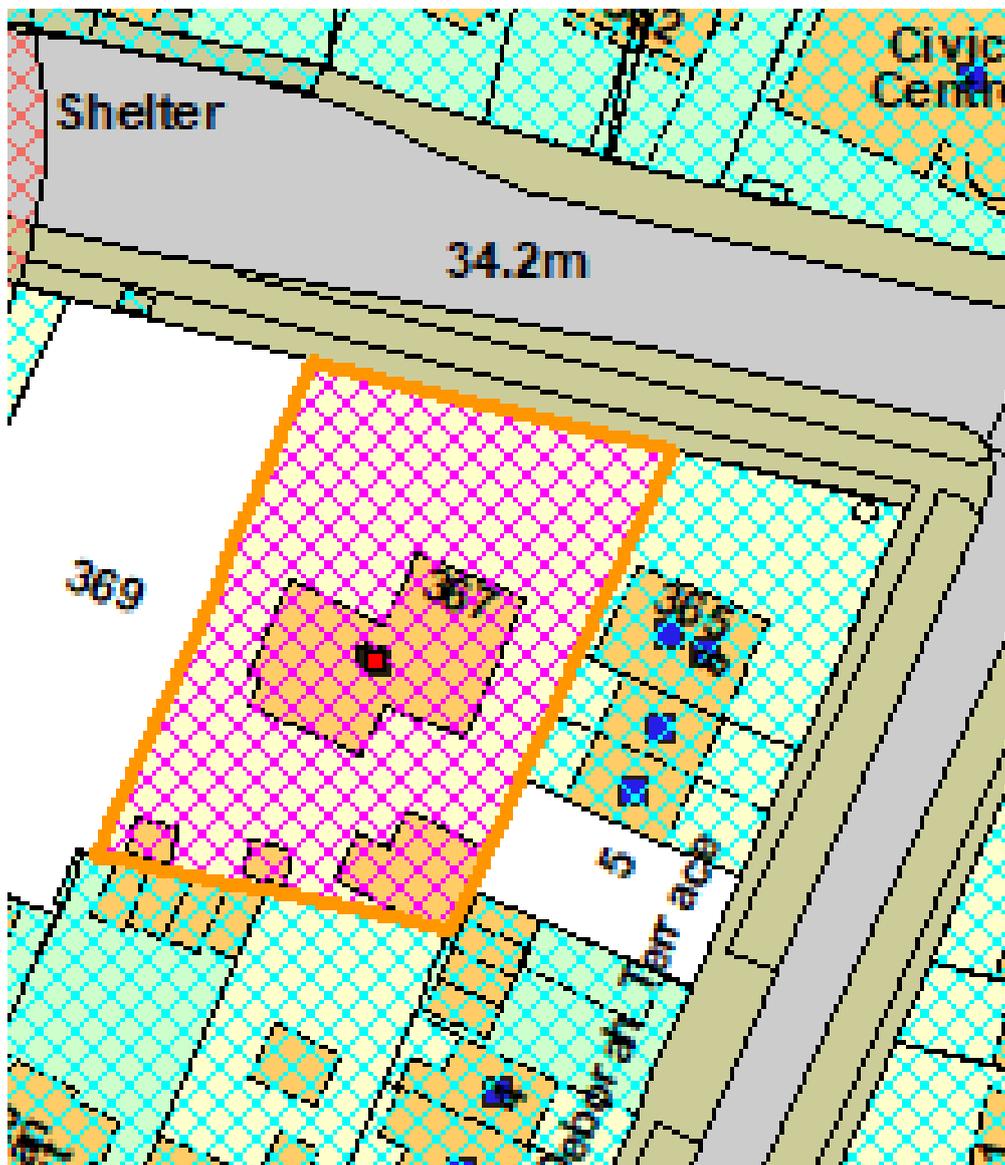


**Report to:** Planning Applications Committee  
**Date:** 3 August 2022  
**Application No:** LW/21/0548  
**Location:** 367 South Coast Road, Telscombe Cliffs, East Sussex, BN10 7HA  
**Proposal:** Demolition of existing house and outbuildings and erection of three storey building containing eight residential units.  
**Ward:** Telscombe  
**Applicant:** Lewes District Council  
**Recommendation:** Approve subject to conditions.  
**Contact Officer:** **Name: Tom Bagshaw**  
**E-mail:** [tom.bagshaw@lewes-eastbourne.gov.uk](mailto:tom.bagshaw@lewes-eastbourne.gov.uk)

