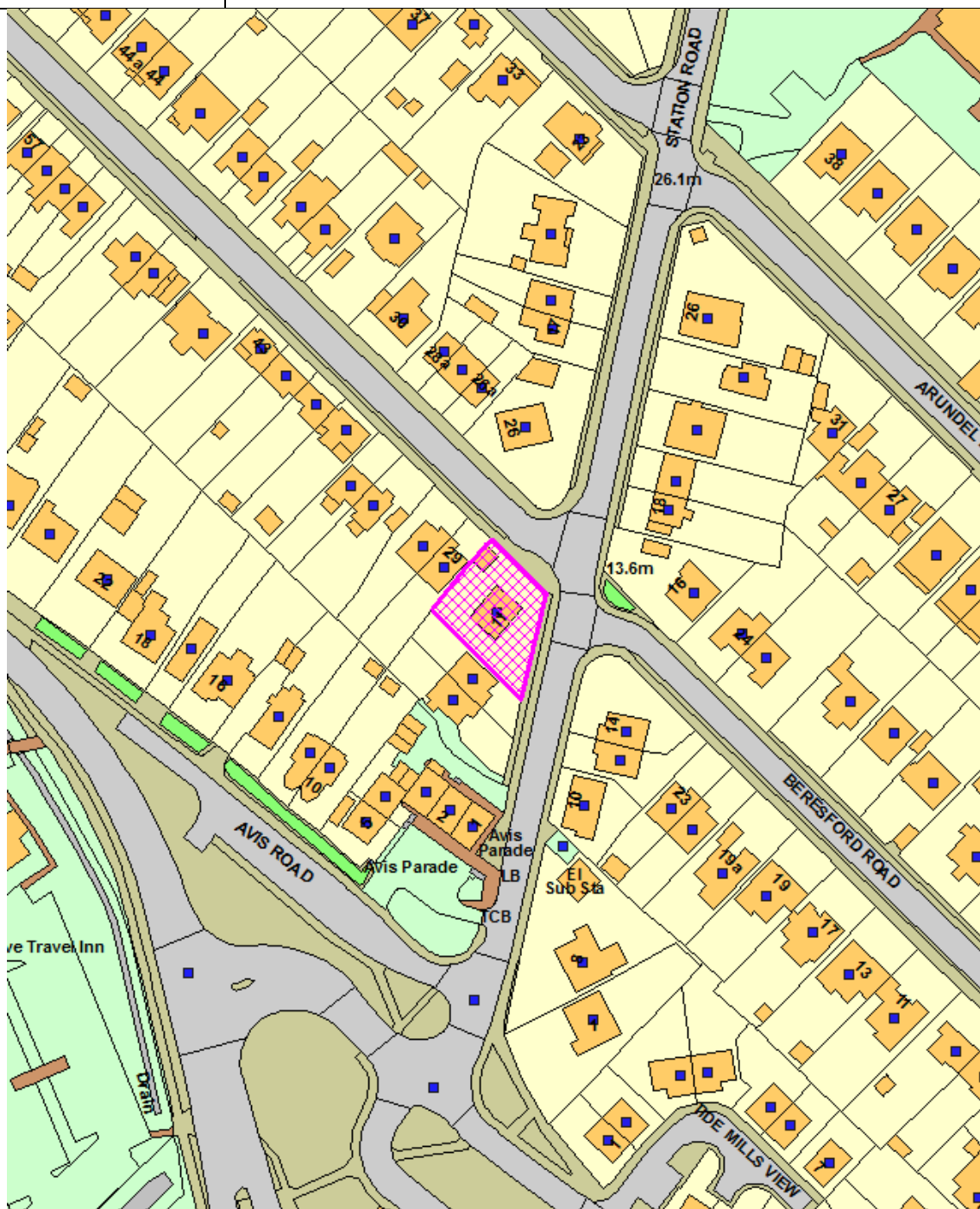


<b>APPLICATION NUMBER:</b>	LW/19/0513		
<b>APPLICANTS NAME(S):</b>	SJL Ltd	<b>PARISH / WARD:</b>	Newhaven / Newhaven North
<b>PROPOSAL:</b>	Planning application for refurbishment of existing building to provide 2 x 1 bedroom flats and additional new build to provide 3 x 2 bedroom flats (AMENDED SCHEME - Increased set back from western boundary, revisions to window arrangements, additional screening).		
<b>SITE ADDRESS:</b>	11 Station Road, Denton, Newhaven, East Sussex, BN9 0NH		
<b>GRID REF:</b>			



## 1. SITE DESCRIPTION / PROPOSAL

### Site Description:

1.1 The site is occupied by a detached two-storey dwelling that is currently vacant. The dwelling, which has had no significant alterations or extensions made to it, has painted render elevation walls and a tiled, hipped roof. The building is in a central position within the plot, the boundaries of which are marked by a combination of close boarded fencing and coniferous hedging.

