

PEACEHAVEN TOWN COUNCIL

TONY ALLEN
TOWN CLERK
TELEPHONE: (01273) 585493 OPTION 6
FAX: 01273 583560
E-MAIL: Townclerk@peacehaventowncouncil.gov.uk

TOWN COUNCIL OFFICE
MERIDIAN CENTRE
MERIDIAN WAY
PEACEHAVEN
EAST SUSSEX

Minutes of the meeting of the Planning & Highways Committee held in Community House, Meridian Centre at 7.30pm on Tuesday 3rd December 2019

Present – Cllr I Sharkey, Cllr A Milliner, Cllr J Harris, Cllr S Griffiths, Cllr D Paul, Cllr L Mills, Cllr A Goble, Cllr White, Cllr Hill,

Victoria Onis (Admin Officer)

1 PH745 CHAIR ANNOUNCEMENTS

The Chairman welcomed everyone to the meeting and read the Health & Safety announcement.

2 PH746 PUBLIC QUESTIONS

There were no questions

3 PH747 TO CONSIDER APOLOGIES FOR ABSENCE & SUBSTITUTIONS

Apologies accepted from Cllr Cheta and Cllr Seabrook

4 PH748 TO RECEIVE DECLARATIONS OF INTEREST FROM COMMITTEE MEMBERS

Declarations given from Cllr White who is a shareholder in Assura PLC who own Anchor Health Care and Rowe Avenue Surgery

5 PH749 TO APPROVE & SIGN THE NON CONFIDENTIAL MINUTES OF TUESDAY 12th November 2019

It was resolved to adopt the minutes as a true record

Proposed Cllr Griffiths

Seconded Cllr Hill

All in Agreement

6 PH750 SPEEDWATCH UPDATE

Cllr Hill updated Cllrs that there will be an informal Speed Watch meeting on the 21st January 2020, Cllr Seabrook, Cllr Harris, Admin Assistant Vicky Onis and The Town Clerk have been invited. The purpose of the meeting will be to discuss how we can positively move forward with this project.

7 PH751 ACTION PLAN – Review/Updates

Action plan noted and updated.

8 PLANNING APPLICATIONS DECISIONS

<p>PH751 LW/19/0760 Lower Hoddern Farm Hoddern Farm Lane</p>	<p>Reserved Matters approval pursuant to Condition 28 of hybrid planning permission LW/17/0226 for layout, scale, appearance and landscaping for 157 residential units, being Phase 2 of the proposed development</p>
	<p>Comments The second stage has been better thought out, more of a community feel, windows facing out to the park and a pathway feeding different routes so walkers have easy access.</p> <p>Peacehaven Town Council Recommend Approval subject to the works meeting best standards; looking at the welfare of local people, the environment & transport links.</p> <p>Proposed Cllr White Seconded Cllr Paul All in Agreement</p>
<p>PH752 LW/19/0804 25 Glynn Road Peacehaven Case Worker Chris Wright (Pages)</p>	<p>Proposed revised site access off Glynn Road for the approved development (LW/18/0338) with alterations to the existing dwelling</p>
	<p>Peacehaven Town Council Object to this application; Detrimental Effect on local character-surrounding area included and Design - does not fit in with local surroundings.</p> <p>Proposed Cllr Griffiths Seconded Cllr Harris All in Agreement</p>

PH753 LW/19/0810 36 The Brickly Peacehaven Case Worker James Emery	Erection of 1m high brick boundary wall to front of property to replace 1m high wooden boundary fence
	Peacehaven Town Council Recommend Approval Proposed Cllr Griffiths Seconded Cllr Harris All in Agreement

9 TO NOTE the following Planning Applications:-

PH743 LW/19/0703/CD 12 Sunview Avenue Peacehaven	Discharge of conditions 4, 5 and 6 relating to planning approval LW/19/0491
PH744 TW/19/0090/TPO 10 Stanley Road	T1 Oak – To remove one low branch over the driveway of no 8

The Committee noted the planning application above.

