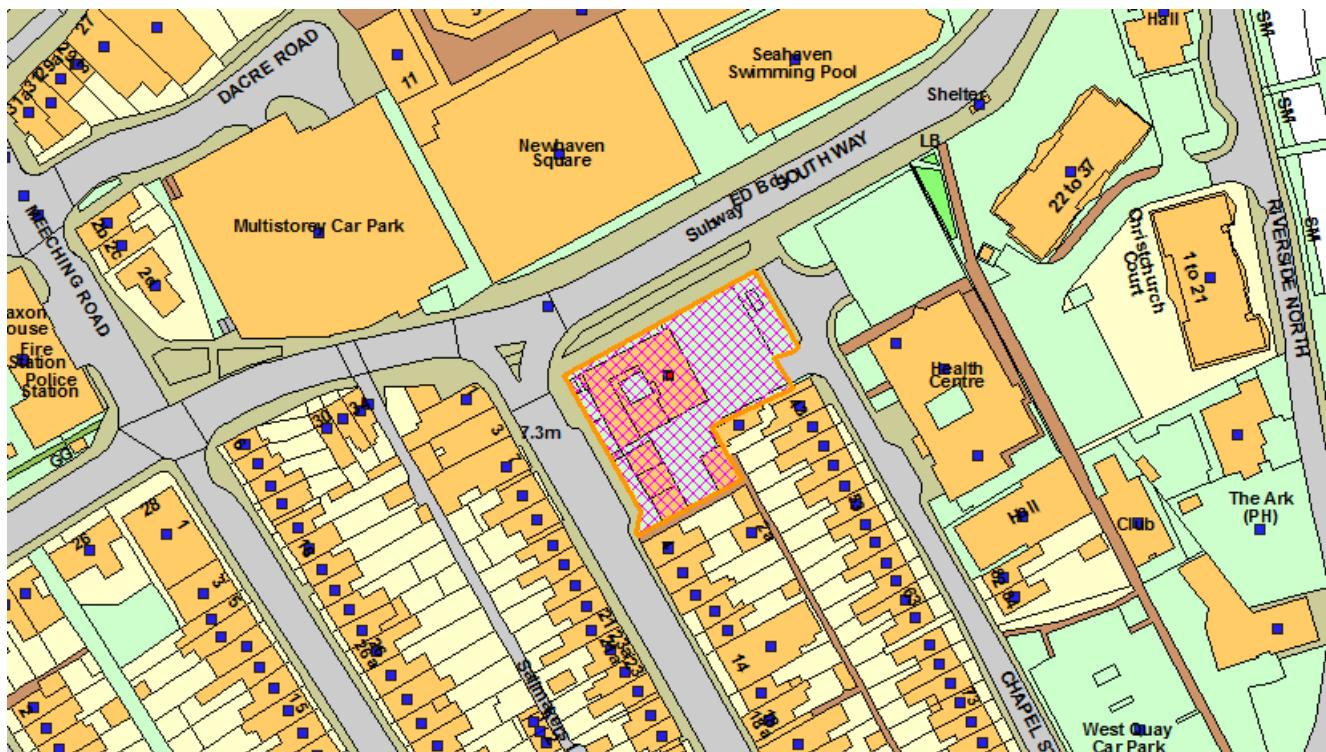


Report to:	Planning Applications Committee
Date:	7 July 2021
Application No:	LW/20/0701
Location:	Newhaven Police Station, South Road, Newhaven
Proposal:	Demolition of existing building and erection of three and four storey buildings to provide 19 x one- and two-bedroom apartments and 2 x three-bedroom houses.
Ward:	Newhaven South
Applicant:	Lewes District Council
Recommendation:	Approve subject to conditions and Section 106 agreement securing affordable housing and local labour agreement.
Contact Officer:	Name: James Smith E-mail: james.smith@lewes-eastbourne.gov.uk

Map Location:



IMPORTANT NOTE: This scheme is CIL Liable.

1. Executive Summary

- 1.1 The proposed development is considered to represent sustainable development. It would provide environmental gains by way of reducing trips, providing an energy efficient building and site landscaping. It would provide social gains by facilitating a net gain 21 affordable residential units that would be of good quality and in an accessible and

sustainable location. It would provide economic benefits by generating footfall in Newhaven Town Centre, supporting local businesses.

- 1.2 The building is considered to be of a suitable design and compatible with the site itself as well as the wider surrounding area. The development is considered to represent an appropriate and more efficient reuse of this brownfield site, which is allocated for residential development in the Newhaven Neighbourhood Plan.
- 1.3 It is therefore recommended that the application is approved subject to relevant conditions and a section 106 legal agreement to secure affordable housing, local labour use, a travel plan and a financial contribution towards a car club.

2. **Relevant Planning Policies**

2.1 National Planning Policy Framework 2019

2. Achieving sustainable development
4. Decision making
8. Promoting healthy and safe communities
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change

2.2 Lewes District Local Plan (Parts 1 and 2)

- LDLP: – CP1 – Affordable Housing
LDLP: – CP2 – Housing Type, Mix and Density
LDLP: – CP9 – Air Quality
LDLP: – CP10 – Natural Environment and Landscape;
LDLP: – CP11 – Built and Historic Environment & Design
LDLP: – CP12 – Flood Risk, Coastal Erosion and Drainage
LDLP: – CP13 – Sustainable Travel
LDLP: – CP14 – Renewable and Low Carbon Energy
LDLP: – DM1 – Planning Boundary
LDLP: – DM20 – Pollution Management
LDLP: – DM23 – Noise
LDLP: – DM25 – Design
LDLP: – DM33 – Heritage Assets
LDLP: – DM35 – Footpath, Cycle and Bridleway Network

2.3 Newhaven Neighbourhood Plan

- NNP: – H2 – Newhaven’s Former Police Station, South Road
NNP: – T1 – Congestion Mitigation and Sustainable Movement

