

App. No: 170813	Decision Due Date: 26 th September 2017	Ward: Upperton
Officer: Thea Petts	Site visit date: Various	Type: Planning Permission
Site Notice(s) Expiry date: 22 nd September 2017		
Neighbour Con Expiry: 22 nd September 2017		
Press Notice(s): 22 nd September 2017		
Over 8/13 week reason: To accommodate amendments to scheme		
Location: 7 Upperton Road, Eastbourne		
Proposal: Demolition of existing buildings and redevelopment to form 58 sheltered apartments (38 one bedroom and 20 two bedroom) for the elderly including communal facilities, access, car parking and landscaping. (Similar to previously submitted application, PC/150803, but with fewer units)(amended scheme)		
Applicant: Mr Alex King		
Recommendation: Approve subject to conditions and delegate to the Senior Specialist Advisor to modify the S.106 Agreement attached to 150803 to deliver local labour initiatives.		

Executive Summary:

This application is reported to Planning committee as it relates to a major application.

The application proposal is highly similar to the scheme approved under ref: 150803 (please see previous report for reference below current report), however the building has been reduced in size and the number of units proposed has been reduced by 3 apartments in order to accommodate exiting below ground infrastructure.

The scheme is still considered supportable in this strategic location and as such, is recommended for conditional approval and subject to retaining control over local labour issues.

The former committee report for 150803 is appended as Appendix No 1.

Proposed development:

The scheme is essentially the same as the previously approved scheme for new sheltered housing for the elderly (ref: 150803), but with a reduction in

size of the building and number of units to be provided (curtailing of the south east end of the building).

Changes from the previously approved scheme include:

- Reduction in the number of units created from 61 to 58
- The number of 2 bedroom units has reduced to 19 (from 24)
- The number of 1 bedroom units has increased to 39 (from 37)
- The length of the building has been reduced by approx. 4m on the south east side adjacent to the Council/post office car park
- The footprint of the approved scheme was approximately 945m² and the current scheme has an approximate footprint of 887m²
- The two internal staircases now appear at each end of the building
- There are to be two lifts instead of one
- The rear facing units in the south of the building no longer have balconies (12 units in total), where all units in the previous scheme had balconies/patios. These balconies have been replaced with Juliette balconies instead.
- The Guest Suite is to be located now on the second floor, not the ground floor
- The plant room is now at the southernmost end of the building on the lower ground floor
- The layout of the car parking spaces has been amended, but 21 spaces are still to be provided (consistent with previous scheme)
- Landscaping has been slightly amended

Consultations:

Internal:

Housing Services Manager – no comments received

Specialist Advisor (Arboriculture) – condition recommended in line with previous consent

Specialist Advisor (Environmental Health) – no comments received

Specialist Advisor (Planning Policy) – no objection, support in principle

External:

Southern Water – no objection, informative recommended

Environment Agency – no comments received

County Archaeologist – no objection

South East Water Limited – no comments received

SUDS – recommend conditions

ESCC Highways – response to second consultation not yet received

Neighbour Representations:

3 objections have been received and cover the following points:

- Southfields Road is a busy thoroughfare
- Upperton Road congestion may worsen
- There is already a predominance for care homes/sheltered housing
- Lorries cause delays with current works on the site
- Access from Southfields Road for construction should not be used as it is not safe for nearby residents
- Proposed parking access is not appropriate
- Proximity to Council car park access is inappropriate
- All access into the site should be via Upperton Road instead

Appraisal:

The scheme brought forward for consideration remains similar to that approved under planning application reference 150803. There are no new policy issues to consider and there has been no significant change to the site circumstances/characteristics. Given this it is considered that the material planning considerations and assessment of the issues relating to the proposal remain the same as previously considered and as such are included in the previous committee report (attached as Appendix 1)

Conclusion:

The principle for the scheme has already been set on the site and this slightly reduced scheme is not considered to give rise to any concerns. As such, the development is considered appropriate and is recommended for approval.

