

**Report to:** Planning Applications Committee  
**Date:** 9<sup>th</sup> November 2022  
**Application No:** LW/19/0926  
**Location:** Newhaven Marina, West Quay, Newhaven, East Sussex  
**Proposal:** Demolition of existing structures and a phased development consisting of the erection of 259 residential apartments (Use Class C3) & 141 retirement living apartments (Use Class C2) with car parking; up to 3,500m<sup>2</sup> commercial floorspace (including restaurant (Use Class A3), marina related retail (Use Class A1), marina related workshop (Use class B2), marina facilities (including offices, clubroom changing rooms etc.), office floorspace (Use Class B1), 50 bed apart hotel (Use Class C1); ancillary gym) and boat/car park; berths & riverside walkway. The proposals will be carried out in six phases, preceded by demolition of existing structures associated with each phase. The Marina pontoons will be reconfigured with the building phases.

**Applicant:** Baron Bay Ltd.

**Ward:** Newhaven South

**Recommendation:** 1: Subject to no adverse comment being received from the Health and Safety Executive and Historic England then application be granted subject to S106 agreement and conditions as listed below

Heads of Terms for legal agreement:

- Transport contributions and improvements
- Commuted sum for play space
- Viability review mechanism
- Public space management plan
- Local Labour agreement

2: Subject to the LPA and the applicant failing to successfully complete an S106 agreement to secure necessary legal requirements (referred to in Part A) by the 4th of January 2023 or a time frame agreed with the LPA, the Planning Applications Committee grant the Head of Planning delegated authority to REFUSE the application for the following reason(s):  
The application fails to provide the necessary highways mitigations by reason of failure to successfully complete a Section 106 Agreement, which would be to the detriment of road users and highways capacity. The development would therefore be contrary to Policies T1 of the Newhaven Neighbourhood Plan, Policy CP13 of the Lewes District Local Plan Part 1 and Paragraph 111 of the National Planning Policy Framework.

Contact Officer:

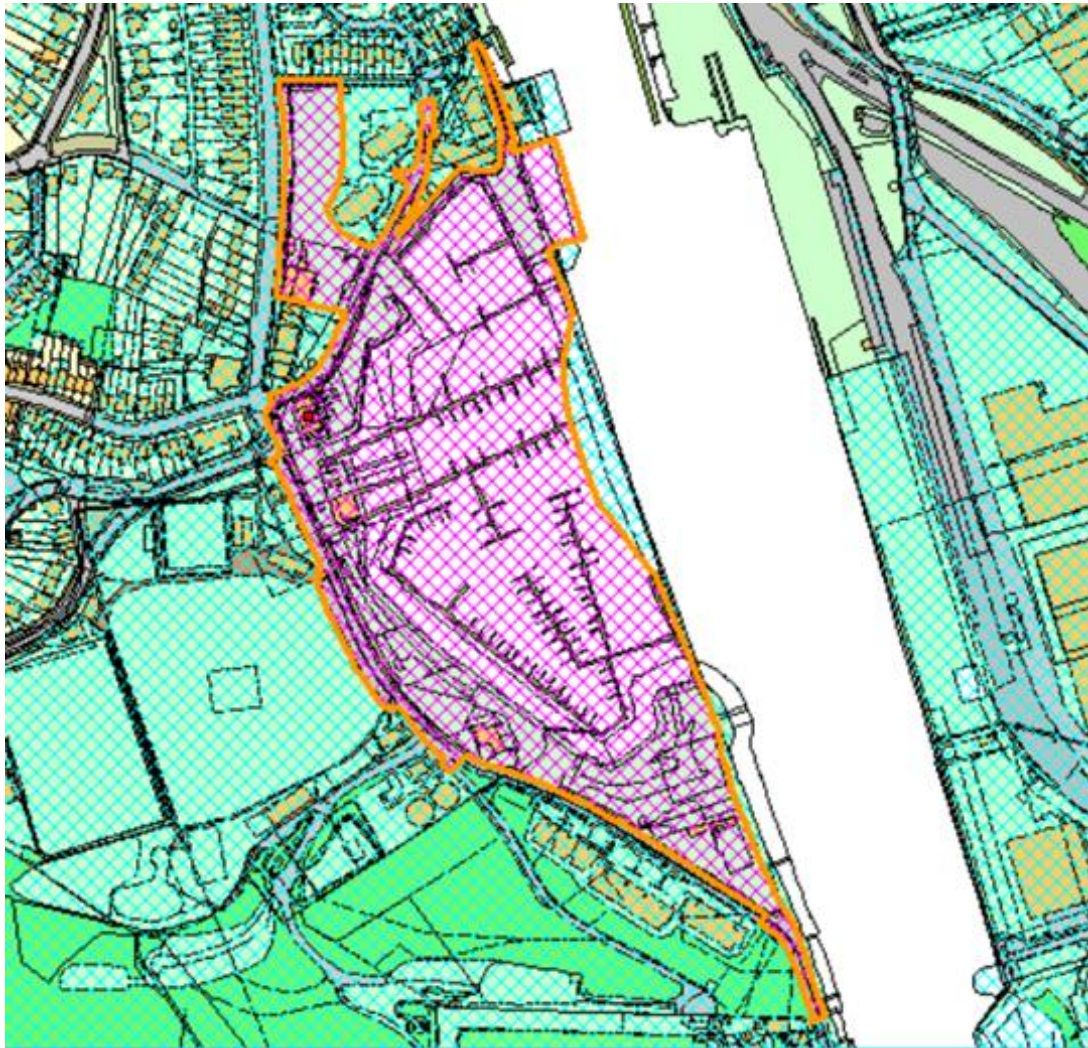
Name: Leigh Palmer

E-mail: [leigh.palmer@lewes-eastbourne.gov.uk](mailto:leigh.palmer@lewes-eastbourne.gov.uk)

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**IMPORTANT NOTE: This scheme is CIL Liabile.**

Site Location Plan



1.	<b>Executive Summary</b>
1.1	<p>The submitted scheme is for full planning permission for:</p> <ul style="list-style-type: none"> <li>• The Demolition of existing structures</li> <li>• A phased development consisting of the erection of 259 residential apartments (Use Class C3) &amp; 141 retirement living apartments (Use Class C2) with car parking.</li> <li>• Up to 3,500m2 commercial floorspace (including Use Class E), (Use class B2),</li> <li>• Marina facilities (including offices, clubroom changing rooms etc.),</li> <li>• Office floorspace (Use Class B1),</li> <li>• A 50-bed apart hotel (Use Class C1); ancillary gym)</li> <li>• boat/car park; berths &amp; riverside walkway.</li> </ul>
1.2	<p><b>Housing Delivery</b>  The provision of 400 residential (including sheltered units) would contribute to the housing land supply for the District.</p> <p>This would carry <u>significant positive</u> weight in the planning balance.</p>
1.3	<p><b>Affordable Housing</b></p> <p>No affordable housing would be a provided however this is justified by the applicant's viability submission which has been reviewed by an independent viability assessor.</p> <p>The provision is policy complaint and would carry <u>neutral weight</u> in the planning balance.</p>
1.4	<p><b>Economic Benefits</b></p> <p>The proposal offers economic benefits in the form of job creation during and post construction. Post construction it is estimated that the proposal will provide approximately 143 new jobs this is considered to be a significant benefit and is in keeping with the ambitions set out within the NPPF and the Councils LPP1.</p> <p>This would carry <u>significant weight</u> in the planning balance</p>
1.5	<p><b>Marina Facilities</b></p> <p>The proposal will retain the maritime and marine uses that currently exist on the site (marina related retail (Use Class A1) marina related workshop (Use class B2), marina facilities) whilst also including an additional 15 berths in the marina.</p> <p>This would carry <u>moderate weight</u> ion the planning balance</p>
1.6	<p><b>Placemaking and Townscape</b></p> <p>Due to its location and the context of the development being located amongst existing built areas, the development would result no significant</p>

	<p>harm to the character of the area. The development would offer significant public realm improvements and subject to details such as landscaping, and materials would be considered to result in a positive contribution and regeneration to the character and appearance of the surrounding area.</p> <p>This would carry <u>moderate weight</u> in the planning balance.</p>
1.7	<p><b>Biodiversity Net Gain</b></p> <p>The proposal seeks adequate mitigation and would result in significant biodiversity enhancement measures. On balance, the proposed biodiversity enhancements would be positive and would meet and exceed the councils 10% Biodiversity Net Gain threshold.</p> <p>This would carry <u>minor weight</u> in the planning balance.</p>
1.8	<p><b>Highways</b></p> <p>The highways issues can be resolved by S106 and Conditions. Subject to the successful resolution of impacts upon the highway and the signing of an S106 Agreement,</p> <p>This would carry <u>neutral weight</u> in the planning balance.</p>
1.9	<p><b>Heritage Impacts</b></p> <p>The proposed development is located in close proximity to the scheduled monument (Newhaven Fort). Paragraph 202 of the NPPF sets out that where less than substantial harm is caused upon a heritage asset this should be weighed against the public benefits of the scheme.</p> <p>The proposed development by reason of its location in proximity to this area would result in a less than substantial harm to its setting.</p> <p>This should be given <u>moderate weight</u> in the planning balance</p>
1.10	<p><b>Water Issues</b></p> <p>It is considered that surface water run-off generated by the development can be adequately managed without unacceptable risk of flooding. Both ESCC SUDS and the EA have raised no objection to the scheme on these grounds. Subject to conditions the flooding and SUDS impacts can be acceptably resolved.</p> <p>This should be given <u>neutral weight</u> in the planning balance.</p>
1.11	<p><b>Air Quality &amp; Contaminated Land</b></p> <p>Both air quality and contaminated land can be effectively dealt with by condition. Subject to conditions, the environmental health impacts can be acceptably resolved.</p> <p>This should be given <u>neutral weight</u> in the planning balance.</p>
1.12	<p><b>Quality Living Environment</b></p>