10 TO NOTE the following planning application decisions:-

LW/19/0707 48 Rowe Avenue Peacehaven	Lewes DC Grants permission Peacehaven's Planning & Highways Committee Supported this application
LW/18/0726 211 South Coast Road Peacehaven	Lewes DC Grants Permission Peacehaven's Planning & Highways Committee Supported to this application
LW/19/0669 87 Malines Avenue Peacehaven	Lewes District Council hereby that on 18 September 2019 the operations described in the First Schedule to this certificate in respect of the land specified in the second Schedule to this Certificate and DELINEATED on the plan attached to this Certificate, is lawful within the meaning of Section 192 of the Town and Country Planning Act 1990 Peacehaven's Planning & Highways Committee Supported to this application
LW/19/0617 118 Roderick Avenue Peacehaven	Lewes DC Grants Permission Peacehaven's Planning & Highways Committee Supported to this application

The Committee noted the planning decisions above.

Next meeting of the Committee – 7th January 2019

There being no further business, the meeting closed at 8PM

PLANNING & HIGHWAYS

MEETING DATE	TASK	ACTION	PERSON RESPONSIBLE	STATUS/COMMENTS	UPDATE
3/09/2019	RESIDENT CONCERNS WITH STAYING CAR PARK BEING USED AS A P&R.	comments will be passed to LDC - with a suggestion that "Roderick Ave South" could be used for a P&R scheme to avoid clogging up car parks near to the shops.		this was not moved forward with LDC. On the 11/11 the resident again sent the same comments which the Town Clerk responded to but concerns do still need to be forwarded to LDC with also a suggestion of a car park being solely used for P&R somewhere else.	
3/09/2019	PUBLIC RIGHTS OF WAY WORKING GROUP - CONCRETE PATH LOWER HODDERN FARM TO CENTENARY PARK	Clr Griffiths requested help from other councillors filing in evidence forms (extend of usage prior to 2005)			13/11 no progress as no volunteers

PLANNING & HIGHWAYS

MEETING DATE	TASK	ACTION	PERSON RESPONSIBLE	STATUS/COMMENTS	UPDATE
1/10/2019	to monitor the webbs development & highlight concerns with planning enforcement to ensure we do not get the same ongoing concerns as the Barretts site.	monitor the webbs site development & ensure abiding to restrictions	Clr Paul to monitor webbs development and Clr Sharkey to Contact CC Nigel Enever	<p>22/10 A member of the public noted that at the Full Council Meeting on the 24th September, on behalf of Peacehaven Focus Group, asked a question regarding the Barretts development at Chalkers Rise, and their possible failure to comply with obligations as set out in the planning application. This was referred to the Planning and Highways meeting on the 1st of October. It was decided at that meeting that this question should be addressed by LDC, and would therefore be sent to them to be answered. Can we be assured that this has been done, and if so what, if any response been received from LDC?"</p> <p>Action – Clr Sharkey advised she would look into and check the previous minutes.</p>	<p>12/11 Mike Gatti has again followed up to ask if his concern has been actioned?</p> <p>Clr Paul is still monitoring safety and ensuring fences are remaining upright in the high winds we have been having. If these are down is poses a risk for children to enter the site.</p> <p>* 12/11 there has been no update with regards to Mike Gatti's question which has been raised 4 times. It was agreed that Clr Cheta would look into & respond personal to Mr Gatti.</p> <p>* will be discussed at full council 26/11.</p> <p>* 26/11 Mike Gatti again at Full Council as his question has still not been responded to and first raised in September (4times) was promised a personal response & investigation at last pln meeting.</p>