1.2 The site is located on the junction of Station Road and Beresford Road, which rises steeply from the south to north. As a result, buildings to the north are built on land at a notably higher level than neighbouring properties to the south. The site is also a corner plot due to its position at the junction between Station Road and Beresford Road, which extends to the west and is less severely graded as it follows the contour of the hill.

1.3 Surrounding development is predominantly residential, with the exception of the parade of shops at the base of the hill. Dwellings are accommodated within buildings of varied design and scale, generally chalet style but interspersed with two-storey dwellings. A variety of roof forms are present. Infill development and redevelopment of plots is evident, particularly on Beresford Road, including opposite the site at 26a - 28a and nearby at 44/44a. It is also noted that the neighbouring properties to the south (7 and 9 Station Road) and to the east (29 and 31 Beresford Road) were built within the former curtilage of the application property in the mid-1960's. There are no specific planning designations attached to the site.

### Proposed Development:

1.4 The proposal involves the erection of a three-storey flat roof extension to the western side of the existing dwelling. The third storey of the addition would extend over the existing building, replacing the current hipped roof.

1.5 The extension would be built to the full depth of the existing building with additional projection of approximately 3.38 metres towards Beresford Road. The third-storey would be recessed from the elevation walls. The extension would increase the width of the building by approximately 5.68 metres (74%). The roof top height of the building, at approximately 9.1 metres, would match that of the existing roof ridge line, whilst the height of the two-storey element would match that of the eaves height of the existing roof. The western elevation of the proposed building would be stepped away from the western site boundary, shared with 29 Beresford Road, by approximately 1.74 - 1.9 metres. The third storey would be stepped a further 1.3 metres (approx.) away from the western boundary.

1.6 The extended building would be subdivided into 5 separate flats, 2 x 1 bed and 3 x 2 bed. A total of 5 x hard surfaced parking spaces would be provided, one allocated to each flat. Two spaces would be position to the front of the building,

accessed from Station Road, with a further three positioned to the side of the building and accessed from Beresford Road. The remainder plot would be landscaped and would provide outdoor amenity space for the use of occupants of the flats.

## **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**

**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: – DM8 – Residential Sub-Divisions and Shared Housing**

**LPP2: – DM20 – Pollution Management**

**LPP2: – DM25 – Design**

**LPP2: – DM26 – Refuse and Recycling**

**LPP2: – DM28 – Residential Extensions**

**NNP: - H1 – A Spatial Strategy for Newhaven**

**NNP: - D1 – Promoting Good Design**

**NNP: - D2 – Design and Climate Change**

**NNP: - NE1 – Biodiversity Protection and Enhancement**

**NNP: - T1 – Congestion Mitigation and Sustainable Movement**

### 3. PLANNING HISTORY

**P/64/0166** - Application for two pairs of semi-detached chalet bungalows - Approved 9th August 1964 (these dwellings are 7 and 9 Station Road)

### 4. REPRESENTATIONS FROM STANDARD CONSULTEES

**Main Town Or Parish Council** – Objection from Newhaven Town Council

- Out of keeping
- Dangerous junction
- Loss of light
- Overlooking
- Overdevelopment

**COMMENTS ON AMENDED SCHEME** - The committee is of the opinion that the amendments to this application do not address the matters of its previous objection nor the comments expressed by ESCC Highways. It therefore objects to this application.

**Planning Policy Comments** – The site is located in the residential area of Newhaven known as Denton. The site is within the planning boundary; retained 'saved' Policy CT1 (Planning Boundary and Key Countryside Policy), to be replaced by LPP2 Policy DM1. Development is therefore generally considered acceptable in principle, subject to its conformity with other development plan policies.

The proposal is for the conversion of the existing residential property and erection of a new build extending from north-west side to form a semi-detached appearance. The development would result in an increase of four net dwellings, defined as a small, windfall development (five or less dwellings). The subdivision of properties is supported so long as it meets the criteria set out in LPP2 Policy DM8 (Residential Sub-Divisions and Shared Housing), including: considerations such as parking, amenity space for residents, potential adverse impacts on neighbouring residential properties and the local character.