	<p>The scheme would provide adequate living standards in terms of local environment and internal and external quality of private accommodation, whilst not harming the amenity of existing properties nearby.</p> <p>This should be given in the planning balance.</p>
1.13	<p>In summary the public benefits of the proposal would be:</p> <ul style="list-style-type: none"> <li>• The provision of a proportion of the 400 Units to housing land supply</li> <li>• The creation of approximately 143 permanent jobs,</li> <li>• Regeneration, design, and character,</li> <li>• Retail provision</li> <li>• The enhancement of the marina</li> </ul>
1.14	<p>Officers consider that the scheme would be acceptable and is therefore recommended for approval subject to S106 legal agreement and planning conditions</p>

<b>2.</b>	<b>Relevant Planning Policies</b>
2.1	<p><u>National Planning Policy Framework</u></p> <p>2. Achieving sustainable development</p> <p>4. Decision making</p> <p>5. Delivering a sufficient supply of homes</p> <p>6. Building a strong, competitive economy</p> <p>8. Promoting healthy and safe communities</p> <p>11. Making effective use of land</p> <p>12. Achieving well-designed places</p> <p>14. Meeting the challenge of climate change, flooding, and coastal change</p> <p>15. Conserving and enhancing the natural environment</p> <p>16. Conserving and enhancing the historic environment</p>
2.2	<p><u>Lewes District Local Plan:</u></p> <p>LDLP1: – CP2 – Housing Type, Mix and Density.</p> <p>LDLP1: – CP4 – Economic Development &amp; Regeneration.</p> <p>LDLP1: – CP9 – Air Quality.</p> <p>LDLP1: – CP10 – Natural Environment and Landscape.</p>

	<p>LDLP1: – CP11 – Built and Historic Environment &amp; Design</p> <p>LDLP1: – CP12 – Flood Risk, Coastal Erosion and Drainage</p> <p>LDLP1: – CP13 – Sustainable Travel</p> <p>LDLP1: – CP14 – Renewable and Low Carbon Energy</p> <p>LDLP2: – DM1 – Planning Boundary</p> <p>LDLP2: – DM14 – Multi-functional Green Infrastructure</p> <p>LDLP2: – DM15 – Provision for Outdoor Playing Space</p> <p>LDLP2: – DM16 – Children’s Play Space in New Housing Development</p> <p>LDLP2: – DM20 – Pollution Management</p> <p>LDLP2: – DM22 – Water Resources and Water Quality</p> <p>LDLP2: – DM23 – Noise</p> <p>LDLP2: – DM24 – Protection of Biodiversity and Geodiversity</p> <p>LDLP2: – DM25 – Design</p> <p>Affordable Housing SPD July 2018</p> <p>Interim Policy Statement for Housing Delivery March 2020</p> <p>Five Year Housing Land Supply Position Statement March 2021</p>
2.3	<p><u>Newhaven Neighbourhood Plan:</u></p> <p>T1 – Congestion mitigation and sustainable movement.</p> <p>R1 – Recreation, Leisure and Local Green Spaces.</p> <p>D1 – Promoting Good Design.</p> <p>D2 – Design and Climate Change.</p> <p>H1 – A Spatial Strategy for Newhaven.</p> <p>E3 - The Visitor Economy</p> <p>E4 - Employment Clusters</p> <p>NE1 – Biodiversity Protection and Enhancement</p>

<b>3.</b>	<b>Site Description</b>
3.1	The site is situated on the western bank of the River Ouse, roughly 450m north of the mouth of the River at Seaford Bay, which opens into the English Channel. The site is currently in use as a Marina with various supporting uses, such as car parking, a small parade of shops, dry boat docking, commercial space and other Marina associated uses.
3.2	The site is accessed from Fort Road to the West, West Quay to the North and a pedestrian walkway / cycleway, ‘Riverside South’, to the North.

	Riverside can only be accessed by vehicular traffic associated with the quay.
3.3	To the west of the Marina, across Fort Road, traditional two storey terrace residential properties of staggered linear design are found, along with a small local supermarket, apartment blocks of various heights and architectural styles and a multi-sports recreation ground.
3.4	The immediate west of the marina is dominated by the recreation ground and Newhaven Fort.
3.5	South of the site, a mix of two and three storey terrace apartment blocks prevail, in a modern development complex (Mariners Wharf). Fort Road continues further round the waterfront, beyond where the proposed development will take place, towards the river estuary and West Beach.
3.6	Fort road is lined with low level residential flatted development round to West Beach, with Newhaven Fort situated on the hilltop behind the existing dwellings.
3.7	Beyond the marina itself and across the River Ouse the most prominent of the industrial uses is the scrap metal / waste management facility run by Newhaven Port Authority.
3.8	Opposite the site is also the location of the Port of Newhaven. Newhaven Port is a main ferry terminal station running regular services to Dieppe, France. The ferry, when at the port, dominates the landscape due to its significant scale
3.9	The town centre is situated approximately 1 km north west of the Marina, whereby a range of shops and services can be found. The town benefits from two train stations, Newhaven Harbour and Newhaven Town, both running regular services to Brighton, Lewes.
3.10	The site does not form part of an Area of Outstanding Natural Beauty (AONB), nor is it a World Heritage Site, nor a National Park, nor a Site of Special Scientific Interest (SSSI). The River Ouse estuary and its floodplain is designated a Site of Nature Conservation Importance (SNCI).
3.11	There are no Conservation Areas or Statutorily Listed Buildings in the vicinity, however Newhaven Fort is a Scheduled Ancient Monument and dominates the sea entrance to the town, with views across from Seaford to the east and the Downs behind the town.

4.	<b>Proposed Development</b>
4.1	<p>The submitted scheme is for full planning permission for:</p> <ul style="list-style-type: none"> <li>• The Demolition of existing structures</li> <li>• A phased development consisting of the erection of 259 residential apartments (Use Class C3) &amp; 141 retirement living apartments (Use Class C2) with car parking.</li> <li>• Up to 3,500m<sup>2</sup> commercial floorspace (including Use Class E), (Use class B2),</li> <li>• Marina facilities (including offices, clubroom changing rooms etc.),</li> <li>• Office floorspace (Use Class B1),</li> <li>• A 50-bed apart hotel (Use Class C1); ancillary gym) boat/car park; berths &amp; riverside walkway</li> </ul>
4.2	<p>The proposals will be carried out as a phased development, preceded by demolition of existing structures associated with each phase. The Marina pontoons will be reconfigured with each of the building phases.</p>
4.3	<p>The proposed development comprises 11 blocks of varying heights between 3 and 13 storeys high.</p> <p>The residential (including retirement) element of the proposals include</p> <ul style="list-style-type: none"> <li>• 59 x studios, (15%)</li> <li>• 133 x 1 bed units, (2 person units) (33%)</li> <li>• 188 x 2 bed units (3 and 4 person units) (47%)</li> <li>• 20 x 3 bed units (4,5 and 6 person) (5%)</li> </ul>
4.4	<p>The total commercial space equates to 3,116m<sup>2</sup> which will provide a range of commercial uses (restaurants, bars, marina related shops, offices etc).</p>
4.5	<p>The following accompanying facilities are provided:</p> <ul style="list-style-type: none"> <li>• A 50-room aparthotel will form part of the development (3,190 m<sup>2</sup>).</li> <li>• 300 reconfigured and enhanced berths are to be provided in an improved layout, greater dry stack provision and a new riverside walkway.</li> <li>• A total of 587 car parking bays are to be provided (consisting of both under-croft and surface parking). Furthermore, two spaces are allocated to be Car Club spaces.</li> <li>• Cycle storage provision for residential and commercial development is provided in accordance with local policy requirements. 210 cycle spaces are provided for the residential development (with additional visitor spaces provided). A further 34 commercial cycle spaces are provided in secure stores. A further 196 cycle spaces are to be pepper-potted around the site.</li> </ul>



	<ul style="list-style-type: none"> <li>• Refuse and recycling storage is located to allow for roadside collection from the under-croft parking level. A management company will coordinate the individual commercial and hotel refuse / recycling collection strategy.</li> <li>• The apartments benefit from private amenity space, in the form of balconies or terraces. Landscaping is a central theme of the wider site, with areas of planting and landscaping proposed.</li> </ul>
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<b>5.</b>	<b>Relevant Planning History:</b>
5.1	<p>LW/90/0318 457 units of residential accommodation with private car parking, relocated facilities for fishermen. Withdrawn 26th November 1990</p> <p>LW/91/0716 302 units of residential accommodation relocated facility for fishermen. Refused 12th July 1991</p> <p>LW/90/1746 300 units of residential accommodation relocated facilities for fisherman. Withdrawn 11th May 1995</p> <p>LW/06/1172 334 residential flats and associated facilities Withdrawn 5th January 2007</p> <p>LW/07/1475 319 residential apartments &amp; 12 town houses and associated works Approved 26th July 2012</p>

<b>6.</b>	<b>Consultations:</b>
	These are summaries of the representations received, the full responses are available to view on the Council's website.
6.1	<p><u>ESCC Archaeology:</u></p> <p>No objections subject to conditions</p>
6.2	<p><u>Sussex Police</u></p> <p>Secured by Design principles should be followed</p>
6.3	<u>Environment Agency:</u>

	Initially, an objection was raised due to the absence of an acceptable Flood Risk Assessment, however the concerns were resolved, and the Flood Risk Assessment is now agreed.
6.4	<p><u>Planning Policy Comments:</u></p> <p>The following matters were raised:</p> <p>Principle and scale of development is considered acceptable and broadly compliant with CP2</p>
6.5	<p><u>LDC Regeneration Team:</u></p> <p>No objections.</p>
6.6	<p><u>Waste Services</u></p> <p>Waste Services have confirmed no objection to the proposal and that the waste management plan and refuse vehicle swept paths analysis is acceptable</p>
6.7	<p><u>ESCC Ecology</u></p> <p>Provided the recommended mitigation, compensation and enhancement measures are implemented, the proposed development can be supported from an ecological perspective.</p>
6.8	<p><u>Southern Water</u></p> <p>No objections with the following comments</p> <p>No discharge of foul sewerage from the site shall be discharged into the public system until offsite drainage works to provide sufficient capacity within foul network to cope with additional sewerage flows are complete. As previously advised Southern Water seeks to limit the timescales to a maximum of 24 months from a firm commitment of the development.</p> <p>Should planning approval be granted then Southern Water recognises its obligations under the new charging regime to provide capacity in the existing sewage system to accommodate the needs of the proposed development. Any such network reinforcement will be part funded through the New Infrastructure Charge with the remainder funded through Southern Water's Capital Works programme.</p> <p>Southern Water and the Developer will need to work together in order to review 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.</p>