---

**Map Location:**



## 1. **Executive Summary**

- 1.1 The proposal involves the redevelopment of an existing bungalow site to provide eight new residential dwellings.
- 1.2 It is considered that the development would integrate well with the existing street scene and would not have an adverse impact upon environmental or residential amenity.
- 1.3 It is therefore recommended that the application is approved subject to conditions.

## 2. **Relevant Planning Policies**

- 2.1 National Planning Policy Framework 2021
  2. Achieving sustainable development
  4. Decision making
  5. Delivering a sufficient supply of homes
  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)
  - LLP1: – CP2 – Housing Type, Mix and Density;
  - LLP1: – CP10 – Natural Environment and Landscape;
  - LLP1: – CP11 – Built and Historic Environment & Design
  - LLP1: – CP12 – Flood Risk, Coastal Erosion and Drainage
  - LLP1: – CP13 – Sustainable Travel
  - LLP1: – CP14 – Renewable and Low Carbon Energy
  - LLP2: – DM1 – Planning Boundary
  - LLP2: – DM20 – Pollution Management
  - LLP2: – DM22 – Water Resources and Water Quality
  - LLP2: – DM23 – Noise
  - LLP2: – DM25 – Design

## 3. **Site Description**

- 3.1 The site is currently occupied by a detached bungalow. The building has a hipped ended roof form. There is hardstanding provided at the front of the existing building.
- 3.2 The site falls inside the settlement boundary and is in the neighbourhood area of Peacehaven And Telscombe. The site is located within a Flood Zone 1.

- 3.3 The site is currently in use as a single residential property. The site comprises a bungalow and a combination of outbuildings, all of which are of sole use by the occupants of the main dwelling.
- 3.4 The site is situated on a main highway and is close to transport options and amenities.
- 3.5 The surrounding area is of mixed composition which include flats, terraced properties, semi-detached and detached bungalows.

#### 4. **Proposed Development**

- 4.1 The proposal seeks to replace an existing detached bungalow with eight apartments.
- 4.2 The proposed development would be a three level contemporary design with flat roofs and mansard roofs and contemporary fenestration features.
- 4.3 The site access would be onto South Coast Road and the proposal would have seven parking spaces.
- 4.4 The two and three bedroom properties would be served with private amenity space.
- 4.5 The central element of the proposal would be 9.1 metres in height.
- 4.6 The eastern element of the proposal would be 6.1 metres in height to the eaves and 8.8 metres in height to the top of the mansard roof.
- 4.7 The western element of the proposal would be 3.2 metres in height to the eaves and 5.8 metres in height to the top of the mansard roof.
- 4.8 The scheme would be a total width of 21.9 and a depth of 16.1 metres

#### 5. **Relevant Planning History**

- 5.1 n/a

#### 6. **Consultations**

- 6.1 External Consultations:

##### **ESCC Highways**

No objection subject to conditions.

OFFICER COMMENT: it is noted that the proposal includes 7 parking spaces when the requirements identified by ESCC Highways is for 8 spaces. Given the shortfall of 1 and the sustainable location of the scheme Officers and ESCC are content that the parking provision is acceptable

##### **Southern Water**

The application proposes discharge into the public sewer network and permission has been given by Southern Water for this.