Recommendation:

Approve subject to conditions and S.106 Agreement for Local Labour Initiatives

Conditions:

Conditions should mirror those of the previous consent (as detailed in attached Decision Notice dated 3rd February 2016). There are not considered to be any additional conditions required or changes to those attached to the previous consent.

Informatives:

- 1) Southern Water connection application required

Appeal:

Should the applicant appeal the decision the appropriate course of action to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be written representations.

Human Rights Implications:

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.

Previous Committee Report attached below as Appendix 1

APPENDIX 1

App.No: 150803 (PPP)	Decision Due Date: 8 October 2015	Ward: Upperton
Officer: Leigh Palmer	Site visit date: 28/09/15	Type: Planning Permission
Site Notice(s) Expiry date: 10 September 2015		
Neighbour Con Expiry: 10/09/15		
Press Notice(s)Published: 25/08/15		
Over 8/13 week reason: Reported to Committee within statutory framework		
Location: 7 Upperton Road, Eastbourne		
Proposal: Demolition of existing buildings and redevelopment to form circa 61 one and two bed sheltered apartments for the elderly including communal facilities, access, car parking and landscaping		
Applicant: Mr Alex King		
Recommendation: Subject to S106 covering local employment issues and age of resident entry to the scheme then planning permission should be granted subject to conditions outlined within this report.		

Executive Summary:-

The application relates to redevelopment of the former Caffyns Garage site on Upperton Road. The proposed use and scale of development accords the local policies contained within the development plan including the Eastbourne Town Centre Local Plan (ETCLP) and as such there are no objections in principle to the proposed redevelopment.

It is considered that the location, design and siting of the building is such that it would not give rise to a material loss of amenity sufficient to justify a refusal of planning permission.

The proposed use is considered to meet a local need and the level/density of off street parking is deemed to be acceptable for this client group.

Issues over demolition and construction access are to be controlled via planning condition.

Subject to a S106 (Legal Agreement) covering local employment issues and age of resident entry to the scheme then planning permission should be granted subject to conditions outlined within this report.

Town Centre Action Plan adopted November 2013

TC1 Character Areas

TC2 Town Centre Structure – 'Improved appearance from Upperton Road

TC3 Mixed use developments

TC6 Residential development within the Town Centre.

TC9 Development Quality

TC10 Building Frontages and Elevations

TC11 Building heights

TC12 Servicing Access and Storage

TC15 Parking

TC17 Strategic Approach to Town Centre Development Sites – 'delivering 450 units.

TC20 Development opportunity site 3 – 'Active frontage, pedestrian access, 3-6 storey in height, mix of uses, public realm, access and amenity issues.

Eastbourne Core Strategy Policy

Eastbourne Core Strategy Local Plan 2006-2027

B1 Spatial Development Strategy and Distribution

B2 Creating sustainable Neighbourhood

C1 Town Centre Neighbourhood Policy

C2 Upperton Neighbourhood Policy

D1 Sustainable Developments

D2 Economy

D10a Design

D5 Housing

D8 Sustainable Travel

Borough Plan Policies

Eastbourne Borough Plan 2001-2011

TR4 Quality Bus Corridors

HO1 Residential Development within the Existing residential area

HO20 Residential Amenity

BI17 design Criteria

TR11 Car Parking

HO2 Predominantly Residential Areas

NE3 Conserving Water Resources

NE4 Sustainable Drainage Systems

*NE5 Waste minimisation
NE11 Energy efficiency
NE12 renewable energy
NE28 Environmental Amenity
UHT1 design of new development
UHT2 Height of buildings
UHT4 Visual Amenity*

Site Description:

The application site relates to the former Caffyns Garage site (now vacant) fronting Upperton Road close to its traffic light junction with The Avenue.

The site is broadly rectangular in shape measuring 0.25 ha with a frontage along Upperton Road of some 70 m and a depth of plot of approximately 37m. The site currently has vehicle access points from Upperton Road and Southfields Road; the Upperton Road access is achievable by virtue of the floor level of the existing building.