	<p>Our assessment of the timescales needed to deliver network reinforcement will consider an allowance for the following:</p> <ul style="list-style-type: none"> <li>I- Initial feasibility, detail modelling and preliminary estimates</li> <li>II- Flow Monitoring (if required)</li> <li>III- Detail Design, including land negotiations</li> <li>IV- Constructions</li> </ul> <p>The overall time required for any reinforcement should be limited to 24 months</p> <p>Any SUDS scheme will not be adopted by the sewage undertakers. The developer is recommended therefore to ensure lifetime maintenance of the SUDS facilities.</p> <p>A number of proximity criteria are also listed that the developer would need to adhere to.</p>
6.9	<p><u>ESCC Suds</u></p> <p>No objections subject to conditions</p>
6.10	<p><u>ESCC Highways</u></p> <p>No objections subject to conditions and S106</p>
6.11	<p><u>LDC Contamination</u></p> <p>No objections subject to conditions.</p>
6.12	<p><u>LDC Conservation Officer</u></p> <p>The level of harm is considered to be less than substantial harm</p>
6.13	<p><u>Environmental Health</u></p> <p>Environmental Health have no objection to the proposed development.</p>
6.14	<p><u>Health and Safety Executive</u></p> <p>No objections</p>
6.15	<p><u>Historic England</u></p> <p>Have requested that further work is undertaken regarding the setting of the Newhaven Fort prior to affirming their recommendation</p>

7.	<p><b>Other Representations:</b></p> <p>Since re-consultation on the application, 40+ letters of objection have been received at the time of writing this report and 10 letters of support.</p> <p>A summary of material planning matters raised is provided below</p>
7.1	<p><u>Neighbour Representations:</u></p> <p><b>Principle:</b></p> <ul style="list-style-type: none"> <li>• Overdevelopment of Newhaven and the Marina</li> <li>• The Newhaven fisherman are concerned of no replacement for the grid used for cleaning vessels and painting.</li> <li>• Future occupants will be impacted by surrounding uses i.e. noise pollution.</li> <li>• The lack of need for a café as there are three in the local area.</li> </ul> <p>OFFICER COMMENT: The principle has been assessed in the appraisal of this report</p> <p><b>Highway Impact:</b></p> <ul style="list-style-type: none"> <li>• Parking concerns.</li> <li>• Traffic generation and traffic on A259.</li> <li>• Impact on Fort Road traffic congestion</li> <li>• Impact on surrounding residential roads being used as cut throughs.</li> <li>• Congestion and disruption caused during construction.</li> </ul> <p>OFFICER COMMENT: The highway impact has been considered by County Highways who are satisfied by the proposals.</p> <p><b>Visual Impact:</b></p> <ul style="list-style-type: none"> <li>• The building heights proposed are overbearing. Out of character with the rest of Newhaven.</li> <li>• The location should preserve the existing openness.</li> </ul> <p>OFFICER COMMENT: The visual impact has been assessed in the appraisal of this report.</p> <p><b>Flooding and Drainage:</b></p> <ul style="list-style-type: none"> <li>• Sewers in the area are already at capacity, with sewerage being pumped into the River Ouse.</li> <li>• Impact on flooding, which is already an issue in the location.</li> </ul> <p>OFFICER COMMENT: The drainage details have been assessed by the Lead Local Flood Authority (LLFA) and the Environment Agency (EA) who have no objection.</p> <p><b>Local Infrastructure:</b></p>

	<ul style="list-style-type: none"> <li>• School places, healthcare services and roads are at capacity and the plans do not propose any new services to mitigate these.</li> </ul> <p>OFFICER COMMENT: Infrastructure has been assessed in the appraisal of this report.</p> <p><b>Amenity:</b></p> <ul style="list-style-type: none"> <li>• Noise and disturbance.</li> <li>• Privacy</li> <li>• Daylight/Sunlight</li> </ul> <p>OFFICER COMMENT: Residential amenity impact has been assessed in the appraisal of this report.</p>
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<b>8.</b>	<b>Appraisal:</b>
8.1	<p><u>Key Considerations:</u></p> <p>The main considerations relate to the principle of the development; design and Character; Impacts upon heritage assets; neighbouring amenities; impacts upon highway/pedestrian safety; flood risk; quality of accommodation; archaeology; sustainability; ecology/biodiversity; affordable housing/planning obligations and environmental health and the overall merits of the scheme in terms of the balance of economic, environmental and social objectives that comprise sustainable development.</p> <p>A Section 106 legal agreement will be drafted post decision to secure affordable housing contributions, and the provision of a play area commuted sum, highway contributions, a review Mechanism and a local Labour agreement and a public areas management plan.</p>
8.2	<p><u>Principle:</u></p> <p><u>Residential NPPF Context</u></p> <p>Para. 11 of the NPPF (2021) states that decision taking should be based on the approval of development proposals that accord with an up-to-date development plan without delay.</p> <p>Para. 120 of the National Planning Policy Framework (NPPF) states 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.</p> <p>Paragraphs 7 and 8 of the NPPF state that there are three dimensions to sustainable development: economic, social, and environmental.</p> <p>The Economic objective helping to build a strong, responsive economy and ensuring that the right types of sufficient land are available in the right</p>

places, and the environmental objective making efficient and effective use of land to improve the environment.

The social objective 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.

The environmental role to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy...

#### Residential Need Context and Housing Land Supply

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 73).

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).

This has been reviewed given the age of the local plan and the application of the standard methodology has been used to derive a housing need figure of 782 homes per year.

This has been further disaggregated to reflect to housing delivery of the South Downs national Park resulting Lewes District housing figure of 602 homes per annum

The Council currently has a supply of deliverable housing land equivalent to 2.73 years outside the South Downs National Park (SDNP).

#### Relevant Planning History

The principle of a residential led mixed-use development has previously been established as detailed in the Planning History section of this report, in 2012 planning permission was granted for 319 residential apartments & 12 town houses and associated works on the site. The planning permission was never implemented and as such a new consent is being sought.

#### Local Plan & Neighbourhood Plan Allocation.

Both the Local Plan and the Newhaven Neighbourhood Plan allocates the site for development.

The site allocation in the local plan is for 300 units and as such this proposal exceeds the allocation when considering both C2 and C3 units together.

However, there are no policies that directly resist additional housing being provided where possible. Given the Council's lack of a 5-year housing land supply this surplus would be considered a benefit, as long as this does not

detrimentally conflict with other national or local planning policies or guidance.

#### Residential Provision

Overall, officers consider that the provision of 259 residential units and 141 retirement living apartments class C2 to be a benefit of the proposal.

The proposal includes 141 retirement apartments would contribute 78 units to housing delivery whilst also diversifying the housing offer proposed in the development to accommodate a greater range of different users. Officers consider that the provision of the proposed C2 units would be acceptable in principle.

#### Hotel

The provision of an aparthotel as part of the regeneration of Newhaven Marina is justified to compliment the enhancement, and creation of new business in the area. The expected increase of visitors to the area, in line with the local strategic objectives for tourism, will benefit from the delivery of this hotel, which will contribute to wider economic growth in Newhaven.

Principle Therefore, the residential provision is considered to be in accordance with the local plan and would provide a valuable contribution to 5-year housing land supply.

Support for this element of the scheme is included within The Lewes District Hotel & Visitor Accommodation Futures document (2009) & Newhaven Economic Plan (2019), and specifically Policy E3 The Visitor Economy of the Newhaven Neighbourhood Plan.

8.3

#### Retail and Commercial

The Application site currently accommodates a mix of uses, predominately marine focussed but also a small number of local shops. The existing site currently has a total 1,192 sqm of employment and retail floorspace.

This is split between

195sqm of B1(a) (Offices),

652sqm of A1 (Shops) and A3 (Restaurants and cafes),

230 sqm of D2 (Leisure and Assembly) and

115sqm of 'other'.

The redevelopment of the site proposes

1423 sqm B1(a) (Offices)

1444sqm of A1 (Shops) and A3 (Restaurants and cafes),

64sqm of D2 (Leisure and Assembly) and

36 sqm of other

Given the nature of the retail which is likely to be provided in this location which given the size and capacity of the units is likely to be small leisure based restaurants and enterprises it is considered that the net gain of

	<p>retail and commercial space will effectively mitigate the loss of use class D2 floorspace.</p> <p>The range of different uses is supported by Policy CP4 and CP6 which requires developments to build in buoyancy against changing market conditions and supports a range of different uses to create a vibrant and sustainable economic environment.</p> <p>In particular the significant increase in B1 floorspace is supported by policy E4 of the Newhaven Neighbourhood Plan. The range of different commercial and retail use classes is therefore considered to be a positive outcome of the development and is supported in principle.</p> <p>Linked with the marine element of the development, the proposal includes the reinstatement of roughly 15 berths which have been lost due to siltation, restoring the Marina's capacity to 300 berths. A formalised area for dry stacking is also included in the development. This is consistent with Policy NH02 and is supported.</p> <p>The proposed development will be an out of town centre area of retail and commerce that is closely linked to and is considered to supplement the town centre rather than draw trade from it in accordance with paragraph 88 of the NPPF.</p> <p>Overall, the additional retail and commercial provision is supported by Policies CP4, CP6 and E4 and the NPPF and it is therefore considered to be a benefit of the scheme and will be weighed positively in the planning balance.</p>				
8.4	<p><u>Marina Improvements:</u></p> <p>The proposal will retain the maritime and marine uses that currently exist on the site (marina related retail (Use Class A1) marina related workshop (Use class B2), marina facilities) whilst also including an additional 15 berths in the marina.</p> <p>The proposal would therefore be in accordance with policy E4 Employment Clusters and would be supported in this regard.</p>				
8.5	<p><u>Economic Impacts</u></p> <p>It has been calculated that the scheme would generate approximately the following jobs:</p> <table data-bbox="320 1659 699 1733"> <tr> <td>Existing Job Yield</td> <td>66</td> </tr> <tr> <td>Proposed Job Yield</td> <td>209</td> </tr> </table> <p>There is a potential uplift of 143 jobs associated with the non-residential uses on-site, this is in addition to the construction jobs and associated supply jobs associated with the development.</p> <p>The proposed development would create a significant number of permanent jobs and would also house a number of jobs which would enhance the locally specific marine tourism and leisure activities which exist in the area.</p>	Existing Job Yield	66	Proposed Job Yield	209
Existing Job Yield	66				
Proposed Job Yield	209				