The existing detached property currently sits within a generous sized corner plot. The Denton area is characterised by detached and semi-detached properties set back from the road. The proposal will need to ensure that it meets retained 'saved' Policy ST3 (Design, Form and Setting of Development) (emerging LPP2 Policy DM25) which seeks to ensure development contributes towards the local character and distinctiveness through high quality design having regard to aspects such as: scale, density, materials, parking and potential impacts on the amenities of neighbouring properties.

#### Newhaven Neighbourhood Plan

The Newhaven Neighbourhood Plan (NNP) has reached Regulation 19 stage; the Council has received and accepted the modifications proposed in the Examiner's

report and confirmed that the NNP can proceed to referendum. Referendum is scheduled to take place on the 10th October 2019. As such, the NNP is a material consideration and can be afforded substantial weight.

Key NNP policies to be considered in the determining of this application include, but are not limited to: D1 (Promoting Good Design) and D2 (Design and Climate Change).

### Summary

In light of the above, subject to the satisfaction of the Case Officer that the intensification of residential use on the site meets ST3 (DM25), emerging LPP2 Policy DM8 and NNP Policies D1 and D2 then, from a planning policy perspective, the proposal is supported.

OFFICER COMMENT - Please note that LPP2 has now been adopted as has the Newhaven Neighbourhood Plan.

**ESCC Highways – INITIAL PLANS:** Objection due to insufficient information.

FOLLOWING AMENDMENTS (visibility splays, increased parking bay dimensions, clarification on cycle parking): I confirm this proposal is now acceptable.

**ESCC SUDS –** It appears that the proposals will result in an increase in the overall impermeable area at the site which will result in an increase in the discharge rate and volumes of surface water runoff. The application form indicates that surface water runoff will be discharged through the use of soakaways, whilst the site is likely free draining; we request that infiltration testing in accordance with the BRE365 is provided.

We also note that the site is located within a Groundwater Source Protection Zone (SPZ) 3, and the Environment Agency should be consulted on any proposals to use infiltration. As this is in a SPZ, we would strongly encourage the applicant to utilise SuDS techniques that will provide filtration of contaminants.

The applicant has also indicated that they will discharge runoff into a mains sewer, although public sewer records indicate no surface water or combined sewers in the vicinity. At this stage, we requests that the applicant provides confirmation of the discharge point for surface water runoff, and undertakes the requested infiltration testing if they intend to discharge runoff through the use of soakaways.

## **5. REPRESENTATIONS FROM LOCAL RESIDENTS**

Letters of support have been received from 26 individuals, the contents of which are summarised below:-

### HOUSING PROVISION:

Flats are needed in this area;  
Denton lacks affordable housing;

Will bring new people to Newhaven and also retain residents;  
Great opportunity for first time buyers;  
The area needs much more housing;  
Better to use brownfield sites than greenfield;

#### DESIGN:

Still in keeping with the original house;  
Design will bring something new to the area;  
Will improve the appearance of the site;

#### ECONOMY:

Will support the shops at Denton corner;  
Will support local businesses;

Letters of objection have been received from 24 individuals, the contents of which are summarised below:-

#### NEIGHBOUR AMENITY:

Too close to neighbouring buildings;  
Will result in loss of light;  
Will be overbearing towards properties on Station Road and Avis Road;  
Overlooking of neighbouring gardens;  
Construction works will cause disturbance;  
Overlooking from balconies;  
Air pollution due to increased number of cars;  
Will be claustrophobic due to blocking off of open space;  
Proposed tree screening will take years to grow;  
Wind blowing through louvres will cause a noise nuisance;  
Bin store too close to neighbouring properties;

#### DESIGN & LAYOUT:

Overdevelopment of site;  
Amended design still a massive overdevelopment;  
Poor design;  
Cramped site;  
Out of character with surrounding area;  
A shame that one of the original houses on Mount Pleasant would be destroyed;  
What is wrong with the house as it is?  
Unacceptable increase in size of building;  
Flat roof out of keeping with surrounding development;  
Would be much higher than neighbouring houses;  
Impact due to raised level of the site;  
External materials are not in keeping with surrounding buildings;

## HIGHWAYS:

Not enough parking on-site;  
Hazardous access due to corner location;  
Increased risk to pedestrian safety including residents of nearby care home;  
Where do visitors park?