NNP: – NE1 – Biodiversity Protection and Enhancement

NNP: – D1 – Promoting Good Design

NNP: – D2 – Design and Climate Change

3. Site Description

- 3.1 The site is occupied by a three-storey flat roof building that was previously in use as a police station but is now vacant. In addition to the main building there is a group of single-storey ancillary structures including garages and a workshop. The majority of the remaining site area is hard surfaced in tarmac although there are landscaped buffers along the edges of the site, consisting of a mix of shrub and ornamental tree planting. The site boundary itself is marked by an approx. 1.8 metre flint and brick wall flanking Chapel Street to the east, a 2 to 3 metre high brick wall along the southern boundary flanking a footpath that provides access to the rear of properties on Chapel Street and South Road and a low brick plinth wall on the western boundary flanking South Road.
- 3.2 The site itself is broadly flat but slightly raised above the level of Chapel Street. Surrounding topography results in South Road being raised approx. 2.5 metres above the level of Chapel Street whilst the A259, which passes to the north, is also raised with a section of Chapel Street that is pedestrian only passing beneath it. A foot and cycle path linking South Road and Chapel Street flanks the northern boundary of the site.
- 3.3 The site falls within the settlement boundary. The edge of Newhaven Town Centre is to the north, on the opposite side of the A259 but accessible to pedestrians via the Chapel Street underpass. Development to the south and west is predominantly residential, largely in the form of a relatively dense arrangement of two-storey terraced dwellings that face directly onto the pavement. Directly opposite the site to the east is the Chapel Street Health Centre with flats at Riverside behind.
- 3.4 There are TPO trees to the front of the site on South Road in the form of one horse chestnut and one sycamore tree. There are also two elm trees to the rear of the site flanking Chapel Street that are also covered by a TPO. Two other elm trees that were original on the same Preservation Order have already been removed. There is other vegetation to the front and rear of the site in the form of ornamental trees and shrubbery that has become overgrown since the site was vacated.
- 3.5 The bank of the River Ouse is approx. 110 metres to the east. Environment Agency Flood Zone 2/3 extends to the eastern boundary of the site but does not encroach upon the site itself. The site falls within an Archaeological Notification Area and the Newhaven Air Quality Management Area flanks the northern boundary. There are no other specific planning designations or constraints attached to the site or the immediate surrounding area.

4. Proposed Development

- 4.1 The proposed scheme involves the redevelopment of the site for residential purposes. The police station and ancillary buildings would be demolished and replaced with an L-shaped building with its main axes running parallel to the western site boundary (facing South Road) and the northern boundary (flanking the footpath connecting South Road and Chapel Street). The building would accommodate 2 x 3 bed dwellings, 15 x 2 bed flats and 4 x 1 bed flats. The bulk of the building flanking Chapel Street would be 4-storey with the exception of two 3-storey dwellings positioned at the southern end of this elevation. The majority of the northern wing would be 3-storey with a flat roof top used to provide a communal roof garden. The remainder of the building, with the exception of stairwell/lift areas would have gable ended valley roofing.
- 4.2 The overall footprint of the building would be approx. 660 m². The tallest parts of the building (4-storey with gable roof) would be approx. 14.85 metres in height to roof ridge, with the eaves at approx. 12.25 metres. The 3-storey flat roof elements, which predominantly face towards South Way, would be approx. 10.7 metres in height. The 3-storey pitched roof dwelling houses would have gable ended roofing with ridge height at approx. 10.5 metres and the eaves at approx. 7.9 metres. The height of parts of the building, when viewed from the perspective of South Road, would be effectively reduced by a storey due to the road being at higher level than the site. As a result, the first-floor level of the proposed building would be at street level on South Road.
- 4.3 The accommodation would be provided as 100% affordable housing and this would be secured by a section 106 agreement.
- 4.4 Three car parking spaces would be provided on site. Each of the two dwellings would be allocated a space whilst the remaining space would be in the form of a disabled parking bay. The applicant would contribute towards a car club scheme (to be secured through the S106 agreement), with an on-street parking space provided. This would be part of a wider scheme for the town rather than specifically for the development. Subsidies would also be offered to new residents to cover annual membership fees.
- 4.5 2 x mature elm trees and a group of elder and strawberry trees would be removed from the eastern site boundary (facing on to Chapel Street). A wild cherry tree and sycamore tree would be removed from the western boundary (facing on to South Road). Other mature trees on and around the site, including the large horse chestnut on South Road and the sycamore in the north-western corner of the site would be retained.
- 4.6 The energy strategy accompanying the application sets out measures taken to reduce carbon emissions associated with the development. The strategy includes the use of thermally efficient materials and the provision or roof mounted solar panels.

5. Relevant Planning History

- 5.1 **P/70/0036** - Outline application for erection of Police Station – Approved Conditionally 7th April 1970
- 5.2 **P/73/0134** - Reserved matters application for the erection of new police station – Approved Conditionally 14th September 1973

6. Consultations

6.1 External Consultations:

ESCC Archaeology

The proposed development lies within a wider Archaeological Notification Area defining a zone of multi-period occupation activity and more specifically occupies a site of genuine archaeological significance to Sussex archaeology.

From the evidence summarised only briefly above, it is my opinion that those parts of the site not currently built upon and not subject to previous archaeological excavation have an extremely high potential to contain both prehistoric and Romano-British remains of local and perhaps regional significance.

In light of the potential for impacts to heritage assets with archaeological interest resulting from the proposed development, the area affected by the proposals should be the subject of a programme of archaeological works. This will enable any archaeological deposits and features that would be disturbed by the proposed works, to be either preserved in situ or, where this cannot be achieved, adequately recorded in advance of their loss. These recommendations are in line with the requirements given in the NPPF (the Government's planning policies for England):

ESCC HIGHWAYS

Access and Visibility

The site will be served by an existing vehicular access from Chapel Street, the U5292. Pedestrian accesses are provided from Chapel Street and also South Road and South Way.

The access is approximately 5m wide. Given the location of the access, which is approximately 20m from the northern end of Chapel Street, which is a no through road, vehicles are likely to be travelling at low speeds and the visibility at the access is considered to be adequate.

Overall, I have no major concerns regarding the existing access and its proposed use in serving the residential development.

Parking

The ESCC Guidance for Parking at New Residential Developments and the ESCC Parking Demand Calculator should be utilised to determine the level of parking required for the number of flats and dwellings proposed. It is advised that a 3-bed house be allocated 2 parking spaces and the flats should be allocated 1 parking space each. The parking calculator indicates

that the parking requirement at the proposed development is therefore 32 parking spaces.

It is noted that the site is currently served by a relatively large car parking area; however, the proposal would reduce the on-site parking provision to only 3 parking spaces, one of which will be a disabled parking bay. It is understood that the houses will each be allocated 1 parking space, which does not meet the ESCC recommendation of 2 spaces for a 3-bed dwelling.

Using the ESCC parking calculator the parking requirement for the houses having only 1 allocated space and with no allocated spaces for the flats results in a parking requirement of 19 spaces.

It is acknowledged that a reduced parking demand is expected for developments comprising rented accommodation and the development is in a relatively accessible location however, the parking demand calculator takes this into account when determining the parking requirements and some residents are still likely to be car owners. Therefore, the significant shortfall in the parking provision in this instance is unacceptable. It is also noted that there is already a high demand for the limited available on-street parking in the vicinity of the development. Ultimately the parking requirements for the development should be provided within the site and not rely on any spare on-street parking capacity or public car parks.