	<p>Overall, the proposed economic impacts are considered to be a benefit of the scheme which will be weighed accordingly in the planning balance.</p>
<p>8.6</p>	<p><u>Housing Mix</u></p> <p>Using the area of the dry land, 6.77Ha, the proposed density per hectare is 59 units per hectare.</p> <p>The Recommended density is set out in policy CP2 as between 47-57dph, however, exceeding this figure is not in of itself harmful and the proposed application would be subject to assessment of other material considerations and is considered to be acceptable.</p> <p>Policy also recommends the provision of a greater proportion of 1-2 bed properties in new developments, further justified through the location of the site adjacent to the town centre. This has been considered and included within the scheme. The schedule below outlines the residential units proposed which includes those included with the sheltered elements of the scheme.</p> <p style="text-align: center;">59 (15%) Studio  133 (33%) 1 Bed (2 person)  188 (47% 2 Bed (3 and 4 person)  20 (5%) 3 bed (4, 5 and 6 person)</p>
<p>8.7</p>	<p><u>Design, Character and Impact Upon Landscape</u></p> <p><u>Landscaping</u></p> <p>The design of the public realm has responded to a number of character areas conceived along the length of the development to inform the approach.</p> <p>Marina Riverside is at the southern end, where the development broadens out to create a sheltered internal courtyard separated from the river walk by the change in level.</p> <p>Marina Wharf straddles the two levels between the riverside walk and upper terrace, with a series of curved connecting steps. The upper level is part paved square and part planted garden.</p> <p>Marina Square is the principal public space linking Fort Road and the amenity spaces beyond with the marina. It is located at the fulcrum of the marina creating panoramic views out across the water.</p> <p>The Marina Facilities are located towards the working end of the marina and conceived as a simple paved area that works as a dinghy park during the winter and car park during the summer.</p> <p>Landmark building is located towards the river edge and will provide a future reference point for the marina and mouth of the river.</p> <p>The applicant states that high quality hard and soft landscaped areas and materials are to be used throughout. Opportunities to maximise areas of tree and shrub planting, green walls and living roofs have been taken to</p>

soften the scheme and greatly increase biodiversity. This includes increased and enhanced areas of marine inter-tidal habitat. Additional tree planting at the edge of the recreation ground is also proposed, which will also assist as a windbreak.

### Public Realm

The marina side walkway/boardwalk will provide approximately 600m of continuous public access to the waterfront, connecting to the Riverside walkway constructed in the first two phases of the West Quay Regeneration Projects, which connects to the town centre.

A range of high-quality public open spaces and viewing areas along the route will provide strong visual connections to the marina and river beyond. The buildings have been arranged to allow sunlight to reach the main public open spaces.

A hierarchy of public external spaces throughout the scheme will be created with the main public open space located in the centre of the site, which will create a prominent heart to the scheme and strong links to the recreation ground. The central public space looks onto the main waterway access from the river, and the Newhaven/Dieppe ferry berth opposite.

Improvements in Fort Road are proposed which will greatly enhance the quality and safety of public realm, improve connections to the Recreation Ground, Newhaven Fort, Castle Hill Nature Reserve and two community halls. These include the creation of new crossings, traffic calming, additional car parking for visitors, extensive tree planting and soft landscaping, including additional tree planting in the recreation ground, resurfacing of the road, completing footpaths where gaps exist and the introduction of dropped kerbs.

There is clear definition between public/private areas and carparking is mainly hidden beneath buildings, to minimise visual impact and make good use of the flood risk zone.

### Building design and layout

The proposed arrangement and scale of buildings completes the master planned design which included the first two phases of the West Quay regeneration project directly to the north. An arc of buildings will surround and enclose three sides of the marina.

The marina site is highly visible, located directly opposite the Newhaven – Dieppe ferry berth and viewed daily by railway passengers travelling through the East Quay. It is intended to be a gateway scheme, signalling positive change for Newhaven, and presenting a much-improved visitor impression to raise the town's profile.

The two tallest blocks create a destination marker for those visiting the area and frame the main open space in the centre of the scheme where the restaurants and bars are to be located. The tallest blocks are sited furthest away from existing residential buildings.

The development consists of 10 Riverside apartment blocks and a hotel, interspersed with public places along an upper boardwalk terrace. Most blocks have a mix of small to medium sized commercial facilities on the

lower floors with car parking concealed beneath all blocks within the flood risk zone.

The buildings have been carefully arranged to be sensitive to the setting of the Newhaven Fort, framing views of its entrance and distinctive grass mounds. When viewed from the promontory at the north end of the marina and the swing bridge.

The varying heights of the 10 blocks has been informed by thorough analysis carried out from key viewpoints agreed with planning officers as part of the Landscape Visual Impact Assessment. Scale has also been determined by proximity to existing buildings and daylight analysis to ensure no harm is caused.

Architectural and landscape design will contribute to the regeneration of the area. The fronts and backs of all blocks have been designed to achieve equal quality. Main residential entrances are located along Fort Road to maximise activity on both sides of the development.

The retirement flats have been arranged in four blocks at the southern end of the site. These blocks have been designed especially mindful of views from Newhaven Fort above and also from the ferry and other vessels arriving from the English Channel. The design of the retirement blocks has also been informed by the proximity of the noisy scrap metal yard on the opposite side of the river, with main balconies and windows orientated facing south to the English Channel rather than across the river.

8.8

#### Impact Upon Heritage Assets

Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) places a general duty on the Council with respects to Conservation Areas in exercising its planning functions. In considering whether to grant planning permission for development within a Conservation Area, the LPA shall have special regard to the desirability of preserving or enhancing the character or appearance of that area. As such, officers have to give considerable importance and weight to the desirability to preserve the setting of heritage assets, including taking account of archaeological heritage.

There are heritage assets near to the site. NPPF paragraph 194 sets out that heritage assets should be preserved in a manner appropriate with their significance. The assets in question is the scheduled monument at Newhaven Fort to the south of the site.

The accompanying heritage statement identifies the main perspectives of particular note with regard to the setting and significance of the Scheduled Monument.

From the fort the proposed development is stepped down towards the Fort to keep views towards the river open. Further, the 'gap' in the massing of the proposed development allows views through to the river, marina and town beyond ensuring that the proposed development doesn't ever form a 'wall' or block between the town and the Fort and protects the longer views up the river into the distance.

Where the development is viewed from the Fort it is largely against the backdrop of the urban mass of Newhaven and the residential development rising up the hill to the west. The massing has been reduced at its western end to ensure that the Downs and Town Hill remain the unbroken horizon when viewed from the Fort.

The proposal would be visible from the River Ouse and would obscure the scheduled monument to some degree from certain vantage points. However, the extent that it would obscure the significance of the hill is limited and the applicants heritage statement demonstrates that the careful siting of the proposed development ensures that the existing views towards the only elements of built form visible in longer views, remain visible and that Fort Hill remains the backdrop to the town on its western side when looking due south.

Historic England will be reported via the update report

Overall, the proposals will have a less than substantial harm to the setting of Newhaven Fort or its strategic significance at the head of the River Ouse.

Paragraph 202 of the NPPF states that where a proposal leads to less than substantial harm this should be weighed against the public benefits of the proposal.

8.9

Residential Amenity

The layout and heights of the proposed development show that the development maintains separation distances between proposed and adjoining existing properties and would not be in close proximity to any existing properties at Court Farm Road. Adjacent properties as listed all comply with the BRE guidance for loss of sunlight.

- Mariners Wharf
- Marine Court
- Above Co-op on Fort Road
- Holmstream Villas
- Villandry
- Versailles

Although the proposal would be clearly visible from surrounding properties and may obstruct existing views across open parts of the site, there is no material right to a view. The separation distances shown in drawings would preclude what would be regarded, in planning terms, significant overlooking, loss of outlook or obtrusiveness that would be considered to materially harm the living conditions for the occupants of existing nearby properties.