There is approximately a storey height difference in levels down from Upperton Road to Southfields Road.

To the rear of the application plot is Southfields Court a 5 storey block with flat roof, this building fronts Southfields Road and has very, limited external space. To the west of the site lies the Council Staff carpark and the parking area connected with the Royal Mail sorting office. Opposite side of Upperton Road there are number of large flatted buildings and offices comprising 5-6 storeys in height. To the west of the site (up Upperton Road) lies Marlborough Court and large sheltered block over 5 storeys.

Southfields Road itself is characterised predominantly by large Victorian/Edwardian villas on substantial plots, for the most part the properties closet to the application site entrance have been converted into apartments and or care homes.

The site is located with the Town Centre boundary and approximately 200m of Eastbourne Train Station.

The site has been identified within the Town Centre Local Plan as a suitable development site. Policy TC20 deals with development opportunity site No3 and the parameters of this policy have been outlined within the policy section above.

Relevant Planning History:

The most relevant planning history is outlined below:-

EB/1963/0367

Erection of petrol station, showroom offices, repair shop and car park on roof of basement workshop
Approved Conditional
1963-09-26

EB/1963/0055
Petrol service station, show room workshop, offices and parking and block of flats on 4 upper floors and garages /stores on ground floor
Approved Conditional
1963-02-21

130152
Demolition of existing one and two storey offices and showroom
Notification
Issued
29/05/2013

Adjacent site:-
970355
Erection of 4/5 storey building containing 66 very sheltered housing apartments with common areas comprising lounge, office, dining room, kitchen, staff areas, car park and site works.
Planning Permission
Approved conditionally
02/01/1998

Proposed development:

General Concept:-
The scheme relates to the demolition of the entire building to be replaced by a new building providing accommodation for 61 units for private sheltered accommodation. The scheme is to be built/managed by Churchill Retirement Living a specialist provider delivering accommodation that is designed to meet the needs of the independent retired people and provides self-contained apartments for sale within the block.

It is intended that the apartments are sold with a lease containing an age restriction which ensures that only people of 60 years or over, or those over this age with the a partner at least 55 can live in the development. The applicants outline that even with the age restriction as outlined above the average age of the occupiers' within their portfolio is 79, the majority of which are single female households.

The development will have a 'lodge manager' employed by the management company and will provide general site maintenance of the buildings/gardens and also security to the residents. The 'lodge manager' is on site during working hours and when off site there is an emergency alarm system fitted in

each apartment and communal areas. The development will be accessed via a video entry system from both the car park level and from Upperton Road.

New Building:-

The new building is to have 5 storeys fronting onto Upperton Road and given the change of levels 6 storey to the rear. The building is to have a flat roof and proposed to use a range of external finishes including facing brick, render and slate coloured cladding panels.

The proposed building incorporates a curved façade to the southern corner of the building in order to provide some visual interest to views from The Avenue and also views to the site up from the train station and from the Town Centre.

A brick and flint boundary wall is proposed along the Upperton Road frontage of the site.

Separation Distances & Height:-

The building is to be located close to the Upperton Road boundary of the site and is kinked at the middle of the building, this reflect the curvature of this part of Upperton Road. The frontage of the building is some 30+m from properties on the opposite side of Upperton Road. The building is proposed to be sited so the back to back distance is some 21+m from the rear of the property Southfields Court. Marlborough Court which lies to the eastern boundary of the site has an 'H' shaped footprint and to the central limb of the 'H' there is a separation of some 18m and a back to back distance to the bottom limb of the 'H' in excess of 23m.

The external height of the building is broadly similar with the properties to the north (opposite) and east (adjacent) of the site and approximately 4m above the height of Southfield Court (rear).

Access & Parking:-

The scheme proposes pedestrian access from the street level on Upperton Road, there is also pedestrian access from within the building (lower ground floor level car park level). Vehicular access to the site is from Southfields Road and provides access to 21 car parking spaces (7 Undercroft and 16 open).