## PRINCIPLE:

Support provision of affordable housing but not at any cost;  
Contrary to local planning policies;

## LIVING CONDITIONS:

Would be little outdoor amenity space for use by occupants;

## ECOLOGY:

Will result in a loss of habitat;

## OTHER

Would damage drainage infrastructure;  
Will devalue property;

## Officer comments:

The majority of comments raised are addressed in the main body of the report. A number of letters both supporting and objecting to the development have made reference to 'affordable housing'. For clarity, the proposed development would not be providing any affordable housing as defined within the National Planning Policy Framework as the units would be sold on the open market and the development is under the affordable housing threshold.

A number of letters of objection raised the issue of loss of property value. This is not a planning matter and is therefore not considered during the planning process.

## 6. PLANNING CONSIDERATIONS

### Principle:

6.1 Policy CP2 of the Lewes District Joint Core Strategy states that the density of development within towns should fall broadly within 47 - 57 dwellings per hectare. The density of the current site amounts to approximately 22 dwellings per hectare, thereby suggesting that the site is under-utilised. Para. 118 of the Revised National Planning Policy Framework (NPPF) states that development of under-utilised land and buildings should be promoted and supported, especially where this would help to meet identified needs for housing.

6.2 The site involves the development of part of the existing garden serving 11 Denton Road. Garden land does not fall within the definition of previously developed/brownfield land as set out in annexe 2 of the Revised National Planning Policy Framework. As a result, there are stricter controls in place for development of garden land as opposed to a fully brownfield site. Para. 70 and para. 122 of the Revised NPPF both state that development of residential gardens should be resisted but only if the development would result in an unacceptable change to the character and setting of the wider surrounding area. Policy DM8 of the Lewes District Local Plan (part two) encourages subdivision of existing dwelling into flats with similar caveats relating to adequate parking provision and the preservation of residential amenities and the character of the surrounding area.

6.3 Attention is also drawn to the common thread of increasing residential density in a responsible and sympathetic way (chapters 11 and 12 of the Revised NPPF). Of particular note is para. 118 e) which encourages extensions into the airspace above existing residential premises provided this would not be inconsistent with the prevailing height and form of neighbouring properties. The drive to make optimal use of sites is recognised by policy D1 4 (a) of the Newhaven Neighbourhood Plan.

6.4 The final residential density of the site would exceed the suggested parameters for town development as set out above, reaching a level of approximately 110 dwellings per hectare. Whilst this is a high amount it has to be taken into context with the fact that the site would provide small residential units, a need for which is identified in policy CP2, that would be distributed over three floors. The occupants of these smaller units would also be less likely to generate the level of demand for outdoor amenity space that would be expected for larger units that would be more likely to be used by families. In terms of site coverage, the footprint of the proposed building would occupy approximately 30% of the site, which is comparable to the site coverage of nearby development such as 26a-28a Beresford Road.

6.5 It is therefore considered that the site is suitable for development at an increased density. The full impact of the proposal upon the character of the wider surrounding area will be assessed in the main body of this report.

6.6 The site, which is not allocated for development within either the Lewes District Local Plan or in the Newhaven Neighbourhood Plan, is considered to represent a windfall site. This type of site plays an important role in ensuring the maintenance of a viable 5 year housing supply within the District, is required by national legislation. 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 housing need, particularly as development on such sites is often built-out relatively quickly.

6.7 It is therefore considered that the principle of developing this windfall 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.



### Residential Amenity:

6.8 The proposed development would result in the building being extended to between 1.74 - 1.9 metres of the northern site boundary, which is shared with 29 Beresford Road (the amount of separation varies due to the tapering nature of the boundary). There are two ground floor windows and one first floor window within the southern elevation of the neighbouring property. Planning records show these windows serve a kitchen, hallway and landing, with the kitchen window being positioned furthest towards the rear of the site and, therefore, less impacted upon by the presence of the building. Whilst the hallway and landing windows would be subject to overshadowing and reduction in outlook, it is considered that this would not be unacceptably harmful to amenities as these windows do not serve habitable rooms. The building would not extend beyond the rear elevation of the neighbouring property but would project a modest distance forward of the front elevation of 29 Beresford Road. This would not be to the degree that it would cause undue overshadowing towards windows on the front elevation of the neighbouring property.

6.9 The overall height of the building would not exceed the ridge height of the existing building. Furthermore, the top floor of the building would be recessed from the sides of the building, reducing its visual impact and ensuring a buffer is maintained between it and neighbouring buildings. It is also noted that the site level is significantly lower than that of the nearest neighbouring property, 29 Beresford Road, with the result being that the finished height of the building would be similar to the ridge height of the neighbouring property.