The layout of the proposal, in unison with the contouring heights of the proposed structures would not be considered to result in any unacceptable impacts upon any existing neighbouring properties or any of the proposed dwellings in terms of overbearing, overshadowing, overlooking or

	<p>daylighting/sunlighting. It is considered that the proposal could accommodate the development of 400 units within the site, whilst not resulting in any unacceptable residential amenity issues.</p> <p>Internally the layout would provide adequate separation between properties with natural light provision in order to not restrict the living standards of any properties in terms of overbearing, overshadowing, overlooking or daylighting/sunlighting. The proposed commercial element of the proposal would not be located in close enough proximity existing nearby residential properties to result in any unacceptable levels of noise, odours or light pollution that would detrimentally impact residential amenity.</p>
8.10	<p><u>Living Conditions for Future Occupants</u></p> <p>It is considered that the plans demonstrate that the site could accommodate a development of consisting of 400 dwellings, that would also provide a good sense of place and community.</p> <p>The indicative layout shows that there would be sufficient space to provide soft landscaping and greenery in communal open areas. The development will incorporate a number of retail units and also has strong links to exiting retail areas in Newhaven town centre and the range of facilities available there. It is therefore considered that occupants of the proposed dwellings would not feel a sense of detachment from their wider surroundings and would have a good standard of environment within the site itself.</p> <p>All of the proposed flats and hotel rooms would be provided with external clearly glazed windows that would provide a good standard of internal natural/daylight penetration. It is considered that the proposal would provide a good standard of accommodation in this regard.</p> <p>All housing units would meet the Nationally Described Space Standards. Furthermore, all dwellings with two bedrooms or more would be provided with a private balcony, whilst communal green space would also be available.</p> <p>Overall, the site is a sufficient size and scale to sustain the development proposed comfortably, whilst providing adequate living standards in terms of local environment and internal and external quality of private accommodation. The site is well connected with existing public services meaning that the residents of the existing area can easily access the public realm improvements and commercial/retail/marine elements of the proposal. The pedestrian and vehicular links to Newhaven and surrounding areas would allow residents of the site to easily access the amenities at the existing settlement.</p> <p>It is therefore considered that the proposed development complies with Policy CP2 of LPP1, policy DM15, DM16 and DM25 of LPP2 and Section 8 of the NPPF.</p>
8.11	<p><u>Highways &amp; Parking:</u></p> <p>A total of 587 car parking bays are to be provided (consisting of both under-croft and surface parking). Furthermore, two spaces are allocated to</p>

	<p>be Car Club spaces. The quantum of parking spaces is informed by ESCC Highways parking standards.</p> <p>210 cycle spaces are provided for the residential development (with additional visitor spaces provided to meet policy requirements). A further 34 commercial cycle spaces are provided in secure stores. A further 196 cycle spaces are to be pepper-potted around the site.</p> <p>It is the intention that the CIL contributions connected with the proposed development could be used to extend the Brighton bus service (number 12) to serve the development. In addition, the introduction of Newhaven's first car club (2 spaces) and the promotion of a Smarter Choices campaign throughout the town will also be of benefit to existing residents in the area.</p> <p>The site would be accessed from Fort Road, at the northern boundary of the site. A roundabout provides access to Fort Road from several adjoining roads, including Court Farm Road, Gibbon Road, and West Quay. The access provides a raised kerb for pedestrians, ensuring a range of transport modes are supported. ESCC highways have reviewed the site of the proposed access and have not objected to its location or potential impacts upon highways safety. Therefore, the siting and location of the access would be acceptable in terms of highways capacity and safety.</p> <p>New bus stops are proposed at the north of the site, past the roundabout along Fort Road and Gibbon Road. This is in addition to existing bus stops further along Fort Road, making the Marina more accessible by public transport.</p> <p>The transport assessment demonstrates that the layout plan would be able to demonstrate that adequate turning space for service vehicles would be provided within the site, in order to ensure that they can enter and leave in forward gear, as requested by LDC Waste Services.</p> <p>A Construction Traffic Management Plan would need to be provided with details to be agreed. This would need to include management of contractor parking to ensure no on-street parking occurs during the whole of the construction phases. This would be secured via condition to be discharged.</p> <p>ESCC Highways officer has reviewed the scheme and has recommended approval subject to conditions and S106 obligations.</p>
8.12	<p><u>Flooding and Drainage</u></p> <p>Ground levels at the site are to be raised above the predicted 1 in 200-year tidal flood event with finished floor levels of commercial and residential properties set at or above the required levels as outlined by the EA.</p> <p>Inter-tidal habitat is to be introduced to the site in conjunction with improved flood defence infrastructure on the harbour side.</p> <p>Proposed levels across the development provide access and egress to the site at ground level which is linked to the off-site area to the north east which is shown on the EA's Flood Map for Planning to be within the low</p>

	<p>risk Flood Zone 1. A means of evacuation of the site and access for emergency vehicles is therefore established above the predicted flood level parameter.</p> <p>The anticipated additional foul water flows from the development are proposed to be discharged to the existing public sewer through a gravity connection utilising off-site lateral connection. The significant increase in the foul flow generated by the increased occupation of the site should be addressed through the sewage undertaker's Infrastructure Charges applicable for the development.</p> <p>The site is located outside of any SPZ with no proposed discharge to ground. Therefore, no additional pollution control measures are required in this regard.</p> <p>All surface water runoff is proposed to be directed to new quayside outfalls.</p> <p>The primary flood risk to the site is generated by high tides and storm surges or a combination of the two. The predictable nature of these events, monitored by the EA, enables some forewarning of potential flood risk to be made available. Residents, occupiers, and the site management will be signed up to the EA's Floodline Warnings Direct service, which will alert site users to potential flood risk and allow time to prepare accordingly.</p> <p>The flood defences in wider area of Newhaven are currently being upgraded as part of the Newhaven Flood Alleviation Scheme (NFAS). The redevelopment of the marina site includes rebuilding the harbour wall along this reach and crest levels will be in line with the guidance on hard defences, as per the EA guidance. This provides a benefit to the site and the land behind in reducing the current level of flood risk to the site from overtopping of the existing defences.</p>
8.13	<p><u>Water Quality</u></p> <p>Southern water has responded to concerns regarding the discharge of sewage into the sea and have confirmed that the scheme can only progress if there is demonstrable capacity in the sewage network to accommodate the proposed development and that this needs to be determined and refreshed on a 24 month cycle.</p> <p>Southern Water is satisfied that the proposed development does not constitute a significant risk to operations at the two sites making up the Newhaven WWTW with regard to odour.</p> <p>See fuller response in the consultee response section.</p>
8.14	<p><u>Ecology &amp; Biodiversity</u></p> <p>Terrestrial and intertidal ecology surveys were carried out at the site of the Newhaven Marina re-development between 2018 and 2019.</p> <p>An updated ecological walkover and updated bat surveys on four buildings with low suitability for roosting bats were undertaken in June 2022 to confirm that the Site comprised the same habitats and ecological constraints described in the 2019 ecology reports and that additional breeding or wintering bird surveys were not needed as it was considered that the same assemblage of birds using the Site in 2019 would be present</p>

	<p>in 2022 as there have not been changes in the habitats on site or their condition.</p> <p>Following the implementation of the mitigation measures outlined in Table 2 of the Ecological Appraisal Summary 2022, there are unlikely to be any adverse significant effects to ecology as a result of the Proposed Development.</p> <p>Minor beneficial effects are likely for saltmarsh habitat delivered through habitat creation and appropriate management, as well as the installation of boxes for bird nesting, bat roosting and insect hibernation.</p> <p>The introduction of new green roofs on a previously urban environment, as well as the addition of street trees and native planting will result in a gain of +32.7% in habitat units.</p>
8.15	<p><u>Environmental Health</u></p> <p>Air quality</p> <p>LEBC's Air Quality Officer has reviewed the proposal. The response sets out that the air quality assessment and any required mitigation can be achieved via conditions. As such, it is considered that a successful resolution in terms of air quality can be achieved for this scheme.</p> <p>Contamination</p> <p>The proposal does not include any Ground Contamination Assessment. However, LDC's Contamination Officer has provided a response which sets out that a Ground Contamination Assessment and any required remediation can be submitted as conditions, as it is considered that a successful resolution can be achieved for this scheme.</p>
8.16	<p><u>Sustainability</u></p> <p>The proposed development provides sustainable elements which:</p> <ul style="list-style-type: none"> <li>• Utilises currently developed land</li> <li>• Provides enhanced local facilities</li> <li>• Provides high levels of sustainable transport options</li> <li>• Enhances levels of local connectivity</li> <li>• Enhanced building fabric</li> <li>• Utilises communal ASHP for heating and hot water for domestic dwellings</li> <li>• Zoned temperature controls where appropriate</li> <li>• Mechanical ventilation with heat recovery for communal and residential spaces</li> <li>• Low Energy / LED lighting with appropriate controls</li> <li>• BREEAM 'Very Good' for commercial space</li> </ul> <p>Responding to the need for the development to emphasise sustainable living, sustainable transport measures have been greatly enhanced – including introducing the first car club to Newhaven, greatly increased</p>



	<p>cycle provision and promotion of smarter choices campaign throughout town.</p> <p>Major public realm improvements introduced in Fort Road adjacent to the site, including traffic calming, crossings to the recreation ground and Fort and a number of cycle parking areas also connecting roadside footpaths to Mariner’s Wharf and Marine Gate flats and a small public viewing point at the southern tip added.</p> <p>A link to the Fort from the riverside boardwalk was added to the proposals, including wayfinding signage, to encourage pedestrians to walk between the Fort and the waterfront. Also, signage to the town centre</p> <p>To inform residents of local activities, information packs are to be provided to all new residents and information boards for visitors about protecting local environment – e.g. Castle Hill Nature Reserve and the River Ouse etc.</p> <p>The applicant has agreed to make a financial contribution to the Improvements to children’s play area and public realm in recreation ground proposed.</p> <p>The extent of green roofs, green walls and landscaping areas has been increased and PV panels added to roofs to increase the overall sustainability of the proposals.</p> <p>Secure by design/Crime prevention measures increased, through additional lighting and crime prevention measures being incorporated into the design.</p> <p>By providing a mix of uses on site, including working space, restaurants, cafes, a ‘private’ gym for residents and the hotel and office workers, outside leisure space, links to other facilities and sustainable transport initiatives, the need to travel by private car is reduced.</p> <p>A Site Waste Management Plan (SWMP) will be required by condition and shall be in full accordance with the Site Waste Management Plan Regulations 2008.</p>
8.17	<p><u>Archaeology</u></p> <p>An Archaeology and Heritage Assessment (Desk Based Analysis DBA) of the site has been carried out and a report submitted as part of the suite of documents supporting the application.</p> <p>The DBA places the proposed development site within an area of moderate archaeological interest and historic context and confirms that the application site lies in an area of known medieval and post-medieval significance.</p> <p>In the 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</p>