##### **Telscombe Town Council**

The committee objected to the proposal for the following reasons:

- Loss of light

- Overdevelopment
- Overlooking to neighbours
- Lack of parking
- Increased traffic

## 7. Neighbour Representations

7.1 We consulted 29 neighbouring properties via letter and site notice and over the course of two separate consultations 28 letters of objection have been received regarding:

- Lack of infrastructure
- Design and appearance
- Parking
- Impacts to highway
- Overdevelopment
- Overlooking
- Overbearing
- Daylighting/sunlighting
- Overshadowing
- Poor access
- Noise and disturbance
- Insufficient information
- Effect on wildlife
- Sustainability
- Conservation significance
- Contrary to policy

## 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 as well as residential and environmental amenities 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

8.2.1 National Planning Policy Framework Paragraphs 7 and 8 state that there are three dimensions to sustainable development: economic, social and environmental. The social role of the planning system should support strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and

future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural wellbeing.

- 8.2.2 The Economic objective helping to build a strong, responsive economy and ensuring that the right types of sufficient land are available in the right places, and the environmental objective making efficient and effective use of land to improve the environment.
- 8.2.3 Development proposals that accord with an up-to-date Development Plan should be approved and where a planning application conflicts with an up-to-date Development Plan, permission should not usually be granted (Paragraph 12).
- 8.2.4 Section 5 of the Framework sets out policies aimed at delivering a sufficient supply of houses and maintaining the supply to a minimum of five years' worth (Paragraph 74).
- 8.2.5 Spatial Policy 1 (Provision of housing and employment land) states that in the period between 2010 and 2030, a minimum of 6,900 net additional dwellings will be provided in the plan area (this is the equivalent of approximately 345 net additional dwellings per annum).
- 8.2.6 However, following the release of the 2018 NPPF and PPG, the Housing Delivery Test (HDT) was introduced, the Governmental standard method for calculating the objectively assessed housing need. This test identifies a housing requirement for the Borough of 824.1 new homes each year.
- 8.2.7 The Joint Core Strategy pre-dates the NPPF and in accordance with para 213 of the Framework, the policies of the core strategy should be given due weight according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). In the case of the old housing targets within SP1 and SP2 no weight should be given.
- 8.2.8 In terms of housing delivery, the Council was found to be delivering 86% of the figure required by the HDT. The NPPF sets out certain 'actions' that must be implemented depending on the HDT result with less than 95% delivery triggering the requirement of the LPA to produce an Action Plan. The Action Plan produced in 2019 sets out a number of positive actions for the Council to implement in order to increase housing supply, one of the measures being the imminent adoption of the Lewes District Local Plan (part two) 2020.
- 8.2.9 Paragraph 70 of the NPPF states that where an allowance is to be made for windfall sites as part of anticipated supply, there should be compelling evidence that they will provide a reliable source of supply. Any allowance should be realistic having regard to the strategic housing land availability assessment, historic windfall delivery rates and expected future trends. Plans should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.

8.2.10 Overall, the proposal seeks to deliver new housing by sub dividing an existing plot. There are no local or national policies that resist the creation of such units on a principle basis and as such, the delivery of an additional unit is considered to have positive weight in the planning balance.

8.2.11 Therefore, there are no objections to the principle of the scheme subject to the proposal being acceptable in terms of design and character; neighbouring residential amenity; highways; quality of accommodation; sustainability; drainage and biodiversity.

### 8.3 Design and Impact upon Character of Surrounding Area

8.3.1 Chapter 12 of the NPPF refers to design. Paragraph 127 sets out that planning decisions should ensure that developments (inter alia) function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting. Development should also create places that are safe, inclusive and accessible.