Accommodation schedule:-

Lower Ground Floor:

- *Access/parking*
- *Waste/recycling store*
- *Buggy store*
- *Communal lift to all floors*
- *Communal lounge*
- *Plant room*
- *1 x 2bedroom flat*

Ground Floor:

- *3 x 2 bedroom flats*
- *9 x 1 bedroom flats*
- *Entrance foyer from Upperton Road and lift to all floors*
- *Guest suite*

First, second, third and Fourth Floor:

- *5 x 2 bedroom flats*
- *7 x 1 bedroom flats*

The scheme therefore proposes 61 residential apartments with the following mix:-

37 x 1 bedroom apartments

24 x 2 bedroom apartments

Amenity Space/balconies:-

All of the apartments have access to the communal landscaped garden on the lower ground floor as well as direct access to a private balcony ranging in size from 5sqm for the main bulk of the units and up to 12sqm for the apartments on the southern corner.

Supporting documentation:-

The application is accompanied by a number of supporting documents whose content can be summarised as:-

Design & Access Statement:- Re-uses town centre brownfield site, promotes a scheme that in design terms is respectful to the characteristics of the site and existing buildings. Scheme complies with National & Local Policies that promotes sustainable development in appropriate locations and supports a client group where there is a large demand for this downsizing accommodation. Scheme would help to meet the Councils housing pressures. There is a growing demand to meet the needs and requirements of an ageing population.

Ecological Report: - The site has low ecological value; this will be enhanced by virtue of the introduction of communal landscaped areas.

Flood Risk Assessment:- The site will have negligible flood risk, accept the need for further work to satisfy the requirements of the Lead Local Flood Authority (see response below)

Transport Assessment:- the site is in a highly sustainable location in relation to public transport, shops and other goods and services. Excellent bus connections/frequency to a number of destinations. 21 car parking spaces is considered entirely appropriate for the scheme/client group. Vehicular access will be onto Southfields Road and given the very limited vehicle movements

connected to the use of the site there will not be any material impact upon the local highway network.

Housing Need:- Given the demographics both locally and nationally there is a shortfall in this type of accommodation within Eastbourne and that there is growth in the 65+ age group with the 75+ age group is forecast to rise by 75% by 2037.

Stakeholder Engagement:- Feedback from the public exhibition/training events; the majority of those that engaged in the process were complimentary/supportive of the proposal. Other comments received relating to the following:

- *Level of parking provision*
- *Access to the site*
- *Construction disturbance*
- *Need for housing for younger people*
- *Overprovision of retirement housing.*

Response to Eastbourne Design Review Panel (EDRP):- The proposed development was reported to the EDRP where a number of issues were raised:

Development site providing an opportunity to provide a building that enhances the approaches to Eastbourne Town Centre, the new building should address this.

Scale and design of the elevations needs to ensure that the development has a degree on architectural consistency (integrated development)

Key feature on the corner to provide visual interest

Car parking and landscaping needs to be rationalised to provide more useable and pleasant environment.

Privacy of amenity space

Alternative amenity space within elements of the building

The applicant contends that the current proposal has addressed/mitigated the concerns raised by the EDRP

Consultations:

Internal:

Housing Services Manager:- No objection to the principle of the development and given the viability assessment submitted with this project it is accepted that the scheme cannot deliver either on or off site affordable housing units.

Specialist Advisor (Planning Policy) Recommendation: Planning Policy support this development proposal in principle, subject to detailed consideration on matters relating to affordable housing and transport provision.

Strategy and Commissioning (Regeneration):- Subject to the inclusion of a local labour agreement then no objections are raised.

External:

East Sussex County Council Lead Local Flood Authority (ESCC SUDS):- Concludes that the conceptual surface water strategy is acceptable for managing run off generated by the development and recommend conditions (outlined below) to any consent to mitigate the risks:

Prior to construction of the proposed development, a drainage survey is undertaken to determine the existing surface water discharge location (s). Details of the drainage survey should be submitted to and agreed by the Local Planning Authority.