	<p>requirements given in the NPPF (the Government's planning policies for England).</p> <p>Therefore, subject to conditions, the proposed development complies with Policy CP11 of LPP1, DM33 of LPP2 and section 16 of the NPPF</p>
8.18	<p><u>Planning Obligations</u></p> <p>In order to ensure compliance with policy CP1 the scheme will require a review mechanism at agreed intervals to assess whether the ability to provide affordable housing changes in the future, this will be written into the S106.</p> <p>The applicant has agreed to provide a commuted sum in order to provide offsite play space in accordance with Policy DM16 of the Local plan Part 2 which will be required in agreement with the councils play space co-ordinator</p> <p>The applicant will be required to provide a public area management plan in order to ensure the longevity of the public areas.</p> <p>The proposal would be subject to a local labour agreement to be agreed by the council.</p> <p>Officers seek to resolve Highways issues where appropriate by S106 agreement. The highways S106 requirements are as follows:</p> <p>Parking management within the development</p> <p>Temporary parking provision</p> <p>On site highway works</p> <p>Offsite highway works</p> <p>Travel Plan to include provision of car club.</p>
8.19	<p><u>Human Rights Implications</u></p> <p>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 considered fully in balancing the planning issues; and furthermore, the proposals will not result in any breach of the Equalities Act 2010</p>
8.20	<p><u>Conclusion</u></p> <p>For the reasons laid out in this report the scheme is considered to offer public benefits and is recommended for approval subject to legal agreement and planning conditions,</p>

<b>9.</b>	<b>Recommendations</b>
9.1	<p><b>1:</b> Subject to no adverse comment being received from the Health and Safety Executive then application granted subject to S106 agreement and conditions as listed below</p> <p>Heads of Terms for legal agreement:</p>

	<ul style="list-style-type: none"> <li>• Transport contributions and improvements</li> <li>• Commuted sum for play space</li> <li>• Viability review mechanism</li> <li>• Public space management plan</li> <li>• Local Labour agreement</li> </ul> <p><b>2:</b> Subject to the LPA and the applicant failing to successfully complete an S106 agreement to secure necessary legal requirements (referred to in Part A) by the 4<sup>th</sup> of January 2023 or a time frame agreed with the LPA, the Planning Applications Committee grant the Head of Planning delegated authority to <b>REFUSE</b> the application for the following reason(s):</p> <p>The application fails to provide the necessary highways mitigations by reason of failure to successfully complete a Section 106 Agreement, which would be to the detriment of road users and highways capacity. The development would therefore be contrary to Policies T1 of the Newhaven Neighbourhood Plan, Policy CP13 of the Lewes District Local Plan Part 1 and Paragraph 111 of the National Planning Policy Framework.</p>

<b>10.</b>	<b>Conditions:</b>
10.1	<p><b>Phasing Plan</b> The proposed development shall be carried out in accordance with the phasing plan set out in 1570-P-143 P6 DRAFT CONSTRUCTION PHASING PLAN. Unless otherwise agreed in writing by the LPA.</p> <p>Reason: In order to safeguard environmental and residential amenity and in the interests of highway safety and the wider amenities of the area having regard to Policy CP11 CP13 of the LPP1, policies DM20 and DM23 of the LPP2 and the Circular Economy Technical Advice Note and in the interests of ensuring the delivery of the development in accordance with Paragraph 69 of the National Planning Policy Framework.</p>
10.2	<p><b>Discharge of conditions in accordance with each phase</b> Conditions 3-36 of this permission hereby approved shall be discharged for each individual phase of the development. Where relevant this shall be agreed with the relevant statutory consultee for that condition.</p> <p>The phases of the development will be those agreed in the phasing plan required by condition 2 of this permission. These details shall thereafter be retained unless otherwise agreed in writing by the LPA.</p> <p>Reason: in the interests of ensuring that each condition appropriately discharges the condition for each relevant phase and in the interests of ensuring the delivery of the development in accordance with LPP1 &amp; LPP2 and Paragraph 69 of the National Planning Policy Framework</p>

10.3	<p><b>Grading Details</b> of the Site No development shall commence, including any works of demolition, until details of earthworks have been submitted to and approved in writing by the LPA. These details shall include the proposed grading of land area including the levels and contours to be formed. Development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure a satisfactory development and in the interests of amenity and landscape character in accordance with LPP1 policies CP10 and CP11, LPP2 policies DM25 and DM27 and section 15 of the NPPF</p>
10.4	<p><b>Archaeology</b> No development shall commence until the applicant has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with Policy CP11 LPP1 and the NPPF</p>
10.5	<p><b>SUDS</b> No development shall commence until details showing the following Sustainable Drainage details have been submitted and approved in writing by the LPA. The approved Details Shall thereafter be retained</p> <ol style="list-style-type: none"> <li>a. The details of the outfall of the proposed attenuation tank and its outfall. This should include cross sections and invert levels.</li> <li>b. Information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely.</li> <li>c. The detailed design of the attenuation tank to be informed by findings of groundwater monitoring between autumn and spring. Details of measures which will be taken to manage the impacts of high groundwater on the drainage system be provided.</li> <li>d. A maintenance and management plan for the entire drainage system should be submitted to the planning authority before any construction commences on site to ensure the designed system considers design standards of those responsible for maintenance. The management plan should cover the following: <ol style="list-style-type: none"> <li>i. This plan should clearly state who will be responsible for managing all aspects of the surface water drainage system, including piped drains, and the appropriate authority should be satisfied with the submitted details.</li> <li>ii. Evidence that these responsibility arrangements will remain in place throughout the lifetime of the development should be provided to the Local Planning Authority.</li> </ol> </li> </ol>

	<p>Reason: To reduce the risk of flooding, both on and off site, to improve and protect the water quality and improve existing habitats in accordance with LLP1 policy CP12, LLP2 policy DM22 and para. 167 of the National Planning Policy Framework.</p>
10.6	<p><b>Technical Highways Scheme</b> No development shall commence until such time as a technical highway scheme specific to the phase [ where applicable: layout of the new accesses, closure of existing access, street lighting, road signage, drainage, crossing points, footway provision/enhancement, barriers, raised tables, highway parking] and details incorporating the recommendations given in a Stage 2 Road Safety Audit and accepted in the Designer's Response has been submitted to for approval to the Local Highway Authority. The approved highway scheme shall be completed subject to any works that logically would be completed in a further phase prior to first occupation of the phase of the development hereby permitted.</p> <p>Reason: In order to safeguard environmental and residential amenity and in the interests of highway safety and the wider amenities of the area having regard to Policy CP11 CP13 of the LPP1, policies DM20 and DM23 of the LPP2.</p>
10.7	<p><b>Air Quality Assessment</b> No development shall take place, including any demolition, ground works, site clearance, until an Air Quality Assessment (AQA), prepared in accordance with Institute of Air Quality Management (IAQM) best practice guidance and the Sussex-air guidance document <a href="https://sussex-air.net/Reports/SussexAQGuidanceV.12020.pdf">https://sussex-air.net/Reports/SussexAQGuidanceV.12020.pdf</a> has been submitted to and approved in writing by the LPA.</p> <p>Reason: Reason: Reduce harmful emissions and minimising the impact of the development on air quality, in accordance with policies CP9, CP13 and CP14 of the LPP1 and LPP2 and having regard to the NPPF.</p>
10.8	<p><b>Construction Management</b> No development shall commence, including any works of demolition, until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the LPA. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period.</p> <p>The CEMP shall be written in accordance with the latest Institute of Air Quality Management guidance documents, BS 5228 Parts 1 &amp; 2 and shall be approved in writing by the LPA prior to commencement of any works on site</p> <p>The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:</p> <ul style="list-style-type: none"> <li>• the anticipated number, frequency and types of vehicles used during construction,</li> </ul>

	<ul style="list-style-type: none"> <li>• means of reusing any existing materials present on site for construction works,</li> <li>• the method of access and egress routing of vehicles during construction,</li> <li>• the parking of vehicles by site operatives and visitors, including a workers' travel plan</li> <li>• the loading and unloading of plant, materials, and waste,</li> <li>• the storage of plant and materials used in construction of the development,</li> <li>• the erection and maintenance of security hoarding,</li> <li>• flood management during construction both on and off site [or via separate document]</li> <li>• the provision 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),</li> <li>• details of public engagement both prior to and during construction works.</li> <li>• address noise impacts arising out of the construction.</li> <li>• address vibration impacts arising out of the construction.</li> <li>• address odour impacts arising out of the construction.</li> <li>• dust mitigation measures,</li> <li>• includes details of the use of protective fences, exclusion barriers and warning signs.</li> <li>• provides details of the location and appearance of the site offices and storage area for materials, including a bunded area with solid base for the storage of liquids, oils, and fuel.</li> <li>• details of any external lighting.</li> </ul> <p>Reason: In order to safeguard environmental and residential amenity and in the interests of highway safety and the wider amenities of the area having regard to Policy CP11 CP13 of the LPP1, policies DM20 and DM23 of the LPP2 and the Circular Economy Technical Advice Note.</p>
10.9	<p><b>EV Charging</b> Details and location of the parking spaces equipped with active EVCP must be submitted prior to works commencing on site, including details which shall demonstrate that the development will deliver active and passive ECVPs. The details shall include:</p> <ol style="list-style-type: none"> <li>a) Location of active and passive charge points</li> <li>b) Specification of charging equipment and electricity supply availability.</li> <li>c) Operation/management strategy (charging strategy, occupation period restrictions)</li> </ol> <p>The electricity supply should be already confirmed by UK Power Networks or other supplier so that the supply does not need to be upgraded at a later date. The development shall be completed in accordance with the</p>