Accessibility

The site is in an accessible location within walking distance of a wide range of services and amenities. There are buses within 100m with services to Brighton, Eastbourne and Lewes, and the railway station is 500m away providing services to London, Brighton and Eastbourne.

Trips

The building on this site was previously used as the Police Station for Newhaven. TRICS has been consulted by the applicant and it is estimated that there would be a minimum of 174 trips per day.

A development of 2No 3 bed dwellings and 19 flats, provided with an appropriate number of parking spaces is likely to generate approximately 80 trips per day with around 10 in each AM and PM peak hour.

It is expected therefore that there will be a reduction in the number of trips generated by the proposed site compared to the existing.

Travel Plan

A robust travel plan statement will be required to be submitted as part of this planning application.

Lead Local Flood Authority

The proposals are for the demolition of the existing buildings at the site and erection of three and four storey buildings to provide 19 residential units.

The applicant has indicated that the existing drainage system at the site will be utilised. We request that a CCTV survey of the existing drainage system is carried out to ensure that it is in a usable condition with repairs carried out where necessary.

If there is no existing connection to the public sewer system, a pre-development capacity check should be carried out with Southern Water in addition to an in-principle agreement to a connection. We would require evidence of these two separate agreements before we are able to remove our objection, should an existing connection not be in place.

There have been historical instances of surface water flooding occurring at the site and adjacent to the site at the junction between South Road and South Way. We will require evidence at the detailed design stage that ground levels and finished floor levels are designed in such a way that prevents internal flooding of the properties without increasing flood risk elsewhere.

We recommend that the Environment Agency is consulted on this application as the site is located within Flood Zones 2 and 3 on the EA Flood Map for Planning.

OFFICER COMMENT: The site is not within Flood Zone 3 and the Environment Agency confirmed this in response to an enquiry made by the flooding and drainage consultant. A copy of the response is provided in the Flood Risk Assessment submitted with the scheme.

Natural England

Natural England has no comments to make on this application.

Sussex Police (Secured by Design)

The design and Access Statement (DAS) submitted in support of this application states that two of the three vehicle spaces will be allocated one to each of the houses and one for the wheelchair accessible apartment.

SBD promotes safer parking in developments and states; where communal parking occurs it is important that they must be within view of an active room within the property. An active room is where there is direct and visual connection between the room and the street or the car parking area. Such visual connections can be expected from rooms such as kitchens and living rooms, but not from bedrooms and bathrooms. These proposed parking bays for the houses are not close to or within sight of the two houses.

The roof terrace. I was concerned that no mention of any management strategy or plan concerning the roof terrace was presented explaining how it will be used, managed and what safety and security measures are to be implemented to protect members of the public using the foot path below, as well as to discourage the following;

Items / persons being blown, thrown or dropped from the roof terrace.

What leisure furniture will be utilised / allowed; resident's own property or only items provided by the developer.

The storing or securing of the furniture from misuse, vandalism and arson.

The presence of planting or planters on the terrace.

Allowance or discouragement of laundry facilities and Bar-B-Qs on the terrace from ascetic / visual /smells and arson concerns.

Time limitations to be imposed upon its use to remove noise and light pollution to the immediate residents and surrounding community.

Without any clear guidance, rules or direction, the communal rooftop terrace has the potential to create ASB and crime and disorder amongst the residents and their neighbours.

Advice on secure cycle arrangements can be found within SBD Home 2019 V2 para 57.

Finally, lighting throughout the development including dwelling entrances, public areas and parking areas will be an important consideration and where it is implemented it should conform to the recommendations within BS 5489-1:2013. SBD considers that bollard lighting is not appropriate as it does not project sufficient light at the right height making it difficult to recognise facial features and as a result causes an increase in the fear of crime.

To summarise.

Accordingly, I advise that Sussex Police have no objection to the proposed development as submitted, subject to the inclusion of the requested condition, and that my observations and recommendations are given full and due consideration in any permission granted.

OFFICER COMMENT: Whilst the parking bays would not be directly overlooked by occupants of the dwellings they would be subject to a high level of surveillance by occupants of the flats. The roof garden is to be omitted from the scheme.

Southern Water

Southern Water has undertaken a desktop study of the impact that the additional foul sewerage flows from the proposed development will have on the existing public sewer network. This initial study indicates that these additional flows may lead to an increased risk of foul flooding from the sewer network. Any network reinforcement that is deemed necessary to mitigate this will be provided by Southern Water.

Southern Water and the Developer will need to work together in order to review if the delivery of our network reinforcement aligns with the proposed occupation of the development, as it will take time to design and deliver any such reinforcement. It may be possible for some initial dwellings to connect, pending network reinforcement. Southern Water will review and advise on this following consideration of the development programme and the extent of network reinforcement required.

Southern Water will carry out detailed network modelling as part of this review which may require existing flows to be monitored. This will enable us to establish the extent of any works required.

Southern Water endeavour to provide reinforcement within 24 months of planning consent being granted (Full or Outline) however for large developments our assessment of the timescales needed will require an allowance for the following which may result in an extension of the 24-month period:

Southern Water has undertaken a desktop study of the impact of the proposed development on the existing public surface water network. The results of this assessment indicate that with a connection at the “practical point of connection”, as defined in the New Connections Services

implemented from 1st April 2018, there is an increased risk of flooding if the proposed surface water run off rates are to be discharged at proposed connection points.

Alternatively, if this is a brownfield site redevelopment, the developer can discharge surface water flow no greater than existing levels if proven to already be connected and it is ensured that there is no overall increase in flows into the surface water system. The developer will be required to provide a topographical site survey and/or a CCTV survey with the connection application showing the existing connection points, pipe sizes, gradients and calculations confirming the proposed surface water flow will be no greater than the existing contributing flows.

Environmental Health

Submitted detail is a Phase 1 Desk study and Phase 11 Site investigation report prepared by Leap Environmental Ltd (Report ref: LP2271 dated 10 August 2020).

The report para 28 highlighted the need for additional investigation and remediation of the site (if needed based on the additional investigation) because of some underground buried tank.

So, if LPA is minded to grant a planning permission, then considering the sensitive uses of the site, I recommend land contamination conditions.

Newhaven Town Council

The committee broadly supported this application, though expressed a number of significant concerns which should be fully considered prior to any application approval by the Planning Authority.