8.3.2 Paragraph 130 of the NPPF sets out that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

8.3.3 Paragraph 131 of the NPPF stipulates that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

8.3.4 The proposed development should comply with the provisions of Policy DM25 of the Lewes District Local Plan (part 2) sets out that development which contributes towards local character and distinctiveness through high quality design will be permitted where the following criteria are met:

- 1) Its siting, layout, density, orientation and landscape treatment respond sympathetically to the characteristics of the development site, its relationship with its immediate surroundings and, where appropriate, views into, over or out of the site;
- 2) its scale, form, height, massing, and proportions are compatible with existing buildings, building lines, roofscapes and skylines;
- 3) it incorporates high quality, durable and sustainable materials of an appropriate texture, colour, pattern and appearance that will contribute positively to the character of the area;
- 4) existing individual trees or tree groups that contribute positively to the area are retained;

- 5) adequate consideration has been given to the spaces between and around buildings to ensure that they are appropriate to their function, character, capacity and local climatic conditions;
  - 6) any car parking or other servicing areas are appropriate to the context and sensitively located and designed so as not to dominate the public realm.
- 8.3.5 The proposed development would need to be compatible with the surrounding urban environment in terms of scale, form, height and massing.
- 8.3.6 The proposal relates to the subdivision of the plot from a single detached bungalow dwelling to eight apartment dwellings. The proposed development would be contemporary styled flats and would not be out of keeping with the character of the area as there are flats immediately opposite the site on the north side of South Coast Road.
- 8.3.7 The existing character of this part of South Coast Road has no particular architectural merit and there is a mix of different building types and designs. The proposed building would be a contemporary design with flat and mansard roofs and large open windows and appearance that would add visual interest to the streetscene.
- 8.3.8 The material palette of the surrounding area is not uniform and the proposed building materials subject to conditions would be required to be of a high quality as to ensure that the building has a good standard of finish.
- 8.3.9 The front boundary at present is not screened from view by planting however it is laid to lawn. The proposal will result in the replacement of the lawn with car parking which will harden its external appearance. Notwithstanding this many of the surrounding properties have hardstanding at the front and the site is located in an urban environment. Therefore, the parking will not be out of character with the streetscene. Notwithstanding this a landscaping scheme will be implemented to reduce the impact of the car parking and mitigate its visual appearance.
- 8.3.10 Overall, the proposed contemporary design would be acceptable and would add visual interest to the streetscene. The proposal would therefore be acceptable in terms of design.
- 8.4 Impact upon Amenities of Neighbouring Residents:
- 8.4.1 Policy DM25 of the Lewes District Local Plan (part 2) sets out that proposals seeking new development will not be approved unless it can be shown that there will be no unacceptable adverse impact on the amenities of neighbouring properties in terms of privacy, outlook, daylight, sunlight, noise, odour, light intrusion, or activity levels.
- 8.4.2 The proposed development includes a daylight sunlight assessment. The assessment shows that the level of light provision to a ground floor north window of No. 6 Central Avenue following the proposal would be below BRE standards. However, this window already falls short of those standards and serves a kitchen which would be considered to require a lesser extent of natural light than a living or

bedroom. Given that the light provision to this window is already below standard, it serves a kitchen, and the proposed development would only reduce this to a minor degree, the impact of the development upon the ground floor north window of No. 6 is not considered to justify a reason for refusal.

- 8.4.3 The daylight/sunlight assessment confirms that no other properties would be unacceptably impacted in terms of overshadowing or daylighting/sunlighting.
- 8.4.4 The proposed dwellings would be set in from the boundaries of neighbouring properties. Whilst it is noted that the scheme will command increased visual presence from that of the existing property, it would not result in an increase in overbearing, or loss of outlook to any neighbouring properties that would warrant the refusal of the proposal.
- 8.4.5 The proposed dwellings include side facing windows above ground floor level and a balcony; however, these windows would be obscurely glazed above ground floor level and the balcony would include screening at the sides to mitigate any overlooking impacts. As such, the increase in the impacts of overlooking neighbouring properties would be negligible. The windows facing to the south would not be in close enough proximity to any neighbouring habitable room windows that would warrant the refusal on these grounds. Therefore, the proposal would not be considered to result in any unacceptable increase in overlooking from that which is already present at the property.
- 8.4.6 The proposed development would not be of a size or scale that would result in any unacceptable impacts upon properties to the south or west in terms of overbearing, overshadowing or daylighting/sunlighting.
- 8.4.7 Overall, the scheme seeks to increase the footprint of buildings on the plot. However, the design of the properties mitigates any unacceptable harm being created. Therefore, the proposal is considered acceptable in terms of neighbouring amenity.