	<p>approved details and retained in perpetuity. Prior to occupation, the application shall submit confirmation that the charging points are operational.</p> <p>Reason: In order to safeguard environmental and residential amenity and in the interests of highway safety and the wider amenities of the area having regard to Policy CP11 CP13 of the LPP1, policies DM20 and DM23 of the LPP2.</p>
10.10	<p><b>Existing Highway Survey</b> No development shall take place, including demolition, on the site until an agreed pre-commencement condition survey of the surrounding highway network has been submitted and approved in writing by the Local Planning Authority. Any damage caused to the highway as a direct consequence of the construction traffic shall be rectified at the applicant's expense.</p> <p>Reason: In order to safeguard environmental and residential amenity and in the interests of highway safety and the wider amenities of the area having regard to Policy CP11 CP13 of the LPP1, policies DM20 and DM23 of the LPP2</p>
10.11	<p><b>Landscaping</b> Prior to above ground works commencing details, including materials, of all hard landscaping, including the footpath, and boundary treatment have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure a satisfactory development in keeping with the locality having regard to policies CP11 and DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.</p>
10.12	<p><b>Contamination</b> No development shall commence 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:</p> <ol style="list-style-type: none"> <li>a. Additional site investigation scheme, based on preliminary investigations already undertaken to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.</li> <li>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.</li> <li>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,</li> </ol>

	<p>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.</p> <p>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 174, 183 and 184].</p>
10.13	<p><b>Ecological Design Statement</b> No development shall commence until an Ecological Design Strategy (EDS) addressing mitigation of impacts, compensation for the loss of habitat, and enhancement of the site for biodiversity in line with the recommendations in the Ecological Appraisal Summary (AECOM, July 2022) has been submitted to and approved in writing by the local planning authority. The EDS shall include the following:</p> <ul style="list-style-type: none"> <li>• description and evaluation of features to be managed.</li> <li>• purpose and conservation aim and objectives for the proposed works.</li> <li>• ecological trends and constraints on site that might influence management.</li> <li>• detailed design(s) and/or working method(s) to achieve stated aims objectives.</li> <li>• extent and location /area of proposed works on appropriate scale maps and plans.</li> <li>• type and source of materials to be used where appropriate, e.g. native species of local provenance.</li> <li>• prescriptions for management actions, together with a plan of management compartments.</li> <li>• (timetable for implementation demonstrating that works are aligned with the proposed phasing of development.</li> <li>• details of the body or organisation responsible for implementation of the plan.</li> <li>• details of initial aftercare and long-term maintenance (including an annual work plan capable of being rolled forward over a five-year period.</li> <li>• details for monitoring and remedial measures.</li> <li>• details for disposal of any wastes arising from works so as to not attract foraging animals.</li> </ul> <p>All ecological measures and/or works with respect to the protection of badgers, birds and great crested newts shall be carried out in accordance with the details contained in the Ecological Appraisal Summary (AECOM,</p>



	<p>July 2022) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.</p> <p>The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.</p> <p>The EDS shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plans shall also set out (where the results from monitoring show that conservation aims and objectives of the EDS are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.</p> <p>Reason: To ensure that any adverse environmental impacts of development activities can be mitigated, compensated and restored and that the proposed design, specification and implementation can demonstrate this, and to provide a net gain for biodiversity as required by Section 40 of the Natural Environment and Rural Communities Act 2006, paragraphs 174 and 180 of the National Planning Policy Framework, and Policies CP10 and DM24 of Lewes District Local Plan Parts One and two.</p>
10.14	<p><b>Materials</b> no development above slab level shall commence until, details of all facing materials to be utilised in the development hereby permitted including bricks, contrast materials, mortar, windows, doors, roof materials, plant enclosure shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be built in accordance with these approved details.</p> <p>Reason: To safeguard the privacy and amenity of adjoining occupiers, maintain adequate amenity space and safeguard the cohesive appearance of the development in accordance with Policy DM25 of the LPP2 and the National Planning Policy Framework</p>
10.15	<p><b>Lighting Design Strategy,</b> No development above slab level shall commence until a "lighting design strategy" has been submitted to and approved in writing by the local planning authority. The strategy shall:</p> <ul style="list-style-type: none"> <li>• show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not unacceptable harm the amenity of residential properties and to improve security and visual surveillance around the site.</li> </ul>

	<p>All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the planning authority.</p> <p>Reason: to ensure a satisfactory design and appearance of the proposal and to minimise the impact upon the openness of the countryside in accordance with DM25 and para 177 of the National Planning Policy Framework.</p>
10.16	<p><b>Visibility Splays</b> The access shall not be used until visibility splays of 2.4m by 43m are provided in both directions and are cleared of all obstructions exceeding 600mm in height and kept clear thereafter.</p> <p>Reason: In order to safeguard environmental and residential amenity and in the interests of highway safety and the wider amenities of the area having regard to Policy CP11 CP13 of the LPP1, policies DM20 and DM23 of the LPP2</p>
10.17	<p><b>Photographic Survey</b> Prior to occupation of the proposed development, evidence (Including photographs should be submitted showing that the drainage system has been constructed as per the agreed detailed drainage designs should be submitted to and approved in writing by the LPA.</p> <p>Reason: To reduce the risk of flooding, both on and off site, to improve and protect the water quality and improve existing habitats in accordance with LLP1 policy CP12, LLP2 policy DM22 and para. 167 of the National Planning Policy Framework.</p>
10.18	<p><b>Parking Provision</b> The development shall not be occupied until a parking plan in accordance with the details shown in the Transport Assessment Rev G (Mayer Brown) has been agreed in writing by the LPA and the areas relevant to that phase of the development implemented . Thereafter, the parking shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles</p> <p>Reason: In order to safeguard environmental and residential amenity and in the interests of highway safety and the wider amenities of the area having regard to Policy CP11 CP13 of the LPP1, policies DM20 and DM23 of the LPP2</p>
10.19	<p><b>Contamination Verification</b> Report 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</p>

	<p>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.</p> <p>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 174, 183 and 184].</p>
10.20	<p><b>Sustainability Assessment</b> No dwelling shall be occupied until the sustainability features for that dwelling as set out within the Energy Statement (SRE, 2019) has been implemented in accordance with the approved document.</p> <p>Reason: To ensure a satisfactory development and in the interests of amenity and landscape character in accordance with LPP1 policies CP10 and CP08, CP09, CP14 and LPP2 policy DM24 and Section 15 of the National Planning Policy Framework</p>
10.21	<p><b>Archaeological Evidence Statement</b> Prior to occupation of the proposed development an archaeological site investigation and post - investigation assessment (including provision for analysis, publication and dissemination of results and archive deposition) for that phase shall be submitted and approved in writing by the Local Planning Authority. The archaeological site investigation and post - investigation assessment will be undertaken in accordance with the programme set out in the written scheme of investigation approved under condition 4.</p> <p>Reason: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with Policy CP11 LPP1 and the National Planning Policy Framework.</p>
10.22	<p><b>Retail Tenure Plan</b> Prior to occupation of the proposal a retail and commercial floorspace plan shall be submitted to and approved in writing by the LPA, which set out the use classes and configuration of the non-residential floorspace. These details shall thereafter be retained, unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: In the interests of ensuring the viability and vitality of the retail offer in accordance with policy CP6 of LLP1 and the National Planning Policy Framework</p>

10.23	<p><b>Refuse and Recycling</b> Prior to occupation of the development hereby approved the provision of storage for refuse and recycling shall have been provided in accordance with approved plans. These areas shall thereafter be retained.</p> <p>Reason: In the interests of the amenities of the area, having regard to Policy DM26 and guidance within the National Planning Policy Framework.</p>
10.24	<p><b>Sustainability Heating Systems</b> Prior to the first occupation of the properties they will be constructed in accordance with Details to be submitted to and approved in writing by the LPA / the Low Carbon Technology Heating Systems specified within the Sustainability and Energy Statement, prepared by SRE (2019) . The details as approved shall be implemented prior to the first occupation of the development.</p> <p>Reason: In the interests of the living conditions of occupiers of nearby properties and future occupiers of the site and to manage air quality in accordance with NPPF 186.</p>
	<p><b>Vehicle Turning Spaces</b> The development shall not be occupied until a turning space for vehicles has been provided and constructed in accordance with the approved plans and the turning space shall thereafter be retained for that use and shall not be obstructed</p> <p>Reason: In order to safeguard environmental and residential amenity and in the interests of highway safety and the wider amenities of the area having regard to Policy CP11 CP13 of the LPP1, policies DM20 and DM23 of the LPP2</p>
10.25	<p><b>Cycle Parking</b> The development shall not be occupied until cycle parking areas have been provided in accordance with details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles.</p> <p>Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development</p>
10.26	<p><b>Access Gradients</b> The completed access shall have maximum gradients of 4% (1 in 25) from the channel line, or for the whole width of the footway/verge whichever is the greater and 11% (1 in 9) thereafter.</p> <p>Reason: In order to safeguard environmental and residential amenity and in the interests of highway safety and the wider amenities of the area having regard to Policy CP11 CP13 of the LPP1, policies DM20 and DM23 of the LPP2.</p>

10.27	<p><b>Southern Water Capacity</b> Prior to the commencement of any of the phases hereby approved confirmation of the headroom capacity within the local sewage network shall be demonstrated to the satisfaction of the Local Planning Authority (in consultation with Southern Water). The period for approval for any headroom capacity within the sewage network shall only last for 24 months after the approval is given for that phase and if the development for that phase is stalled or is likely to take more than 24months to complete then a further approval is required.</p> <p>Reason: In the interest of ensuring that there is sewage capacity within the network to accommodate the new development.</p>
10.28	<p><b>Bat Survey Compliance</b> All ecological measures and/or works with respect to the protection of bats and other species shall be carried out in accordance with the details contained in the Bat Survey Report (AECOM) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.</p> <p>Reason: To ensure that the measures considered necessary as part of the ecological impact assessment are carried out as specified and to avoid offences under wildlife legislation.</p>
10.29	<p><b>Parking Spaces Sizes</b> The car parking spaces shall measure at least 2.5m by 5m (add an extra 50cm where spaces abut walls).</p> <p>Reason: In order to safeguard environmental and residential amenity and in the interests of highway safety and the wider amenities of the area having regard to Policy CP11 CP13 of the LPP1, policies DM20 and DM23 of the LPP2</p>
10.30	<p><b>Unexpected Contamination</b> If, during development, contamination not previously identified is found to be present at the site then no further works to identified area(s) (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.</p> <p>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 NPPF, para 174, 183 and 184].</p>
10.31	<p><b>External Lighting</b> No external lighting or floodlighting shall be installed on the buildings or the road and parking areas hereby permitted without the prior written approval of the LPA.</p>