1. The demolition of the existing building and then subsequent development will have a significant impact upon the Chapel Street residents and the x2 Doctors Surgeries operating from the Chapel Street Medical Centre, specifically in terms of their access/egress and also that of site traffic throughout the life of the project. (Opening up the pedestrian subway from Chapel Street into the town centre for one-way car traffic may well provide some mitigation of this).
2. Being a development of some x21 residences (including 2 three-bedroom houses), proposed parking provision of 3 spaces is wholly inadequate. Additionally, there appears to be no provision for disabled parking nor for electric car charging points as part of this development,
3. In order to alleviate point 2 above, active consideration should be given to, opening up the adjacent wall into the West Quay Car Park, and provision of a parking permit system for residents of this development as part of but not limited to West Quay Car Park.
4. The overall height of the building (South Way side) is potentially overbearing, whilst any net-gain of biodiversity is of little consequence in the development proposals,
5. Any Planning Approval should be linked to a s106 Agreement that will encompass inter alia.
 - (i) Off-site transport infrastructure improvements for the immediate locality,
 - (ii) Provision of electric car charging points both in West Quay Car Park and

by way of local street lighting infrastructure, and (iii) Suitable environmental enhancements on or adjacent to Huggett's Green, such as wildflower glades to encourage Bees and other insect pollinators.

6. A definitive methodology regarding the preservation and removal off-site of Archaeological discoveries made throughout both phases of this development (demolition and new build) should be a key condition of any approval.

OFFICER RESPONSE: There is a disabled parking bay shown on the site plan. A condition will be used to secure EVCPs for all parking spaces within the site. ESCC Archaeology will be consulted on a Written Scheme of Investigation that will set up archaeological works and recording and will be secured by condition.

7. Neighbour Representations

7.1 Two letters of objection have been received, one from a neighbouring resident and one from the health centre opposite the site. The comments made are summarised below:-

- Strongly object to the removal of the tree outside the building as well as other vegetation which provides habitat and shelter for birds and other wildlife;
- Trees also support carbon reduction and provide a feel-good factor;
- Has consideration been given to the impact upon access to the Chapel Street health centre? The road is narrow with limited parking and only one access ;

7.2 Officer Response to public representations:

7.2.1 The two elm trees adjacent to Chapel Street have been identified as suffering from Dutch Elm Disease. It would be expected for the loss of all trees and habitat to be mitigated through replanting and other ecological enhancements. A condition requiring a detailed landscaping plan would be used to secure this.

7.2.2 With regards access to the health centre, any approval granted would be on condition that a Construction Management Plan would be provided and approved prior to any construction works commencing. This would include details of how access to all surrounding properties would be maintained during construction. There are parking restrictions in place on Chapel Street. There are parking restrictions in place on Chapel Street that would serve to prevent inconsiderate parking after the development is occupied.

8. Appraisal

8.1 Key Considerations

8.1.1 The main considerations relate to the principle of the development; the impact upon the character and appearance of the area and neighbour amenities, impacts upon highway/pedestrian safety and flood risk and the overall merits of the scheme in terms of the balance of economic,

environmental and social objectives that comprise sustainable development.

8.2 Principle of the proposed use

- 8.2.1 Para. 8 of the Revised National Planning Policy Framework (NPPF) defines sustainable development as comprising three overarching objectives, these being to respond positively to economic, environmental and social needs. Para. 10 goes on to state that there should be a presumption in favour of sustainable development.
- 8.2.2 This site is located within the adopted settlement planning boundary. Development is therefore acceptable in principle.
- 8.2.3 Policies CP2 of the Lewes District Local Plan part one sets out a list of objectives to be applied to new housing development within the district. This includes a requirement for housing development that meets the needs of the district to be accommodated in a sustainable way, to conserve and enhance the character of the area in which it will be located and to maximise opportunities for re-using suitable previously developed land and to plan for new development in the highly sustainable locations. Development should incorporate a suitable mix of accommodation and be socially inclusive. This is echoed in para. 118 of the NPPF which maintains that substantial weight should be given to the value of using suitable brownfield land within settlements for homes and other identified needs. Development of under-utilised land and buildings should be promoted and supported, especially where this would help to meet identified needs for housing.
- 8.2.4 The site is allocated for residential development in the Newhaven Neighbourhood Plan under policy H3, with the objective of yielding a minimum of 18 dwellings. This is subject to caveats regarding suitable design and massing, a positive street frontage, cycle and bin store provision. It is stated that the quantum of parking should accord with ESCC standards and, in the event it does not, mitigation measures should be in place, such as provision of car club facilities.
- 8.2.5 The proposed development is therefore considered to be acceptable in principle.

8.3 Affordable Housing

- 8.3.1 The proposal constitutes a major development and, as such, there is a requirement for affordable housing to be provided, at a rate of 40% of the total number of units as per Policy CP1 of the Lewes District Core Strategy. Notwithstanding the above, it is intended for the scheme to be delivered as 100% affordable housing. A section 106 agreement will be required secure the affordable housing at a minimum level of 40% in line with policy.

8.4 Design and Impact upon Character of Surrounding Area:

- 8.4.1 The proposed development would occupy a prominent plot, with elevations facing directly towards Chapel Street, South Road and South Way. The existing building has an established strong presence within each of these street scenes and is considered to represent a somewhat drab and uninspired presence with its flat roof design

resulting in it appearing rather divorced from surrounding dwellings, all of which have pitched roofing with strong gable ends. The existing building only fully engages with South Road, where the main pedestrian entrance is. Whilst a visible feature on Chapel Street it is considered to be poorly integrated and detached from surrounding buildings due to being set back well behind the flint and brick boundary wall.

- 8.4.2 The existing 3-storey building occupies a footprint of approx. 365 m², with the ancillary garage and workshop buildings accounting for a further 133 m², the overall area of the site currently covered by buildings is therefore 498 m² approx. The proposed development would increase site coverage to approx. 660 m². It is considered that this increase would be achieved in a way that would not result in the site appearing cramped or overdeveloped as the mass of the building would be more evenly distributed around the site than is the case with the current building, and a reasonable sized area of open space would be retained. Furthermore, the L-shaped floor plan and multi-aspect design of the building would enable it to positively engage with the street scenes on Chapel Street, South Road and South Way, creating a sense of place and fostering a stronger sense of connection with the surrounding community.
- 8.4.3 The proposed building incorporates 4-storey elements that would be approx. 2 metres higher than the existing building (to eaves height) and approx. 5.45 metres taller to ridge height. The three-storey flat roof elements, which predominantly flank South Way, are of similar height to the existing building. Whilst the proposed building is taller than the previous structure it is noted that this additional height, in part, allows for the formation of a gable roof that is more sympathetic towards neighbouring buildings than the existing structure. Furthermore, the tallest parts of the building are concentrated to parts of the site adjacent to street corners where bolder architectural features would be expected and also where the increased height would not disrupt the overall flow of the wider street scene in terms of building height. As such, it is considered that the proposed 4-storey elements of the building, whilst more visually prominent, would not appear visually disruptive, whilst the gable form of these elements would be sympathetic towards the appearance neighbouring development, thereby strengthening visual integration.
- 8.4.4 The built extent of the site (notwithstanding the existing single-storey garages and workshop buildings) will also extend significantly further towards the southern end of the plot. This will bring the proposed building much closer to dwellings on South Road and on Chapel Street where the building will project behind the rear gardens of numbers 43 and 45. In response to this, the height of the building steps down towards the south of the site. The part immediately adjacent to dwellings on South Street would accommodate 3-storey houses which would be broadly the same height as the adjacent dwellings due to the site being on lower lying land. As such, it is not considered the proposed development would overwhelm these dwellings or create an oppressive environment. The relationship towards properties on Chapel

Street would be similar to the existing relationship between dwellings on South Road and Chapel Street.