6.10 There is a first floor bedroom window facing towards the side boundary that would offer views towards the landing window at 29 Beresford Road. It is not considered that views offered would be intrusive as the window affected does not serve a habitable room. It is also noted that there is an existing window, albeit with a stained glass element, in a similar position to the proposed window. Rear facing windows would offer views towards the far end of the rear garden of 29 Beresford Road, similar to those available from the existing dwelling occupying the site.

6.11 It is therefore considered that the proposed development would not result in any unacceptable impact upon the residential amenities of the occupants of 29 Beresford Road as a result of overlooking, overshadowing or overbearing.

6.12 The adjoining site to the south is occupied by 9 Station Road. Due to the topography of the area this property is at a much lower level than the application site. The extension to the existing building would introduce additional windows facing to the south, which would offer views towards the rear gardens of 7 and 9 Station Road. Views of the rear gardens are already available from the existing first floor windows at the application site and neighbouring properties and there is a danger that additional upper floor windows would result in a degree of overlooking that would be oppressive and intrusive. The originally submitted scheme incorporated large first floor windows and a glazed rear elevation to the second floor flat. In response to the above-mentioned concerns, the size of the first floor window has been significantly reduced and it would also be obscure glazed up to 1.6 metres above finished floor level so as to act principally as a source of light

rather than allowing outlook towards neighbouring properties. Angled louvres would be utilised on the second floor in order to filter views whilst allowing for natural light to permeate into the building. It should also be noted that the internal layout of the building has been altered, with rooms with windows facing to the rear of the site being bedrooms, which would likely be less frequently used than the living rooms that were in that position on the original scheme.

6.13 The reduction in glazing also reduces the potential for light pollution from internal lighting, which is particularly important given the proximity to the South Downs National Park, a designated Dark Sky Reserve, approximately 425 metres to the east.

6.14 A condition will be used to prohibit the use of the flat roof area to the south and west of the second storey flat as a terrace/balcony as any such use would result in an unacceptable overlooking as well as the potential for noise and light disturbance. Other parts of the terrace may be used provided suitable screening is installed in the interests of safety and privacy. Use of external lighting on the balcony would also be controlled so as to prevent the installation of lighting that would result in unacceptable glare towards neighbouring properties or encourages the use of the terrace area for sustained periods in the evening.

6.15 Concerns were also raised in regard to the bulk of the original scheme and the degree to which the building would visually amalgamate with other buildings on Beresford Road to create a solid form that would appear overbearing towards properties on lower lying land. In response, the applicant has brought the side elevation of the building further in from the northern boundary. The flank elevation of the building would be between 1.74 and 1.9 metres from the side boundary, exceeding the minimum one metre gap prescribed in policy DM28 of the Lewes District Local Plan (part two). Further relief is provided by the additional set-back of the second storey and it is considered this gap would provide a level of visual permeability and separation from neighbouring buildings, thereby preventing an amalgamation of built form that would appear overly dominant. The juxtaposition provided by the use of a contemporary building style would also prevent a monotonous appearance when viewed from neighbouring properties.

Living conditions for future occupants:

6.16 The extended building would accommodate 5 separate flats. The table below shows the Gross Internal Area (GIA) provided for each flat alongside the minimum GIA required in order to meet the DCLG's Technical housing standards - nationally described space standard.

Unit No.	Level	Unit Type	Required GIA	GIA Provided
1	GF	1 bedroom	50 sqm	52 sqm
2	FF	1 bedroom	50 sqm	53 sqm
3	GF	2 bedroom	61 sqm	63 sqm
4	FF	2 bedroom	61 sqm	63 sqm
5	SF	2 bedroom	61 sqm	62 sqm

6.17 The layout of each flat is functional, adaptable and uncluttered. Awkwardly shaped rooms and long corridors have been avoided in the layout. All habitable rooms are served by windows of a good size with generally a good degree of unobstructed outlook offered. As such, all habitable rooms would have good levels of access to natural light and ventilation. All flats also have multiple aspects, ensuring that rooms within each flat are exposed to natural light throughout the course of the day.

6.18 Ground floor flats would have direct access to the remaining garden area within the site for use as amenity space. An area of roof terrace would be available for use as amenity space by occupants of the second floor flat. Although neither of the first floor flats would have direct access to private outdoor amenity space it is considered acceptable in this instance as these are small units that are less likely to be used as family accommodation and there is also public amenity space nearby at Drove Park, approximately 250 metres walking distance from the site. This involves crossing the B2109 (Avis Road) where there is a pedestrian crossing in place.