PLANNING & HIGHWAYS

MEETING DATE	TASK	ACTION	PERSON RESPONSIBLE	STATUS/COMMENTS	UPDATE
22th oct	Residents concern for the road "improvements" which have been submitted for the Dell Roundabout. The application proposal will widen the road to two lanes which will increase traffic flow & increase speed In an already dangerous area. Adding to this, there is a lack of safe crossings along the Coast Road, particularly from the Telcombe traffic lights to the Dell roundabout. Many elderly and visually impaired residents have been seen struggling to cross the road and concerns that we have to wait for a fatality before anything is done to improve the situation	PTC will try and locate the plans for the Churchill Retirement Development to see if part of the proposal was to include a safe crossing at the Dell. Was also mentioned that the CC Nigel Enever has asked ESCC Highways to come and view in person the traffic at the Dell but as yet we don't believe this has happened.		3/11 admin officer located Churchill planning application, no mention of a new crossing.	Lewes will not consider crossings, there has to be a minimum of 2 fatalities before situation is reviewed. * have emailed TC to see if theres anything we can do to try and make this area safer, without having to wait for fatalities. * 25/11 update from Ticker - PTC Planning Committee may wish to escalate this to our County Councillor
2th oct	excessive electricity bill (approx £90 per month) for 2/3 lamposts in Valley Road	to check the bulbs at Valley Road;		are the bulbs Sodium or LED, if Sodium they need to be changed but need a contractor to do this.	* admin officer has emailed Town Clerk - to see if we should get a contractor to check bulbs. * Have emailed TC for decision * 25/11 admin officer has emailed Groundsman for an estimate to change the bulbs as long as they are PTC's lights and no ESCC. * Advise rvc from groundsman- need to ask ESCC highways if they could help or know who to contact - admin officer to do.
2th oct	set up a speedwatch working group to promote speedwatch		Clir Hill,		no volunteers but neighbour hood first will come out once per week. * 27/11 - admin officer to arrange informal meeting for late Jan with Clir Saabrook, Clir Hill, Town Clerk.

PLANNING & HIGHWAYS					
MEETING DATE	TASK	ACTION	PERSON RESPONSIBLE	STATUS/COMMENTS	UPDATE
21st nov	public loos toilets have been blocked for 4/5 months	have emailed town clerk to follow up	Town Clerk to email LDC or DC		18TH Nov admin officer emailed DCLLR Miller. 25/11 chased cllr miller again. On Wednesday will email other DCLs * member of public also emailed DCLLR Miller * update from cllr Duhigg who has been told the loos will be open in approx 2 weeks. Broken urinal and vandalism to the lock, waiting on urinal & lock.
21TH NOV	Bus shelters vandalised	have emailed town clerk as we need to contact Adshel/P		25/11 have emailed TC for update	25/11 Admin Officer to speak to Groundsman to make contact with Adshel 26/11 advise road to call adshel and report damage - admin officer to do
7th DEC	Re-register Piddinghoe, Steyning Avenue & Roderick Avenue South car parks with LDC as Assets of Community Value (ACV). Include Piddinghoe, Steyning Avenue & Roderick Avenue South car parks with LDC in the NDP	Clerk to liaise with LDC	Town Clerk	To be progressed with LDC early in 2020. Current registration expires on 20/12/2020.	
7th DEC		To be included in the Draft NDP	Cllr Gallagher & Town Clerk	Car parks to be incorporated into the Draft NDP, along with other ACV's and areas for protection.	
7th DEC	Monitoring Berrats compliance with the Planning Conditions for the development at Hoddern Farm	Planning Committee's and members of the Peacehaven Focus Group's concerns require close monitoring of these Conditions.	Planning Committee & Town Clerk	PTC & PFC concerns raised with the Head of Planning.	17/12 - Full response from LDC expected by 20/12/2019

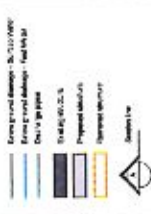
Reference	LW/19/0822
Alternative Reference	PP-08283303
Application Received	Fri 15 Nov 2019
Application Validated	Mon 02 Dec 2019
Address	8 Wendale Drive Peacehaven East Sussex BN10 8NX
Proposal	Conversion of garage to habitable room
Status	Awaiting decision
Appeal Status	Unknown
Appeal Decision	Not Available

NOTE:

[illegible]

PARTY VALLS:

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**ARCHITECTURAL
DESIGN**

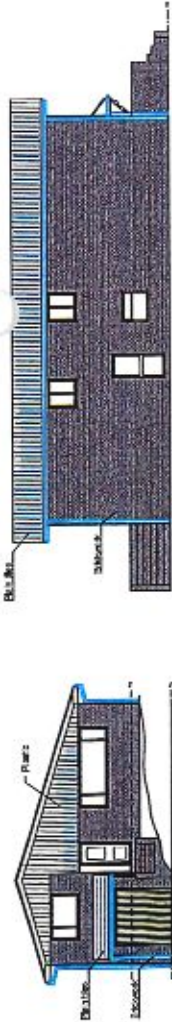
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8 Wendale Drive
Peasbreen
BN10 0NX
East Sussex

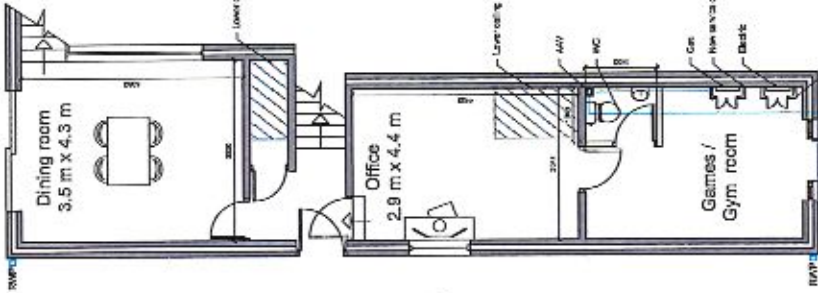
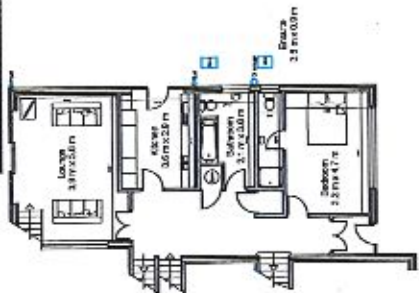
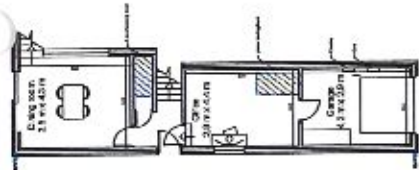
DIVISION TITLE	
Garage Conversion	



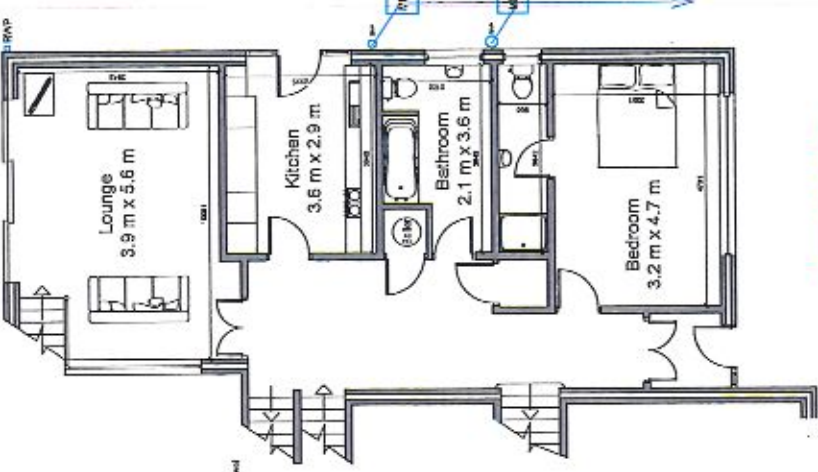
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19/52	SK1	D



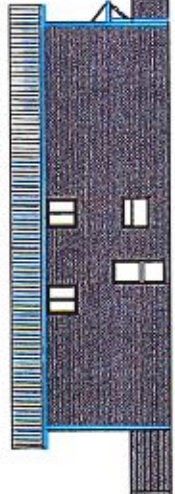
Existing Front Elevation
Scale: 1:100



Proposed Basement Floor Plan
Scale: 1/32"



Proposed First Floor Plan

Proposed Side Elevation
Scale: 1/2"=1'-0"

Proposed Front Elevation
Scale: 1/4" = 1'-0"