## 8.5 Living Conditions for Future Occupants

- 8.5.1 Para. 126 of the National Design Guide (2019), which is a companion to the Revised National Planning Policy Framework, states that 'well-designed homes and communal areas within buildings provide a good standard and quality of internal space. This includes room sizes, floor-to-ceiling heights, internal and external storage, sunlight, daylight and ventilation.' This is echoed in policy CP11 of the Lewes District Joint Core Strategy.
- 8.5.2 All habitable rooms are served by unobstructed clear glazed openings allowing for a good level of natural sunlight permeation. It is considered that this would help enhance access to natural light and would also provide effective natural ventilation to each building. The layout of each dwelling is considered to be clear, with hallway lengths kept to a minimum and awkwardly sized and shaped rooms being

avoided, thereby enhancing functionality, accessibility and adaptability.

- 8.5.3 The Nationally Described Space Standards, introduced by DCLG in March 2015, sets clear internal minimum space standards for residential units. In this case the three types of residential units proposed are single-storey, one, two- and three-bedroom dwellings, which meet the National Described Space Standards and would provide an acceptable standard of amenity space in this regard. All habitable rooms would be provided with outward looking windows and would provide a good standard of natural daylight/sunlight.
- 8.5.4 The proposal would provide private amenity space for the properties in the form of private rear garden areas. The provided amenity space is considered to be of a size that would provide a reasonable standard of amenity space for the proposed properties.

## 8.6 Parking Demand and Highway Impact

- 8.6.1 Chapter 9 of the NPPF relates to the promotion of sustainable transport Paragraph 108 sets out that in assessing applications for development, it should be ensured that appropriate opportunities to promote sustainable transport modes can be, or have been, taken up and that safe and suitable access to the Site can be achieved for all users
- 8.6.2 Paragraph 109 of the NPPF sets out that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 8.6.3 The site is located within an urban area and as such public transport options are available with the nearest bus stop at Telscombe Cliff walk (1 mins walk) from the site. Nonetheless, the owners of the property are likely to be reliant on private motor vehicles. The ESCC guidance recommends that for a one or two-bedroom property, one car parking space should be provided and for a three-bedroom property two car parking spaces should be provided.
- 8.6.4 A new access is proposed to serve the development off the South Coast Road (A259), the existing access serving the site will then be closed off with the footway and verge reinstated. The proposed access will be six metres wide which is appropriate to accommodate two-way flows. There are double yellow lines and a bus lane across the frontage of the site, although this will lead to vehicles crossing two lanes to access or exit the site, visibility from the access is good in both directions and there are similar access arrangements along the A259. The wall either side of the access should be below 600mm to allow suitable intervisibility between drivers, pedestrians and cyclists, this will also allow any visitors to see if there is space within the site.
- 8.6.5 The East Sussex Residential Parking Demand Calculator has been designed to calculate the number of parking spaces required at new residential development on a site-specific basis. The proposal includes seven parking spaces and as such falls slightly short. Data

from East Sussex in Figures indicates that car ownership in Super Output Area 006E is one per household as such the requirement is eight and the proposal is therefore one short of the requirement. It is noted that parking provision is of concern to local residents; however, considering the location with good access to services, public transport and parking restrictions along the South Coast Road the shortfall of one space could not be considered severe. The parking spaces are of suitable dimensions and nine metres to the rear of each space has been provided which will allow suitable on site turning.