#### Visual Amenity/Design:

6.19 The proposed development would introduce a contemporary flat roof design within the plot. It is considered that this would result in a distinctive appearance in the context of the street scene, although it is noted that there are flat roof two-storey dwellings at 27 and 29 Station Road. Notwithstanding the fact that there is no overriding characteristic to the design of dwellings within the surrounding area, the site is a corner plot which, by representing a gateway between Station Road and Beresford Road, lends itself to development that acts as a focal point. The overall design is considered to be of high quality, retaining strong references to the original building and providing contrast through the use of variation in sizes of windows and openings and use of a mixed palette of external materials and finishes. Both the Station Road and Beresford Road elevations of the building contain entrances and a number of windows and openings, ensuring the building fully engages with each street scene. The combination of the above-mentioned design attributes help to break up the bulk and mass of the extended building by introducing articulation and preventing a monotonous or oppressive.

6.20 Whilst the proposed building incorporates second floor accommodation, the use of a flat roof would ensure that its overall height does not exceed that of the ridge height of the existing building. Whilst the footprint of the building would increase, resulting in a wider building frontage on Beresford Road, the width of the frontage would be comparable with that of semi-detached and terraced dwellings on Beresford Road and the building would therefore not appear inconsistent with its surroundings in this regard.

6.21 The proposed extension would project slightly forward of the front elevation of the neighbouring property, 29 Beresford Road. However, this would be at first floor level only, with impact reduced due to the site being at a lower level than the street,

and a degree of set-back would be maintained. It is not considered any building line would be interrupted as the majority of dwellings on Beresford Road are positioned closer to the highway than 29 Beresford Road.

6.22 Whilst the building would be positioned within close proximity of 29 Beresford Road, a separation of 2.5 - 2.85 metres would be maintained between the two buildings and approximately 1.5 metres between the flank wall and the site boundary. This satisfies the requirements of policy DM28 of the Lewes District Local Plan (part two) which requires a minimum of 1 metre to be maintained between two-storey extensions and side boundary in order to prevent a terraced appearance from arising.

6.23 Whilst the gap between the building and 29 Beresford Road will be narrowed, it is noted that there are a number of dwellings on Beresford Road which have relatively small gaps between neighbouring properties to the sides and, as such, it is considered that the reduction of the visual gap between buildings would not be incongruous or disruptive to the overall spatial characteristics of the street.

#### Highways & Parking:

6.24 The proposed development would incorporate a total of five off-street car parking spaces. Two of these would be accessed from Station Road, where the main access to two of the flats is, and a further three spaces accessed from Beresford Road. In order to access these spaces, new dropped kerb crossovers would need to be formed on Station Road and Beresford Road. This would result in the loss of two on-street car parking spaces, however, the majority of nearby dwellings have access to off-street car parking and it is not considered that this small reduction in parking capacity would result in increased parking pressure.

6.25 The quantum of off-street parking provided is considered to be adequate to serve the proposed development and prevent any undue increase in parking stress on the surrounding highway network. The access layout has been assessed by ESCC Highways who have not raised any objections, provided visibility splays are maintained around the crossovers at all times in the interest of the safety of pedestrians and motorists.

6.26 All parking areas will be overlooked by habitable rooms, ensuring a good level of surveillance that would act as a deterrent to crime and anti-social behaviour.

#### Landscaping and Ecology:

6.27 The proposed development would occupy an area of lawn to the side of the existing dwelling. No significant trees or hedging would need to be removed to accommodate the extension although sections of the existing coniferous hedging which flanks the Station Road and Beresford Road boundaries would need to be removed in order to allow for site access to be formed and to allow for adequate visibility splays to be provided. The car parking areas would introduce hard surfacing adjacent to Station Road and Beresford Road. Hard surfaced parking areas are a relatively common presence on both streets and, therefore, it is considered these parking areas would be visually consistent with surrounding

development. The parking areas will also be screened, to an extent, by retained and additional landscaping and the distribution of parking areas around two sides of the site would help prevent the formation of an unreasonably large single hard surfaced area that would appear overly dominant.

6.28 The provision of a green roof is welcomed both as an ecological feature as well as a means to assist with surface water drainage. Any green roof provided should use a chalk grassland mix as this is consistent with the surrounding downland and is supported by policy NE1 of the Newhaven Neighbourhood Plan.