The surface water management proposals formulated for the detailed design stage should be supported by detailed hydraulic calculations. These calculations should take into account the connectivity of the different drainage features. They should show a 'like for like' discharge rate between the existing and proposed scenarios during the 1 in 1, 1 in 30 and 1 in 100 (plus an allowance for climate change) rainfall events. If it is not practical to limit the runoff volume to the existing, the excess volume during a 6 hours 1 in 100 years storm should be discharged at a rate of 2 l/s/ha.

A maintenance and management plan for the entire drainage system should be submitted to and agreed by the local planning authority before any construction commences on the site. This plan should clearly state who will be responsible for managing all aspects of the surface water drainage system. The appropriate authority for the maintenance needs to be satisfied with the submitted details.

Adult Social Care:- The tenure of outright sale is likely to meet a need in Eastbourne given the demographics. However, it would have been good to have seen a different model proposed such as extra care housing or a model which allowed for an on-site care service particularly as there is very little available for owner occupiers who would like to remain independent but have care and support needs.

Some of the flats are small and below (usually one bed in this client group is 54 Sqm these are average 49sqm, in addition some two beds are below the space standards.

Access to outside space should be fully explored for the well-being of the residents.

Highways ESCC:- To be reported at Planning Committee

Neighbour Representations:

135 neighbour letters were sent out resulting in 10 objections being received commenting in the main on the following issues:-

- loss of light*
- Overshadowing*
- Construction from Southfields Road may cause congestion and highway safety problems*
- Access would be better from Upperton Road*
- Double yellow lines in area for safety reasons*
- Southfields Road is an accident black spot*
- Loss of privacy*
- Building is too close to Upperton Road*
- Pedestrian Access should be introduced linking Upperton and Southfields*
- Construction Noise and Dust*
- Loss of View*

The Council have received 3 letters of support to the proposal.

Appraisal:

Principle of development:

The site is located with Development Opportunity Site 3 (Policy TC20 of the Eastbourne Town Centre Local Plan [ETCLP], 2014). The proposal would provide sheltered housing for the elderly (considered to be C3 Planning Use Class), which is in need locally, in line with Paragraph 50 of the NPPF. The application would provide 61 net dwellings, going some way to meeting the overall housing delivery target for the Development Opportunity Sites within the Town Centre neighbourhood. The application does not prevent the remainder of the Development Opportunity Site coming forward for a mix of uses, therefore is not contrary to Policy TC20 of the ETCLP. The proposal is in general conformity with the Town Centre neighbourhood vision (Policy C1 of the Eastbourne Core Strategy Local Plan, 2013) in that it "delivers new housing through redevelopment";

The Eastbourne Borough Plan (2003) contains a specific planning policy (Policy HO17: Supported and Special Needs Housing' in relation to the development of residential care homes (C2 Planning Use Class). The proposal generally meets the following criteria contained in the policy, in that the site is in a sustainable and accessible location near to public transport routes, and the scheme's design is functional to the needs of its occupants.

It is considered therefore that the principle of residential development in the manner proposed is acceptable.

It is acknowledged that as a society the population is ageing and as such there is an increasing requirement to meet the needs and requirements of this sector of the community. The applicants are a specialist provider in this field and would go some way to meeting Eastbourne's demand for elderly sheltered accommodation. In this regard there is no objection to the principle of development.

Impact of proposed development on amenity of adjoining occupiers and surrounding area:

It is considered that the size, scale and height of the proposed buildings accords with both Planning policy (TC20 of the Eastbourne Town Centre Local Plan) and the character of the surrounding area.

The scheme promotes the redevelopment of a brownfield parcel of land within Eastbourne Town Centre, given this urban location it is considered that the scheme proposes sufficient separation distances between the proposed development and Southfields Court and Marlborough Court (18m – 23m) to mitigate any loss of amenity through direct overlooking and or over-dominant relationship.