- 8.4.5 The height of the building would then increase towards the north ensuring a tiered transition in building height and thereby resulting in the 4-storey element on the corner from appearing less jarring. The ratcheting up of building height as well as the use of a mixed palette of external materials and finishes and variations in roof form result in a strong degree of articulation that helps break up the mess of the building and prevent it from appearing monotonous or overbearing and also helps maintain the spatial characteristics of the South Road street scene with the building being broken up into portions of similar width to individual dwellings on the street.
- 8.4.6 Overall, whilst the building would be taller than those in the immediate surrounding area it is not considered that this increase in height would be to the extent that it would result in the building appearing overbearing or disruptive when viewed in context with the surrounding built environment. It is also considered that the building design responds well to surrounding built form and that the mass of the building is well balanced and distributed. The increased height is therefore considered acceptable and provides a significant benefit in ensuring an efficient use of site by delivering a good number and mix of new dwellings.

8.5 Impact upon Amenities of Neighbouring Residents

- 8.5.1 The western elevation of the proposed building would face towards residential properties on the other side of South Road. To the south and east of the site are residential properties on South Road and Chapel Street, respectively.
- 8.5.2 The closest the proposed building comes to neighbouring residential property on the southern end of the western wing, which reaches within approx. 1.4 metres of the northern elevation of No. 4 South Road. This part of the building would be stepped down in height, with the eaves and ridge height being similar to the neighbouring dwellings. As such, it is not considered that the building would appear overbearing towards the occupants No. 4 South Road. Furthermore, the buildings would have a 'side to side' relationship and no windows serving primary habitable rooms would be overshadowed. Whilst the building would project further towards the east of the site than No. 4, it is not considered that this is to the degree that it would bring about unacceptable overshadowing of the rear garden or create an oppressive environment. There would not be any windows in the western wing facing directly towards No. 4. Windows on the northern wing of the building would allow some relatively long distance views of the far end of the rear garden of No. 4 but it is considered the type of view offered would be similar to those currently available between neighbouring properties in what is a relatively densely built up area and it is not considered that these views would be invasive.
- 8.5.3 The L-shaped footprint of the building ensures that the tallest and bulkiest elements of it are set back from neighbouring residential properties on South Road and Chapel Close. Although the proposed

building stretches further to the east of the site, this part of it would face towards the windowless flank wall at No. 43/43a Chapel Street and, as such, it is considered that the increase in footprint would not be harmful to neighbour amenities. The building is also to the north of these properties and therefore will not generate any significant degree of overshadowing towards them. Overall, the bulk of the proposed building is set further back from neighbouring properties than the existing 3-storey structure and it is considered that this additional setback mitigates any increase in overbearing as a result of increased height of the proposed building.

- 8.5.4 The proposed building includes balconies at upper ground, first and second floor level on the northern, southern and western elevations with additional balconies on the western elevation at upper ground and first floor level. Balconies directly overlooking South Road and Chapel Street would be embedded within the building, with a ceiling over and walls to the side. Other balconies are shown as having railing balustrades. These balconies offer a small area of private outdoor amenity space for occupants of flats and it is not considered that they are large enough to allow for use by large congregations of people who may generate a level of noise and activity that would disturb neighbouring residents. A planning condition is proposed to secure obscure screening where required in order to limit views and maintain privacy of occupants of neighbouring dwellings as well as occupants within the proposed block of flats.
- 8.5.5 The residential use of the site is considered to be more compatible with neighbouring development, that broadly comprises dwellings and flats, than the previous use as a police station and it is not considered that the proposed development would generate any harmful increase in activity, in terms of frequency, intensity of duration, that would result in unacceptable levels of disturbance towards neighbouring residents.
- 8.5.6 It is therefore considered that the building has been designed to minimise overbearing impact towards neighbouring dwellings, to ensure any overlooking is consistent with existing levels in the surrounding densely developed area and to minimise overshadowing impact.
- 8.5.7 It is noted that the site is adjacent to an air quality management area. Although the development has limited parking and, as such, would be unlikely to encourage a significant increase in trips (particularly when balanced against trip levels associated with the previous use) there is potential for emissions from other sources such as heating apparatus. The living environment for residents also has to be taken into account, particularly the air quality within the proposed units as well as on external amenity areas. A through air quality assessment is currently being reviewed by the Council's Air Quality Specialist. Further comments on this issue will be submitted to the Committee in the Supplemental Report.

8.6 Living Conditions for Future Occupants

- 8.6.1 The Technical housing standards – nationally described space standard (2015) identifies minimum levels Gross Internal Area (GIA) suitable for new residential development, based on the type of unit and

the number of bedrooms provided. The accommodation provided within the proposed development comprises 2 x 3 bed dwellings, 15 x 2 bed flats and 4 x 1 bed flats