#### Drainage/Contamination:

6.29 The proposed development would increase the impermeable area of the site, although this would be partially mitigated by the use of a sedum green roof. A condition can also be attached to require the hardstanding areas to be surfaced with impermeable materials in order to increase the drainage capacity of the site.

6.30 It is stated that the proposed development would utilise existing drainage connections associated with the existing dwelling. A condition will be attached requiring full details of drainage arrangements and discharge rates to be submitted to and approved by the Local Planning Authority prior to the commencement of development.

#### Sustainability:

6.31 The proposed development includes a sedum roof that would provide habitat as well as assist with sustainable drainage. A condition will be attached to any given approval requiring identification of further sustainability measures that could be incorporated into the scheme including, but not limited to, rainwater harvesting and electric vehicle charging points.

#### Conclusion

6.32 It is considered that the proposed development represents an optimisation of the use of the site, in line with local and national planning policies. The provision of smaller units meets a need identified by policy CP2 of the Lewes District Joint Core Strategy.

6.33 The contemporary design of the building would sit well on a corner plot and the visual juxtaposition between the proposed flats and neighbouring dwellings is considered to be justified as a means to distinguish the flats from neighbouring dwellings as well to prevent an overly contrived or monotonous design.

6.34 Whilst the scale of the building would be increased, its overall height would not exceed the existing ridge height and flank elevations would be sufficiently stepped away from site boundaries to ensure spatial characteristics of the surrounding area are preserved.

6.35 Sufficient design measures have been taken to prevent unacceptable impacts upon the amenities of neighbouring residents. The living conditions provided for future occupants would be satisfactory and an acceptable quantum of off-street car parking would be provided.

## **7. RECOMMENDATION**

7.1 That, on balance, planning permission is granted.

### **The application is subject to the following conditions:**

1. a) No development shall take place until details of surface water drainage, which shall follow the principles of sustainable drainage as far as practicable, have been submitted to and approved by the Local Planning Authority. The details provided shall include surface water discharge rates and confirmation of an agreement to connect to the mains sewer if relevant.

b) Details of measures taken to prevent discharge of contaminants within the groundwater source protection zone would also be required if infiltration drainage is to be used.

Reason: The drainage shall be provided in accordance with the approved details before first occupation of the related dwelling 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. Notwithstanding the submitted plans, the development hereby approved shall not be occupied until parking areas measuring 5.5 metres in length by 3 metres in width have been surfaced and marked out in accordance with plans to be submitted to and approved by the Local Planning Authority. These areas shall thereafter be retained for that use and shall not be used for any purpose 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.

3. The proposed access points shall not be used until visibility splays at a setback distance of 2.4m by 43 metres are provided to either side, are cleared of all obstructions exceeding 600mm in height and kept clear thereafter

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.

4. The development shall not be occupied until secure and covered cycle parking areas for a minimum of 5 cycles have been provided in accordance with details

which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway 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 non-car modes and to meet the objectives of sustainable development in accordance with policy CP13 of the Lewes District Joint Core Strategy.

5. Prior to the first occupation of the development, a minimum of 1 electric vehicle charging point 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.

6. 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. This would include details of planting for the green roof, which should use a chalk grassland seed mix.

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, policy CP1 of the Lewes District Core Strategy, policy DM25 of the Lewes District Local Plan Part Two and policies D1 and NE1 of the Newhaven Neighbourhood Plan.

7. Prior to the first occupation of the development hereby approved, the first floor windows on the southern elevation of the dwelling, facing towards 9 and 7 Station Road, shall be fitted with obscure glazing and permanently fixed shut up to a height of 1.7 metres above finished floor level and privacy louvres shall be

installed in accordance with details shown on approved drawings 0003-PA-022 and 0003-PA-030. These features shall thereafter remain in place for the lifetime of the development.

Reason: In the interest of residential amenity in accordance with policy DM25 of the Lewes District Local Plan Part Two and Policy D1 of the Newhaven Neighbourhood Plan.

8. The development hereby approved shall be carried out in accordance with the schedule of materials listed on plan 0003-PA-030 and shall not be altered unless agreed it has been agreed in writing by the Local Planning Authority.

Reason: In the interest of visual amenity in accordance with policy DM25 of the Lewes District Local Plan Part Two and Policy D1 of the Newhaven Neighbourhood Plan.

9. No development associated with the construction of the extension to the building shall take place until details of how the development will incorporate measures to reduce carbon energy use, facilitate renewable energy installations, and lower household water consumption, have been submitted to and approved in writing by the local planning authority. The approved measures shall be put in place prior to the first occupation of the new flats as they are each completed, and retained as such thereafter.