The proposed building broadly maintains the building heights of those that adjoin/about the plot, given this and the separation (back to back) distances and the orientation/siting of the building it is considered that the development would not have any material impact upon the amenities of the occupiers of the adjoining and nearby properties.

It is accepted that this site has a number of site constraints making it more difficult to build, none more so than the limited access to the site from Southfields Road and the change in levels up to the Upperton Road.

Some respondents have commented on these constraints and raised concerns over the potential conflict and potential highway safety issues that may occur if the scheme is demolished/constructed from Southfields Road.

It is accepted that with any development scheme there will be noise/disturbance issues along with greater pressure on the local highway network given the removal of demolition materials from the site and the delivery of construction materials. It is considered that this loss of amenity occurs for a relatively short period of time given the commercial pressure for the scheme to be considered so that revenues can be secured.

Both Southfields road and Upperton Road have issues in terms of appropriateness for the siting of the demolition/construction access. Given the desire to maintain the openness of the more strategic route it is considered that Southfields Road would be more appropriate. This position has been verbally agreed by ESCC Highways. In addition a demolition and construction method statement will be controlled via planning conditions.

Design & Layout Issues:

Members will note the site forms part of a key development within the ETCLP and as such the broad parameters of the redevelopment have been promoted/supported by this policy document, namely the storey height and the desire to accommodate a key architectural feature of interest on the elevation facing the train station.

In addition and as outlined earlier in this report the scheme at pre application stage was reported to Eastbourne's Design Review Panel. This panel raised a number of design issues that needed further exploration. It is considered that the application now before members have addressed these key themes.

The overall design concept is acceptable and given the policy issues outlined above it is considered to be in conformity with the development plan and as such a refusal based on the design principles could not be justified or substantiated.

It is noted within the response from Adult Social Care that some of the flats have a modest internal floorspace. The applicant contends that the size of the proposed flats is consistent with the rest of their portfolio and has developed over a number of years to deliver the size/quality of accommodation that is required by their client group. Notwithstanding this it is considered that the development also incorporates communal lounge/garden and also private balconies in excess of 5sqm in area; these features when taken/assessed collectively with the internal floor space of the individual flats is considered to provide a level of accommodation suitable for the client group.

Given this a refusal based on the size (individual floorspace) of the proposed flats could not be justified/substantiated.

Impact on character and setting of a listed building or conservation area:

There are no buildings of local/national historic importance on or near the site that will be affected by the development.

The site is not located within a conservation area or an area of High Townscape Value.

Given this it is considered that the mixed character of the local street scene outlines the context within which the appropriateness of this development should be assessed.

Impacts on trees & Biodiversity:-

Given the former use and nearly 100% site coverage there is little scope for any existing habitat. Notwithstanding this the scheme promotes a landscaped

garden which would enhance the local biodiversity as well as providing some visual enhancements to this part of the site.

Impacts on highway network or access:

The impacts upon nearby residential properties from demolition/construction of the scheme has been outlined in previous sections of this report.

The density of parking is considered acceptable for the this use/client group given the age of the residents and car ownership across the applicants portfolio.

Given the very low car ownership/occupancy of the residents it is considered that the off street carparking is sufficient to meet staffing and visitor needs and as such there should not be any material impact upon the local highway network and given this impact is less than severe in NPPF terms then a refusal based on highway impact could not be justified/substantiated.

Sustainable development implications:

The applicant outlines that with the redevelopment of a town centre brownfield site, utilising modern construction techniques and incorporating (where possible) other sustainable features (SUDS) the scheme would deliver a highly sustainable form of development.

In addition for all those residents who down size into this scheme their former accommodation would be reused and thereby to some extent reduce the pressure for the release of further developable land.

Other matters:

Affordable housing and CIL and S106 agreement:-

The scheme has been assessed and evaluated and it can not sustain (viability) the delivery of on-offsite affordable housing units. Given this no affordable housing contributions are sought.

As the scheme proposes flats then there is no CIL requirement.