- 8.6.2 All proposed flats meet or exceed the Nation Space Standards.
- 8.6.3 With regards ventilation, the Acoustic Report accompanying the application has noted that noise associated with the nearby main road and other activities may require windows to be shut at times and, as such, mechanical ventilation should also be provided for habitable rooms. The Design & Access Statement confirms that individual ventilators will be provided.
- 8.6.4 The building would have two cores. The main core, serving flats within the northern wing, and part of the western wing, of the building would incorporate stairs as well as a lift. The secondary core serving 7 x upper floor flats at the southern end of the building would have staircase access only. All upper floor flats (8 in total) served by the main core would comply with Building Regulations Category M4(2) in that they would make reasonable provision for most people to gain access and would incorporate features making them potentially suitable for a wide range of occupants including older people, those with reduced mobility and some wheelchair users. A further 3 x lower ground floor flats and the 2 x dwellings would meet M4(2) standards. A single two-bedroom lower ground floor flat would be built to M4(3) standards, in that reasonable provision would be made for a wheelchair user to live in the dwelling and use any associated private outdoor space, parking and communal facilities. The remaining 7 x upper floor flats served by the secondary core would meet M4(1) standards in that they would make reasonable provision for wheelchair users to approach and access the dwelling and gain access to habitable rooms and sanitary facilities on the entrance storey.
- 8.6.5 There is level access to the main core as well as each of the dwellings at upper ground floor level from South Road. Level access to the dwellings, the main core and the secondary core is available from the car parking area at lower ground floor level. Stair access is provided to the secondary core from the pathway running along the northern boundary of the site. All access points have a good level of natural surveillance from the windows of surrounding properties, those within the development itself and pedestrians and motorists on surrounding streets. It is important that appropriate security measures are installed to control access to individual flats and communal areas (particularly the roof garden) as requested by Sussex Police. All access points and security areas would need to be well illuminated in order to reduce potential for anti-social behaviour. A condition will be used to secure these security arrangements, with final details to meet Secured by Design standards and be approved by Sussex Police.
- 8.6.6 Each dwelling house would have access to a private garden area to the rear and a courtyard to the front whilst each flat would have access to a small private outdoor amenity space in the form of a balcony or, at lower ground floor level, a terrace. The roof top garden initially included within the scheme presented security and potential noise issues and,

based on the acoustic report, would also not provide a suitable environment for amenity in terms of exposure to noise. In this instance, given the provision of private balconies and the proximity to public open space and amenity areas, it is considered that the omission of the roof garden is acceptable.

8.6.7 It is suggested that the space freed up by the removal of the roof garden be used to achieve environmental gains instead such as green roof planting and stationing of renewable energy apparatus such as solar panels.

8.7 Impact upon Highway Network and Access

8.7.1 With existing vehicular access to the site would be utilised to serve the parking area. ESCC Highways are satisfied with the level of visibility provided at the access point given the low speed vehicles would be moving on this part of the road due to their becoming pedestrianised to the north.

8.7.2 A footpath taken from Chapel Street would provide pedestrian access to the car parking area and people on foot can also access the building directly from the pavement on South Road or from the foot/cycle path to the north of the building. It is therefore considered that there would be no unacceptable risk of conflict between pedestrians and moving vehicles.

8.7.3 The previous use as a police station attracted a significant number of vehicle movements, estimated at being 174 trips per day based on data within the Trip Rate Information Computer System (TRICS) database. ESCC Highways estimate the proposed development would generate a significantly reduced level at 80 trips per day. However, it is considered that a further substantial reduction would be achieved due to the development being largely car free, with a limited amount of parking spaces available. It is therefore considered that the proposed development would not generate any unacceptable or unmanageable increase in traffic on the surrounding highway network.

8.7.4 The proposed development would provide a restricted quantum of parking, this being limited to one parking bay each for use by the occupants of the two dwellings and an additional disabled parking bay for use by the occupants of the M4(3) accessible lower ground floor flat.

8.7.5 Whilst this falls below parking levels generally expected for a development of this size it is considered that there are specific attributes to the application site that allow for this reduced level. The site is considered to be in a highly sustainable location, with Newhaven Town Centre and its associated shops and services, the edge of which is approx. 30 metres from the site, accessible directly by foot from Chapel Street. There is a frequently served bus stop approx. 70 metres from the site on South Way, providing links to Brighton, Peacehaven, Lewes, Seaford, Eastbourne. Newhaven Town train station is also within approx. 425 metres walking distance. Given this level of accessibility to public transport hubs, shops and services, the small household sized of the majority of the units in the development and the

availability of parking for visitors at nearby public car parks, it is considered that the level of car parking provided would be adequate.

- 8.7.6 The applicant has also agreed to contribute towards the establishment of a car club, with a parking space provided in the layby area to the front of the building on South Road, to allow for future occupants to have access to this service as well as to support the establishment of car club facilities across Newhaven. However ESCC have stated that they would not support any car club bay being provided on the public highway due to the impact that would have on existing parking provision for local residents and visitors, and that no evidence has been submitted to determine whether such a car club would be well used in this location.
- 8.7.7 As the accommodation would be provided as 100% affordable it is also possible for the Council to match the units provided with people who register an interest in living in a car free environment and who do not own, or wish to own, a car.
- 8.7.8 Reduced parking is considered consistent with policy H2 of the Newhaven Neighbourhood Plan, which relates to the Police Station site, and states 'Where reduced car parking is sought, developer contributions are required for appropriate measures such as car club infrastructure, including parking bays, and/or other car club enabling measures, such as membership subsidy.' The Neighbourhood Plan also notes that reduced car parking/ownership would encourage use of local shops and services within the Town Centre.
- 8.7.9 It is also considered that a reduced parking provision would support efforts to control air emissions in the centre of Newhaven (which is designated as an Air Quality Management Area). A condition will be used to secure electric vehicle charging facilities for all parking spaces provided in order to encourage the uptake in use of electric vehicles, which would further reduce emissions. A large secure and covered cycle storage area would be provided within the building for occupants of the flats with each dwelling having cycle storage provided in an outbuilding within the garden. All stores will have level access to Chapel Street, and it is considered this would encourage the use of a more sustainable mode of transport in the form of bicycles.
- 8.7.10 It is therefore considered that, on balance, potential harmful impacts upon highway safety and parking capacity of surrounding streets can be mitigated to an acceptable degree.

8.8 Sustainability

- 8.8.1 The planning application is accompanied by an Energy Strategy which demonstrates how the 'be lean, be clean, be green' hierarchy has been applied and incorporated into the design of the development. This approach involves taking steps to ensure a development uses less energy, supplies energy efficiently and uses renewable energy. It is stated that thermally efficient materials will be used in the construction of the building, low energy lighting and appliances will be installed and the provision of roof mounted solar pv panels.