Reason: In order to reduce locally contributing causes of climate change in accordance with policy CP14 of the Lewes District Local Plan Part One: Joint Core Strategy and the National Planning Policy Framework 2019.

10. The flat roof area to the south and west of the second storey flat, as shown on approved plan 0003-PA-022, (the area coloured in brown) shall at no time be used as a balcony, roof garden or similar amenity area and only be accessible for maintenance purposes.

Reason: In the interest of residential amenity in accordance with policy DM25 of the Lewes District Local Plan Part Two and Policy D1 of the Newhaven Neighbourhood Plan.

11. The flat roof area to the north and east of the second storey flat, as shown on approved plan 0003-PA-022, shall not be used as a balcony, roof garden or similar amenity area unless and until details of appropriate privacy screening has been submitted to and approved by the Local Planning Authority. This screening shall thereafter remain in place throughout the lifetime of the development.

Reason: In the interest of residential amenity in accordance with policy DM25 of the Lewes District Local Plan Part Two and Policy D1 of the Newhaven Neighbourhood Plan.

12. No external lighting shall be installed on any part of the building above the finished floor level of the first floor unless full specifications have been submitted to and approved in writing by the Local Planning Authority.



Reason: In the interest of visual, residential and environmental amenity in accordance with policies DM20 and DM25 of the Lewes District Local Plan Part Two and Policy D1 of the Newhaven Neighbourhood Plan.

13. No development or works in connection with this development including site preparation works shall take place until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The Plan shall provide information including details and plans to indicate:

- a) anticipated number, frequency, and types/size of vehicles to be used during construction;
- b) methods of access and routing of vehicles during construction, avoiding peak traffic times;
- c) parking of vehicles of site operatives and visitors/deliveries;
- d) loading and unloading of plant, materials and waste;
- e) storage of plant and materials used in construction of the development;
- f) the appearance, erection and maintenance of security fencing;
- g) provision (and use on all vehicle leaving the site) of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway;
- h) measures to manage all environmental effects of the development during the demolition and construction period, including traffic (including a workers' travel plan, noise, vibration, dust, air pollution and odour control during construction);
- i) lighting for construction and security;
- j) details of how the public can contact the project manager should they need to raise concerns and resolve issues that arise during construction, including the means of recording such complaints and action taken.

The approved Plan shall thereafter be implemented and adhered to during the entire construction period.

Reason: In the interests of environmental amenity and highway safety having regard to Policy DM20 of the Lewes District Local Plan Part Two and para. 109 of the Revised National Planning Policy Framework.

14. Construction work shall be restricted to the hours of 0800 to 1800 Monday to Fridays and 0830 to 1300 on Saturdays and works shall not be carried out at any time on Sundays or Bank/Statutory Holidays.

Reason: In the interest of residential amenities of the neighbours having regard to the revised NPPF.

15. Before the first occupation of the development hereby approved, details of the siting of secure and covered storage of bins for the disposal of refuse and litter shall be submitted to and approved in writing by the Local Planning Authority and thereafter so retained unless further written approval from the Local Planning Authority for an alternative scheme is gained.

Reason: In the interest of environmental, visual and residential amenity in accordance with policies DM20 and DM25 of the Lewes District Local Plan Part Two and Policy D1 of the Newhaven Neighbourhood Plan.

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

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Proposed Block Plan	25 February 2020	0003-PA-010 Rev A - Proposed Block Plan
Proposed Floor Plan(s)	25 February 2020	0003-PA-020 Rev B - Ground Floor Plan
Proposed Floor Plan(s)	25 February 2020	0003-PA-021 Rev A - First Floor Plan
Proposed Floor Plan(s)	25 February 2020	0003-PA-022 Rev C - Second Floor Plan
Proposed Elevation(s)	25 February 2020	0003-PA-030 Rev B - Elevations
Proposed Elevation(s)	25 February 2020	0003-PA-031 Rev A - Elevations
Location Plan	9 September 2019	0003-EX-001
Travel Plan	9 September 2019	Transport Report

**Application Details**

	Existing	Proposed	Gain/Loss
Residential - Houses - Market Housing			
4+ Bedrooms	1		
Residential - Flats - Market Housing			
1 Bedroom		2	
2 Bedrooms		3	
Parking - Cars -			
Unit	0	5	
Parking - Motor Cycles -			
Unit	0	1	
Parking - Bicycles -			
Unit	0	5	