It is recommended that if the scheme be supported then a S106 should be entered into securing local labour contributions in line with the Local Labour and Training Technical Note (linked to Policy D2 'Economy' of the Eastbourne Core Strategy Local Plan, 2013) and also limitations over the age of the occupants of the scheme in order to prevent the scheme being occupied in the open market and thereby placing greater pressure on parking and amenity space.

Human Rights Implications:

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.

Recommendation:

Subject to a S106 agreement covering 'Local Labour Initiatives' and 'age of resident restriction' then the scheme be granted subject to conditions

Appeal:

*Should the applicant appeal the decision the appropriate followed, taking into account the criteria set by the Planning Inspectorate, is considered to be **written representations.***

**DECISION NOTICE COPY
APPENDIX 2**

Application No. PC/**150803**

Mr. Alex King
Millstream House
Parkside
Chirstchurch Road,
Ringwood
BH243SG

**TOWN AND COUNTRY PLANNING ACT 1990
PERMISSION TO DEVELOP LAND SUBJECT TO CONDITIONS**

Location: 7 Upperton Road, Eastbourne
Proposal: Demolition of existing buildings and redevelopment to form circa 61 one and two bed sheltered apartments for the elderly including communal facilities, access, car parking and landscaping

Decision Date: 3rd February 2016

In pursuance of their powers under the above Act, the Council as Local Planning Authority hereby permit you to develop land in accordance with the proposals set out in your application and shown on the plan(s) listed, subject to the conditions as specified hereunder:-

SEE SCHEDULE OF CONDITIONS AND REASONS ATTACHED

This permission must **not** be treated as an **approval under the Building Regulations** which may require **a separate application** and is granted subject to due compliance with the general statutory provisions in force in the Borough and nothing herein shall be regarded as dispensing with such compliance.

Access for Fire Brigade: your attention is hereby drawn to the provisions of Section 35 of the East Sussex Act 1981.

This permission does not convey any approval to carry out alterations to the public highway, which will require separate consent from the Highway Authority.

Dated: 03/02/16



.....
Leigh Palmer
Senior Specialist Advisor

SCHEDULE OF CONDITIONS AND REASONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of permission.
Reason: To comply with Sections 91 and 92 of the Town and County Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
2. The proposed development shall be carried out in strict accordance with the following drawings
Elevation CRC_20054 EB_P21
Elevation CRC_20054 EB_P20
Site Location Plan 50054 EB PO1
Floor Plans 20054 EB PO3
Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the amended plans to which the permission relates.
3. Prior to their installation all external materials shall be submitted to and approved in writing by the Local Planning Authority. The details as approved shall be implemented at the site and be retained as such thereafter.
Reason In the interest of the character and the amenity of the area.

4. *Prior to their installation all boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. The details as approved shall be implemented at the site and be retained as such thereafter.
Reason: In the interest of the character and amenity of the site and surrounding area.*
5. *Prior to the first occupation of any element of the building hereby approved refuse/recycling shall be made available to residents along with a statement for the presentation of bins on collection day. The presentation statement shall be submitted to and approved in writing by the Local Planning Authority. The details as approved shall be implemented at the site and be retained as such thereafter.
Reason In order to ensure that sufficient space is made available for waste and recycling facilities and that a satisfactory collection regime is in place. .*
6. *Prior to the first occupation the buggy (electric) store shown on the drawings hereby approved shall be made available to residents and be retained as such thereafter.
Reason: In order to ensure that sufficient space is made available and retained for the use of the occupiers of this building.*
7. *Prior to the first occupation of any part of the building hereby approved the car park shall be laid out in accordance with the approved details . The car park should be retained for the use of vehicle parking thereafter.
Reason In order to ensure that sufficient car parking is retained to meet the likely needs/requirements of the occupier of this building.*
8. *Prior to the commencement of any development in connection with the development hereby approved a demolition/construction method statement shall be submitted and approved in writing by the local planning authority. The details as approved shall be implemented in accordance with the approved details.
Reason: In the interest of the residential amenity and highway/pedestrian safety.*
9. *No plant machinery to be used outside of the following times 08:00 – 18:00 Monday to Friday and 08:00 13:00 Saturdays and not at all on Bank or public holidays.
Reason In the interest of residential amenity.*
10. *Prior to commencement other than demolition full hard and soft landscaping details shall be submitted to and approved in writing by the local planning authority the details as approved shall be implemented at the site prior to the first occupation and be retained as*