- 8.6.6 In accordance with the East Sussex County Council's adopted parking standards a three-bed flat should be provided two cycle spaces with a one and two bed provided with 0.5 per unit with communal storage. The eight cycle spaces proposed are therefore accepted.
- 8.6.7 The site is well positioned for bus services between Brighton and Eastbourne provided by the 12 and 14 services generally every 10 – 15 minutes during the week from around 5.30am to approximately 10.30pm. These bus services also serve as a connection to the railway station in Newhaven which provides a connection to London for commuters. The nearest bus stops are located opposite the site on the A259 South Coast Road. The site is also within walking distance of the schools, doctors' surgery and the town with its associated shops and facilities which will reduce the reliance on the private car.
- 8.6.8 A construction traffic management plan would need to be provided as a condition of any planning permission to ensure turning/parking and storage of materials could be accommodated within the site. The routing and size of vehicles will need to be provided and no on-street parking should occur during the whole of the construction phases.
- 8.6.9 Overall, the highways impacts of the proposal are considered to be acceptable subject to conditions.

## 8.7 Flooding and Drainage

- 8.7.1 The site is located in Flood Zone 1 and, as such, is not considered to be susceptible to tidal or fluvial flooding. Flood mapping also shows that the risk of surface water flooding is very low.
- 8.7.2 The developable area of the site is currently entirely built upon or hard surfaced. It is noted that all hard surfacing would be required to be permeable where practicable. The proposed drainage system would connect with the public sewer.
- 8.7.3 It is therefore considered that suitable drainage arrangements can be provided for the development and that appropriate testing and checking would be carried out at the building regulations stage. Building regulations would also ensure appropriate foul disposal is provided.

## 8.8 Ecology

- 8.8.1 Chapter 15 of the NPPF relates to the conservation and enhancement of the natural environment. Paragraph 170 sets out that planning decisions should contribute to and enhance the local environment by (inter alia) recognising the intrinsic character and beauty of the countryside and the wider benefits from ecosystem services, including trees and woodland.
- 8.8.2 Policy DM24 (Protection of Biodiversity and Geodiversity) states that where development is permitted, the Council will use conditions and/or legal agreements in order to minimise the damage, ensure adequate mitigation and site management measures and, where appropriate, compensatory and enhancement measures in terms of biodiversity and ecology.
- 8.8.3 Policy DM27: (Landscape Design) states that where appropriate, development proposals should demonstrate a high quality of landscape design, implementation and management as an integral part of the new development. Landscape schemes will be expected to:
- 1) reflect, conserve or enhance the character and distinctiveness of the local landscape or streetscape and integrate the development into its surroundings, adding visual interest and amenity;
  - 2) encourage adaptation to climate change by, for example, providing areas to assist with flood mitigation or tree planting to assist with carbon capture and urban cooling;
  - 3) retain and incorporate existing healthy mature trees and hedgerows and replace any trees that need to be removed with trees of an appropriate species;
  - 4) where practicable, use material excavated from the site for re-contouring, infilling and top-soiling, ensuring that any land re-modelling respects the local topographic character;
  - 5) where appropriate, take opportunities to connect the development site to the existing green infrastructure network.
- 8.8.4 The site is located in an urban environment and already hosts an occupiable residential dwelling. The applicant has included a biodiversity checklist and Officers consider that there are unlikely to be any ecological impacts of the proposed development given that the majority of the proposal is built over the place of an existing structure and in an urban area. Nonetheless, there is clearly an opportunity for biodiversity net gain resulting from the proposal and as such, conditions will be attached to any planning permission requiring details of ecological enhancement features such as bird and bat boxes, and hedgehog house/holes to be submitted to the LPA prior to occupation of the development.
- 8.9 Refuse and Recycling.
- 8.9.1 The site plan demonstrates that refuse and recycling bins will be stored at the front of the property. It would not block access for motor vehicles and would not prejudice highway safety.

8.9.2 In accordance with DM25, in order to ensure that the refuse storage areas do not negatively impact the character and appearance of the streetscene, the refuse store is located in a dedicated bin store at the front of the property. The refuse storage lockers will be designed and located in order to minimise the impact of the refuse storage containers upon the character and appearance of the area.