- 8.8.2 The strategy maintains that these measures would allow for the houses to make a carbon saving of 28.49% below the baseline level and 23.32% for the flats. The baseline level is established by calculating emissions for the scheme based on compliance with The Building Regulations Approved Document L1A 2013 only. The strategy assesses the use of other forms of renewable energy within the development but discounts them on feasibility grounds.
- 8.8.3 The proposed development would involve the removal of 2 x TPO trees in the form of the Elm trees facing onto Chapel Street. Other vegetation, including a wild cherry and young sycamore tree to the front and rear of the site would be cleared. The TPO Horse Chestnut and Sycamore trees that face onto South Road would be retained. Lateral growth on the Sycamore tree, which is positioned within north-western corner of the site, will be reduced on the southern side to provide clearance from the proposed building. It is considered that the Horse Chestnut and Sycamore are valuable street scene features that tie in with landscaping on the opposite side of South Way and contribute an important role in providing a sympathetic screen to surrounding buildings as well as urban cooling and habitat.
- 8.8.4 In regard to the trees to be removed, the Elms have been found to be diseased. It is noted that two other Elms have been removed from this part of the site in the past although there are no records to confirm whether this was due to disease. Other trees to be removed appear to be self-seeded, somewhat straggly in growth and in unsuitable locations to support their long-term health. It is therefore considered their loss is acceptable provided suitable mitigation measures are in place to preserve and enhance biodiversity and ecology. The proposed development would include a tree planting programme, with 5 new trees planted within the site, on what is currently an area of hard surfacing, and an additional tree planted on the northern site boundary adjacent to South Road. It is noted that the trees within the parking area would be visible from Chapel Street through the opening for vehicular access as well as over the flint and brick wall. The trees to be planted comprise 2 x tamarisk (capable of reaching 4 metres in height), 2 x apple (capable of reaching 5 metres in height) and 1 x sea buckthorn (capable of reaching 10 metres in height). These trees are considered to have ecological advantages over the existing trees in that they have been selected to be compatible with the sea air environment and that they are fruiting varieties that would provide a food source for wildlife.
- 8.8.5 Further ecological enhancement would be gained by providing green roofing over the flat roof elements of the building as this would provide habitat and a food source, particularly for insects, and would also help reduce surface water run-off. A condition will be used to secure green roofing and an appropriate planting mix.
- 8.8.6 With regards to the circular economy, it is considered that the existing building is not suitable for reuse or repurpose as it was designed for a specific use as a police station and would not adapt well to residential use, particularly the layout of the building. Furthermore, the structure is

almost 40 years old and the replacement building would incorporate thermally efficient materials, creating a building that would consume less energy and generate less emissions. The redevelopment of the site also allows for enhanced sustainability measures to be incorporated throughout the site.

- 8.8.7 It is considered that significant parts of the structure could potentially be reused and recycled and it is noted that there are processing facilities nearby to support this. A condition will be used to secure a Construction Management Plan for the development and there will be a requirement for this to set out how materials from the demolished building would be reused on the site, on neighbouring sites or processed and brought back into the supply chain where practicable.
- 8.8.8 The developer will also be required, through the S106 agreement, to enter into a Local Labour Agreement in line with the recently issued Technical Guidance Note (TGN).

8.9 Flood Risk & Drainage

- 8.9.1 The site does not fall within a Flood Zone although Flood Zone 3 does extend up to the eastern boundary which flanks Chapel Street. The Lead Local Flood Authority (LLFA) have stated that there are historical records of surface water flooding at the junction between South Road and South Way but there are no records of surface water flooding on the site itself. The Flood Risk Assessment accompanying the application states that standard levels of protection against surface water flooding and high intensity rain events (threshold drains, finished floor level set at least 150mm above external levels, kerbs etc) will be incorporated into the development. It is also noted that the ground levels of the site would not be substantially altered as a result of the proposed development and that the permeable area of the site, which is currently largely covered by buildings or surfaced with tarmac, would be increased through the use of permeable hard surfacing, green roofing and garden areas.

- 8.9.2 The Drainage Strategy for the development has followed Sustainable Urban Drainage (SUDs) principles to inform the design of the drainage system serving the development. Infiltration drainage has been found to be impractical due to the proximity soakaways would be to the building. It has also been established that there are no existing water courses that could be used for surface water discharge. Rainwater harvesting has been discounted due to the size and nature of the scheme. The strategy proposes to use the existing drainage connection on the site but with discharge controlled through the use of a flow control chamber and an attenuation tank. It is stated that these measures would allow runoff rates to be controlled so as to be as close to greenfield runoff rates as practicable, representing an improvement over the current drainage arrangement. The Lead Local Flood Authority has requested a CCTV survey is carried out to existing drainage system is carried out to ensure that it is in a usable condition with repairs carried out where necessary. A planning condition will be used to ensure the survey is carried out.

8.10 Construction Phase

- 8.10.1 The site is located within a densely populated area and the access from Chapel Street is on a narrow section of road that is used to provide access to the health centre opposite the site and is also susceptible to parking stress.
- 8.10.2 In order to minimise disruption to neighbouring residents and access to the health centre and pedestrian route to the town centre being impeded, a condition will be sued to secure a Construction Management Plan that will need to include, but not be limited to, details of vehicle routing, management of deliveries, parking and access arrangement for contractors, positioning of scaffold, storage facilities for materials, measures to manage air, light and noise emissions and measures to prevent discharge of material onto the highway.
- 8.10.3 The Construction Management Plan would also require details of a named site manager to act as a liaison with neighbouring landowners and provide a response to any problems identified as a first port of call.

9. Human Rights Implications

- 9.1 The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been taken into account fully in balancing the planning issues; and furthermore the proposals will not result in any breach of the Equalities Act 2010.

10. Recommendation

- 10.1 It is recommended that permission is granted subject to the conditions listed below and a Section 106 Legal Agreement securing affordable housing, local labour use, and a travel plan.

10.2 Conditions

1. The development hereby permitted shall be carried out in accordance with the following approved drawings:

PLAN TYPE	DATE RECEIVED	REFERENCE
Location Plan	1 st November 2020	08590-P-L-(00)-001 Rev PL1
Proposed Site Plan	1 st November 2020	08590-P-L-(00)-020 Rev P3
Proposed Lower and Upper Ground Floor Plans	1 st November 2020	08590-P-L-(00)-025 Rev P3
Proposed First and Second Floor Plans	1 st November 2020	08590-P-L-(00)-026 Rev P3
Proposed NE and SW Elevations	1 st November 2020	08590-P-L-(00)-030 Rev P5
Proposed NW and SE Elevations	1 st November 2020	08590-P-L-(00)-030 Rev P5
Proposed Street Scenes	1 st November 2020	08590-P-L-(00)-035 Rev P3
Proposed Sections	1 st November	08590-P-L-(00)-036

PLAN TYPE	DATE RECEIVED	REFERENCE
	2020	Rev P2
Transport Statement	1 st November 2020	9178 Issue B
Acoustic Assessment	1 st November 2020	P1400/02
Energy Statement	1 st November 2020	S2 P02
Drainage Strategy	1 st November 2020	9253 Issue B
Flood Risk Assessment	1 st November 2020	9253 Issue C
Arboricultural Assessment and Outline Method Statement	1 st November 2020	NJCL 689
Archaeology Desk Based Assessment	1 st November 2020	ASL 207-20 Rev B

Reason: For the avoidance of doubt and in the interests of proper planning.

2. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing by the local planning authority:
 - a) Additional site investigation, based on Phase 1 and Phase 2 investigations already undertaken to provide information for a detailed assessment of the risk to all receptors that may be affected including those off site.
 - b) The results of the site investigation and the detailed risk assessment referred to in (a) and based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - c) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (b) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that risks from any land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with National Planning Policy Framework, para 170, 178 and 179].

3. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the

approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall include any plan (a 'long term monitoring and maintenance plan) for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure that any remediation, if deemed necessary, is satisfactorily completed

4. 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 a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that any contamination identified during the construction works is fully characterised and assessed.

5. No development shall take place, including any works of demolition, until a Construction Environment Management Plan has been submitted to, and approved in writing by the local planning authority. The Construction Environment Management Plan shall provide for:
 - i. traffic management in the adjoining highways;
 - ii. site operatives' travel plan;
 - iii. the parking of vehicles of site operatives and visitors;
 - iv. loading and unloading of plant and materials;
 - v. storage of plant and materials used in constructing the development;
 - vi. the erection and maintenance of security hoarding;
 - vii. measures to control all environmental effects of the development including artificial illumination, noise, vibration, dust, air pollution and odour, including the effects of decontamination, and site illumination during construction.
 - viii. details of how construction waste will be reused or recycled where practicable;
 - ix. details of a site manager to act as a liaison with neighbouring residents
 - x. details of how access to all surrounding properties would be maintained during construction

The approved Construction Environment Management Plan shall be adhered to throughout the construction period for the development.

Reason: In the interests of the amenity of the locality and highway safety in accordance with policies CP9 and CP11 of LLP1, DM20 and DM23 of LLP2 and para. 110 of the NPPF.

6. Prior to demolition, a full asbestos survey must be carried out on the building to be demolished. Any asbestos containing materials (ACMs) must be removed by a suitable qualified contractor and disposed off-site to a licenced facility. A copy of the report should be provided to the local planning authority together with a mitigation plan that removes the risk to future occupiers of exposure to asbestos.

Reason: To ensure that risks from asbestos to the future users of the land and neighbouring land are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Revised National Planning Policy Framework, para 170, 178 and 179.

7. Prior to the first occupation of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how the principles and practices of the 'Secured by Design' scheme have been included shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Sussex Police Designing Out Crime Officers. Once approved, the development shall be carried out in accordance with the agreed details.

Reason: In the interest of living conditions for future occupants and the amenities of the surrounding area in accordance with section 8 of the Revised National Planning Policy Framework, policy CP11 of the Lewes District Core Strategy and policy DM25 of the Lewes District Local Plan Part 2.

8. 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:

- Details of all hard surfacing;
- Details of all boundary treatments;
- Details of all proposed planting, including numbers and species of plant, and details of size and planting method of any trees;
- Details of green roof planting;
- Ecological enhancements including details of green roofs;

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 and policy DM25 and DM27 of the Lewes District Local Plan Part Two.

9. No part of the development hereby approved shall not be occupied until the access and car parking/turning space has been surfaced and laid out in accordance with the details provided on approved plan 08590-P-L-(00)-020-P3 and shall be maintained in place thereafter for the lifetime of the development.

Reason: In the interest of preserving the character of maintaining the movement of traffic and highway safety in accordance with policies CP10 and CP11 of the Lewes District Local Plan part 1, policy DM25 of the Lewes District Local Plan part 2 and paras. 102, 108 and 109 of the Revised National Planning Policy Framework.

10. Prior to the first occupation of any part of the development hereby permitted, an electric vehicle charging point shall be provided for each car parking bay and shall be maintained in an operable condition thereafter for the lifetime of the development.

Reason: To encourage alternative, more sustainable modes of transport and to reduce local contributing causes of climate change in accordance with Policies CP13 and CP14 of Lewes District Local Plan, para. 110 of the Revised National Planning Policy Framework and the LDC Electric Vehicle Charging Points Technical Guidance Note.

11. Prior to the first occupation of any part of the development hereby approved, the bin and cycle storage facilities shown on the approved plans shall be installed in accordance with those details and maintained in place thereafter throughout the lifetime of the development.

Reason: In the interest of environmental amenity and in order to encourage the use of sustainable modes of transport in accordance with policies CP11 and CP13 of the Lewes District Local Plan Part 1, policies DM25, DM26 and DM30 of the Lewes District Local Plan Part 2 and para. 104 of the Revised National Planning Policy Framework.

12. Prior to the installation of any external finishes to the building hereby approved, a schedule of external materials and finishes (including detailed plans and materials for the balcony screening to all balconies) shall be submitted to and approved by the Local Planning Authority and the development shall be carried out in accordance with these approved details.

Reason: To safeguard the appearance of the building and the character of the area in accordance with policy CP11 of the Lewes District Local Plan Part 1 and policies DM25 of the Lewes District Local Plan Part 2.

13. Prior to commencement of development hereby approved, full details of a strategy to manage surface water, including a CCTV survey of existing drainage infrastructure, a maintenance programme for the infrastructure to be installed and measures to prevent surface water flooding into the

building or onto neighbouring property shall be submitted to and approved by the Local Planning Authority in conjunction with the LLFA and Southern Water. The drainage infrastructure shall be installed in accordance with the approved details prior to the first occupation of the development and maintained in place thereafter.

Reason: To reduce the risk of flooding to the proposed development and surrounding properties in accordance with policy CP12 of the Lewes District Local Plan part one and para. 163 of the Revised National Planning Policy Framework.

14. The proposed development shall incorporate the renewable energy/carbon reduction measures set out in the accompanying Energy Statement Report.

Reason: In order to ensure suitable sustainability measures are incorporated into the development and maintained in accordance with section 14 of the Revised National Planning Policy Framework, policies CP13 and CP14 of the Lewes District Core Strategy, policy D2 of the Newhaven Neighbourhood Plan.

15. No development shall commence until an Arboricultural Method Statement setting out appropriate working practices, construction techniques and tree protection measures that will be adopted when construction work is undertaken is submitted to and approved by the Local Planning Authority.

Reason: In order to ensure TPO trees are protected from damage during construction works and that there are no long-term impacts upon their health in accordance with policy DM27 of the Lewes District Local Plan part two.

16. 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 Policy DM25 of the Lewes District Local Plan.

Informatives

1. The Local Planning Authority has acted positively and proactively in determining this application by engaging with stakeholders, visiting an existing business site to get a better understanding of the operation, identifying matters of concern and negotiating acceptable amendments. 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.

11. Background Papers

- 11.1 None.