- such thereafter. Unless previously agreed in writing by the Local Planning Authority*
Reason: In the interest of maintaining the character and appearance of the site and surrounding area.
- 11. Prior to construction of the proposed development, a drainage survey shall be undertaken to determine the existing surface water discharge location (s). Details of the drainage survey should be submitted to and agreed by the Local Planning Authority.*
Reason: In the interests of preventing localized flooding.
 - 12. The surface water management proposals formulated for the detailed design stage should be supported by detailed hydraulic calculations and these should be submitted to and approved in writing by the Local Planning Authority. These calculations should take into account the connectivity of the different drainage features. They should show a 'like for like' discharge rate between the existing and proposed scenarios during the 1 in 1, 1 in 30 and 1 in 100 (plus an allowance for climate change) rainfall events. If it is not practical to limit the runoff volume to the existing, the excess volume during a 6 hours 1 in 100 years storm should be discharged at a rate of 2 l/s/ha. Any drainage infrastructure required to facilitate the runoff rates and hydraulic calculations referred to above shall be implemented at the site and be retained as such thereafter.*
Reason: In the interest of preventing localized flooding.
 - 13. A maintenance and management plan for the entire drainage system should be submitted to and agreed by the local planning authority before any construction commences on the site. This plan should clearly state who will be responsible for managing all aspects of the surface water drainage system.*
Reason: In the interest of preventing localized flooding.
 - 14. Prior to the commencement of development other than demolition a contaminated land assessment and associated remedial strategy shall be submitted to and agreed in writing by the Local Planning Authority. Any remedial works shall be implemented prior to the commencement of any element of the construction hereby approved.*
Reason: In the interest of the character and appearance of the site and surrounding area.
 - 15. The Building shall not be occupied until details of all exterior lighting have (including security lighting) have been submitted and approved. The details as approved shall be implemented and retained as such thereafter.*
Reason: In the interest of the character and amenity of the site and surrounding area and in the interest of residential amenity

16. *Before the development hereby permitted is commenced full details of all proposed extract flues, ventilation systems and meter boxes shall be submitted to and approved. The details as approved shall be implemented at the site and be retained as such thereafter.*

17. *The development shall not be occupied until a means of access for pedestrians from Upperton Road has been constructed in accordance with the approved plans].*
Reason: To ensure that a satisfactory road access for pedestrians/cyclists is provided.

18. *The development shall not be occupied until the existing accesses from Upperton Road shown on the approved plan has been stopped up and the kerb and footway reinstated in accordance with details submitted to and approved in writing by the Director of Communities, Economy and Transport. These works will need to be licensed by ESCC prior to commencement.*
Reason: In the interests of highway.

19. *Prior to demolition works commencing on site a Traffic Management Scheme, including details of the loading lay by in Upperton Road shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. This shall include the size of vehicles, routing of vehicles and hours of operation. (Given the busy nature of the approach roads the hours of delivery/ collection should avoid peak traffic flow times)*
Reason: In the interests of highway safety and for the benefit and convenience of the public at large

20. *During any form of earthworks and/or excavations that are carried out as part of the development, suitable vehicle wheel washing equipment should be provided within the site, to the approval of the Planning Authority, to prevent contamination and damage to the adjacent roads*
Reason: In the interests of highway safety and for the benefit and convenience of the public at large

21. *The development shall not be occupied until parking areas have been provided in accordance with the approved plans and the areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles*
Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

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 Leigh Palmer
Senior Specialist Advisor