#### 8.10 Sustainability

- 8.10.1 Paragraph 8 of the NPPF sets out that there are three strands to achieving sustainable development, including an environmental objective. This is for development to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 8.10.2 Paragraph's 10 and 11 of the NPPF state that at the heart of the Framework is a presumption in favour of sustainable development.
- 8.10.3 Paragraph 148 of the NPPF states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; and support renewable and low carbon energy and associated infrastructure.
- 8.10.4 Paragraph 149 of the NPPF states that plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.
- 8.10.5 Any new dwelling would need to incorporate the maximum feasible amount of renewable energy, and water and energy efficiency measures and equipment and any such features will be welcomed. A condition will be attached to any decision notice which requires a sustainability statement is submitted with the proposal.

#### 8.11 Circular Economy

- 8.11.1 In February 2021 Lewes District Council published a Technical Advice Note relating to the Circular Economy. The Circular Economy is defined as the approach where materials are retained in use, extracting their maximum value for as long as possible before being reused or recycled, leaving minimum waste. Officers would welcome re-use of materials from the demolished dwelling in order to ensure that the environmental impact of the development is minimised.

### 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.

10.2 Conditions

1. **Plans** This decision relates solely to the following plans:

This decision relates solely to the following plans:

<u>Plan Type</u>	<u>Date Received</u>	<u>Reference</u>
Other Plan(s)	21 April 2022	035.03.A Proposed Site Plan
Other Plan(s)	21 April 2022	353.04.A Proposed Street Scene and Elevations
Other Plan(s)	21 April 2022	353.05.A Proposed Ground Floor, First Floor, Second Floor and Roof Plans
Other Plan(s)	8 July 2021	0353 01 - Existing Site Survey and Site Location Plan

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

2. **CMP** No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters,
- the anticipated number, frequency and types of vehicles used during construction,
  - the method of access and egress and routing of vehicles during construction,
  - the parking of vehicles by site operatives and visitors,
  - the loading and unloading of plant, materials and waste,
  - the storage of plant and materials used in construction of the development,
  - the erection and maintenance of security hoarding,
  - the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),

- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

3. **Sustainability Statement** No development above ground floor slab level of any part of the development hereby permitted shall commence until a report has been submitted to, and approved in writing by, the Local Planning Authority, to include details and drawings to demonstrate how a minimum of 10% of the energy requirements generated by the development as a whole will be achieved utilising renewable energy methods and showing in detail the estimated sizing of each of the contributing technologies to the overall percentage. The report shall identify how renewable energy, passive energy and energy efficiency measures will be generated and utilised for each of the proposed buildings to collectively meet the requirement for the development. The approved details shall be implemented with the construction of each dwelling and thereafter retained.

Reason: To secure a proper standard of development having regard to policy CP14 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

4. **Obscure Windows** Prior to occupation of the development the windows and opening above ground floor level on the side elevations (East and West) of the development shall be non-openable and obscurely glazed up to 1.7 metres from finished floor level. These details shall thereafter be retained.

Reason: in order to protect the amenities of the future occupiers in accordance with LPP” Policy DM25 and the National Planning Policy Framework.

5. **Balcony Screening** Prior to occupation of the development the balconies and terraces above ground floor level shall have obscurely glazed screening on the side elevations (East and West) of the development up to 1.7 metres from finished floor level. These details shall thereafter be retained.

Reason: in order to protect the amenities of the future occupiers in accordance with LPP” Policy DM25 and the National Planning Policy Framework.

6. **Parking Spaces** No building shall be occupied until vehicle parking spaces shown in 21043/10.001 have been laid out within the site and these spaces shall be made permanently available for that use.

Reason: In the interests of and for the safety of persons and vehicles using premises and/or adjoining road having regard to CP13 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

7. **Refuse Storage** The development hereby permitted shall not be occupied until the details of refuse and recycling storage submitted with the application have been provided in full. The approved refuse and recycling storage facilities shall be implemented prior to the occupation of the development and thereafter be retained.