	Reason: To protect the amenity and character of the surrounding countryside and to prevent disturbance of nocturnal species having regard to Policy CP10 of the LPP1, policies DM20 and DM24 of the LPP2 and para 174, 180 and 185 of the NPPF.
10.32	<p><b>Hours of Work Construction</b> Work utilising heavy machinery shall be restricted to the hours of 0800 to 1800 Monday to Fridays and 0900 to 1300 on Saturdays and works shall not be carried out at any time on Sundays or Bank/Statutory Holidays.</p> <p>Reason: In the interest of residential amenities of the neighbours having regard to Policy DM25 of LPP2.</p>
10.33	<p><b>PD Rights</b> Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) (England) 2015 (or any order revoking and re-enacting that Order with or without modification) no Change of Use shall be undertaken without the submission of a planning application.</p> <p>Reason: To protect the economic viability and vitality of the scheme and the high street with regard to Policy DM25 of the LPP2 and the NPPF</p>
10.34	<p><b>Fire Safety Agreement prior to each phase</b> No development on any phase shall commence until agreement has been reached with respect to the fire safety strategy for the development in that ensuing phase. The fire strategy shall include materials used, the method of construction and means of escape at times of emergency.</p> <p>Reason: In the interest of mitigating the risk to life and property, in accordance with the Fire safety and high-rise residential buildings August 2021 Planning Practice Guidance.</p>
10.35	<p><b>Southern Water Existing Infrastructure</b> Prior to the commencement of any phase of the development hereby approved the applicant shall demonstrate that any existing 'sewage' infrastructure shall be safeguarded from damage during the construction phase and also that on going access to the infrastructure is maintained for the lifetime of the development to the satisfaction of the Local Planning Authority (in consultation with Southern Water)</p> <p>Reason: - In the interest of maintaining the integrity of the existing sewage infrastructure.</p>

<b>11</b>	<b>Plans:</b>
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	This decision relates solely to the following plans:

BLOCK PLAN- PROPOSED SITE	05 <sup>th</sup> July 2022	1570-P-003 P2
SITE ELEVATIONS	05 <sup>th</sup> July 2022	1570-P-004 P2
ROOF PLAN - AS PROPOSED	05 <sup>th</sup> July 2022	1570-P-011 P2
CAR PARKING FLOOR PLAN - AS PROPOSED	05 <sup>th</sup> July 2022	1570-P-012 P2
BLOCK A FLOOR PLANS	05 <sup>th</sup> July 2022	1570-P-101 P2
BLOCK A FLOOR PLANS & SECTION	05 <sup>th</sup> July 2022	1570-P-102 P2
BLOCK B FLOOR PLANS	05 <sup>th</sup> July 2022	1570-P-104 P2
BLOCK C FLOOR PLANS	05 <sup>th</sup> July 2022	1570-P-107 P2
BLOCK D FLOOR PLANS	05 <sup>th</sup> July 2022	1570-P-111 P2
BLOCK D ELEVATIONS	05 <sup>th</sup> July 2022	1570-P-113 P2
BLOCK E FLOOR PLANS	05 <sup>th</sup> July 2022	1570-P-114 P2
BLOCK E FLOOR PLANS & SECTION	05 <sup>th</sup> July 2022	1570-P-115 P2
BLOCK E ELEVATIONS	05 <sup>th</sup> July 2022	1570-P-116 P2
BLOCK F+G FLOOR PLANS	05 <sup>th</sup> July 2022	1570-P-117 P2
BLOCKS F+G FLOOR PLANS & SECTION	05 <sup>th</sup> July 2022	1570-P-120 P2
BLOCKS F+G FLOOR PLANS & SECTION	05 <sup>th</sup> July 2022	1570-P-121 P2
BLOCK F+G ELEVATIONS	05 <sup>th</sup> July 2022	1570-P-122 P2
BLOCK F+G ELEVATIONS	05 <sup>th</sup> July 2022	1570-P-123 P2
BLOCK H FLOOR PLANS	05 <sup>th</sup> July 2022	1570-P-124 P2
BLOCK H ELEVATIONS	05 <sup>th</sup> July 2022	1570-P-128 P2
BLOCK I FLOOR PLANS	05 <sup>th</sup> July 2022	1570-P-129 P2
BLOCK I ELEVATIONS	05 <sup>th</sup> July 2022	1570-P-133 P2
BLOCK K FLOOR PLANS	05 <sup>th</sup> July 2022	1570-P-137 P2
GROUND FLOOR PLAN - AS PROPOSED	05 <sup>th</sup> July 2022	1570-P-150 P2
FIRST FLOOR - AS PROPOSED	05 <sup>th</sup> July 2022	1570-P-151 P2
SECOND FLOOR PLAN - AS PROPOSED	05 <sup>th</sup> July 2022	1570-P-152 P2
THIRD FLOOR PLAN - AS PROPOSED	05 <sup>th</sup> July 2022	1570-P-153 P2
FOURTH FLOOR PLAN - AS PROPOSED	05 <sup>th</sup> July 2022	1570-P-154 P2
FIFTH FLOOR PLAN - AS PROPOSED	05 <sup>th</sup> July 2022	1570-P-155 P2
NINTH FLOOR PLAN - AS PROPOSED	05 <sup>th</sup> July 2022	1570-P-159 P2
TENTH FLOOR PLAN - AS PROPOSED	05 <sup>th</sup> July 2022	1570-P-160 P2
BOUNDARY TREATMENTS	05 <sup>th</sup> July 2022	1570-P-163 P2
CONTEXTUAL SECTION 01 - THROUGH FORT	05 <sup>th</sup> July 2022	1570-P-005 P1
CONTEXTUAL SECTION 02 - ALONG RIVER	20 <sup>th</sup> December 2020	1570-P-006 P1
SITE SECTIONS A - A B – B	20 <sup>th</sup> December 2020	1570-P-007 P1
SITE SECTIONS C - C D – D	20 <sup>th</sup> December 2020	1570-P-008 P1
SITE SECTIONS E - E F - F	20 <sup>th</sup> December 2020	1570-P-009 P1
SITE SECTIONS G - G H – H	20 <sup>th</sup> December 2020	1570-P-010 P1
STOREY HEIGHTS and TOPOGRAPHY	20 <sup>th</sup> December 2020	1570-P-013 P1
BLOCK A ELEVATIONS	20 <sup>th</sup> December 2020	1570-P-103 P1
BLOCK B FLOOR PLANS and SECTION	20 <sup>th</sup> December 2020	1570-P-105 P1
BLOCK B ELEVATIONS	20 <sup>th</sup> December 2020	1570-P-106 P1
BLOCK C FLOOR PLANS and SECTION	20 <sup>th</sup> December 2020	1570-P-108 P1
BLOCK C ELEVATIONS	20 <sup>th</sup> December 2020	1570-P-109 P1
BLOCK C ELEVATIONS	20 <sup>th</sup> December 2020	1570-P-110 P1
BLOCK D FLOOR PLANS and SECTION	20 <sup>th</sup> December 2020	1570-P-112 P1
BLOCK F+G FLOOR PLANS	20 <sup>th</sup> December 2020	1570-P-118 P1
BLOCK F+G FLOOR PLANS	20 <sup>th</sup> December 2020	1570-P-119 P1
BLOCK H FLOOR PLANS	20 <sup>th</sup> December 2020	1570-P-125 P1
		1570-P-126 P1
		1570-P-127 P1

BLOCK H FLOOR PLANS and SECTION	20 <sup>th</sup> December 2020	1570-P-130 P1
BLOCK H ELEVATIONS	20 <sup>th</sup> December 2020	1570-P-131 P1
BLOCK I FLOOR PLANS	20 <sup>th</sup> December 2020	1570-P-132 P1
BLOCK I FLOOR PLANS and SECTION	20 <sup>th</sup> December 2020	1570-P-134 P1
BLOCK I ELEVATIONS	20 <sup>th</sup> December 2020	1570-P-135 P1
BLOCK J FLOOR PLANS	20 <sup>th</sup> December 2020	1570-P-136 P1
BLOCK J FLOOR PLANS and SECTION	20 <sup>th</sup> December 2020	1570-P-138 P1
BLOCK J ELEVATIONS	20 <sup>th</sup> December 2020	1570-P-139 P1
BLOCK K FLOOR PLANS and SECTION	20 <sup>th</sup> December 2020	1570-P-140 P1
BLOCK K ELEVATIONS	20 <sup>th</sup> December 2020	1570-P-141 P1
MARINA OFFICES FLOOR PLANS and	20 <sup>th</sup> December 2020	1570-P-146 P1
ELEVATIONS	20 <sup>th</sup> December 2020	1570-P-147 P1
PROMONTORY CAFE PLAN and	20 <sup>th</sup> December 2020	1570-P-156 P1
ELEVATIONS	20 <sup>th</sup> December 2020	1570-P-157 P1
MARINA FACILITIES and BOAT PARK	20 <sup>th</sup> December 2020	1570-P-158 P1
LAYOUT	20 <sup>th</sup> December 2020	1570-P-161 P1
MARINA BERTH HOLDER FACILITIES	20 <sup>th</sup> December 2020	1570-P-162 P1
SIXTH FLOOR PLAN - AS PROPOSED	20 <sup>th</sup> December 2020	
SEVENTH FLOOR PLAN - AS PROPOSED	20 <sup>th</sup> December 2020	
EIGHTH FLOOR PLAN - AS PROPOSED	20 <sup>th</sup> December 2020	
ELEVENTH FLOOR PLAN - AS PROPOSED	20 <sup>th</sup> December 2020	
TWELFTH FLOOR PLAN - AS PROPOSED	20 <sup>th</sup> December 2020	

<b>12.</b>	<b>Appendices</b>
	None.

<b>13.</b>	<b>Background Papers</b>
	None.