Reason: To preserve the residential and visual amenities of the locality.

8. **Access provision** Prior to occupation of the development hereby permitted, the new access shall be in the position shown on the submitted plan (number 0353 drawing 03A) and all works undertaken shall be executed and completed by the applicant to the satisfaction of the Local Planning Authority.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

9. **Removal of Previous Access** The development shall not be occupied until the existing access off South Coast Road shown on the submitted plan (number 0353 drawing 03A) have been stopped up and the kerb and footway and verge reinstated in accordance the submitted plan (number 0353 drawing 03A).

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

10. **Parking Areas** The development shall not be occupied until a parking area has been provided in accordance with the approved plan (number 0353 drawing 03A) and the area shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles

Reason: To ensure the safety of persons

11. **Cycle Parking** The development shall not be occupied until cycle parking areas have been provided in accordance with plan number 0353 drawing 03A 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

12. **Vehicle Turning Areas** The development shall not be occupied until a turning space for vehicles has been provided and constructed in accordance with number 0353 drawing 03A and the turning space shall thereafter be retained for that use and shall not be used for any other purpose;

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

13. **EV Charging** The electric vehicle charging points shall be provided for each dwelling prior to occupation of the proposed development

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

14. **SUDS Details** The development hereby permitted shall not occupied until details of the management and maintenance of any parts of the drainage system which will be adopted has been submitted to and approved in writing by the Local Planning Authority. The management and maintenance arrangements shall be carried out in accordance with the approved details over the period specified.

Reason: To ensure the efficient maintenance and ongoing operation of the SuDS system and to ensure the best practice in line with the most up-to-date guidance.

15. **Landscaping** The development shall not be occupied until soft landscape works, including tree/hedge and shrub planting, has been implemented in accordance with details submitted to and approved in writing by the LPA. If, within a period of five years from the date of the planting, any tree, or any tree planted in replacement for it, is removed, uprooted destroyed or dies, another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

Reason: To enhance the general appearance of the development and to protect residential amenity having regard to policies CP10 and CP11 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

16. **Bird and Bat Boxes** Prior to occupation of the development hereby approved details of the type and locations of Bird and Bat boxes and mammal gates shall be submitted to and approved in writing by the LPA. The approved details shall thereafter be retained.

Reason: To enhance the biodiversity value of the site in accordance with DM24 and National Planning Policy Framework.

17. **PD Rights** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (and/or any Order revoking and/or re-enacting that Order no development falling within Classes A (with the exception of replacement windows), B, C, D, E, F, G and H of Part 1 of Schedule 2 (amend classes and schedule as necessary) of the order shall be erected, constructed or placed within the curtilage(s) of the development hereby permitted without express planning consent from the Local Planning Authority first being obtained.

Reason: In the interests of both visual and residential amenity in accordance with policies CP11 of the Lewes District Local Plan Part 1, policy DM25 of the Lewes District Local Plan Part 2, and having regard to the National Planning Policy Framework.

18. **PD Rights Windows** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or Orders amending or revoking and re-enacting the same, no windows or other openings (other than those shown on the plans hereby approved) shall be formed in the northerly or southerly flank elevations of the development without express planning consent from the Local Planning Authority first being obtained.

Reason: In order to safeguard the privacy and amenity of the neighbouring residents having regard to policy CP11 of the Lewes District Local Plan Part 1 and the National Planning Policy Framework.

19. **Previously Identified Contamination** 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 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 para. 183 of the NPPF.

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

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

## 11. **Informative(s)**

1. The applicant will be required to enter into a Section 171 legal agreement with East Sussex County Council, as Highway Authority, for the off-site highway works. This includes the construction of the new accesses, closure of the existing and reinstatement of the kerbing fronting. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
2. The applicant is advised of the requirement to enter into discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway. The applicant should contact the Transport Development Control Team (01273 482254).

## 12. **Background papers**

- 12.1 None.