Block: 11
Scale: 1=500

Location Plans
Section 119280

Reference	LW/19/0870
Alternative Reference	PP-08341027
Application Received	Thu 05 Dec 2019
Application Validated	Thu 05 Dec 2019
Address	14 The Leas Peacehaven East Sussex BN10 8XJ
Proposal	Two storey south side extension plus single storey north side and rear (west) extensions

From: DoNotReply@lewes.gov.uk

Sent: 13 December 2019 16:26:49 (UTC) Coordinated Universal Time

To: lewesplanningcomments

Subject: Comments for Planning Application <LW/19/0870> Customer made comments in support of the Planning Application

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 4:44 PM on 13 Dec 2019 from Mr John greene.

Application Summary

Address: 14 The Leas Peacehaven East Sussex BN10 8XJ

Proposal: Two storey south side extension plus single storey north side and rear (west) extensions

Case Officer: Mrs April Parsons

[Click for further information](#)

Customer Details

Name: Mr John greene

Address: 33 The Highway Peacehaven

Comments Details

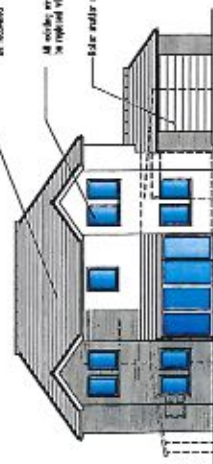
Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

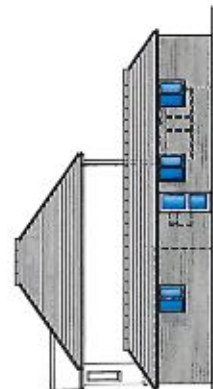
Reasons for comment:

Comments: Plans look good, will make the house more attractive and will add to the area
J.Greenne neighbour: 33 The Highway

1:100 Scale Bar



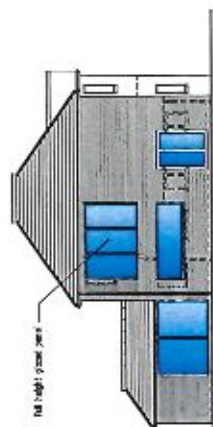
East Elevation



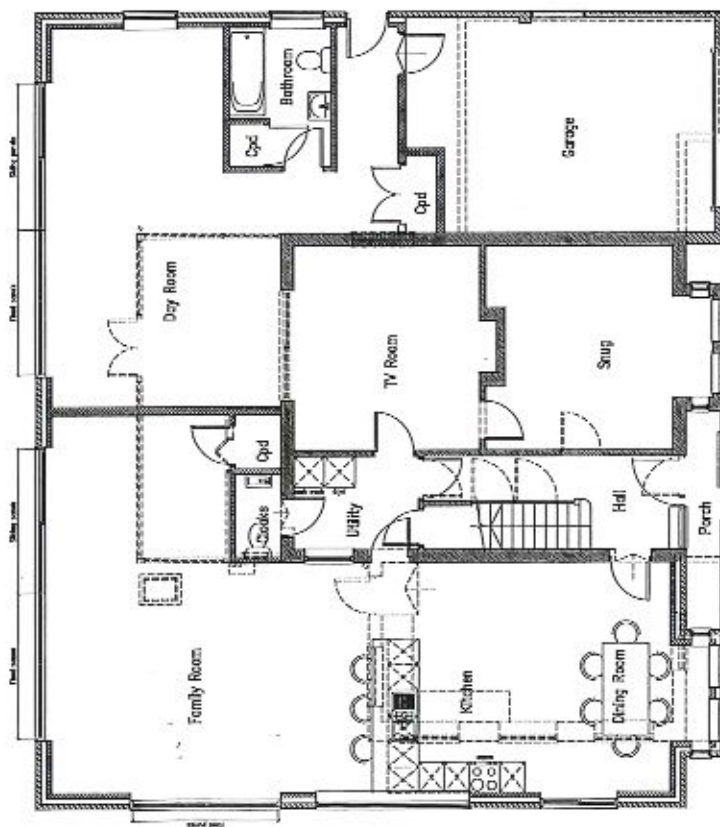
North Elevation



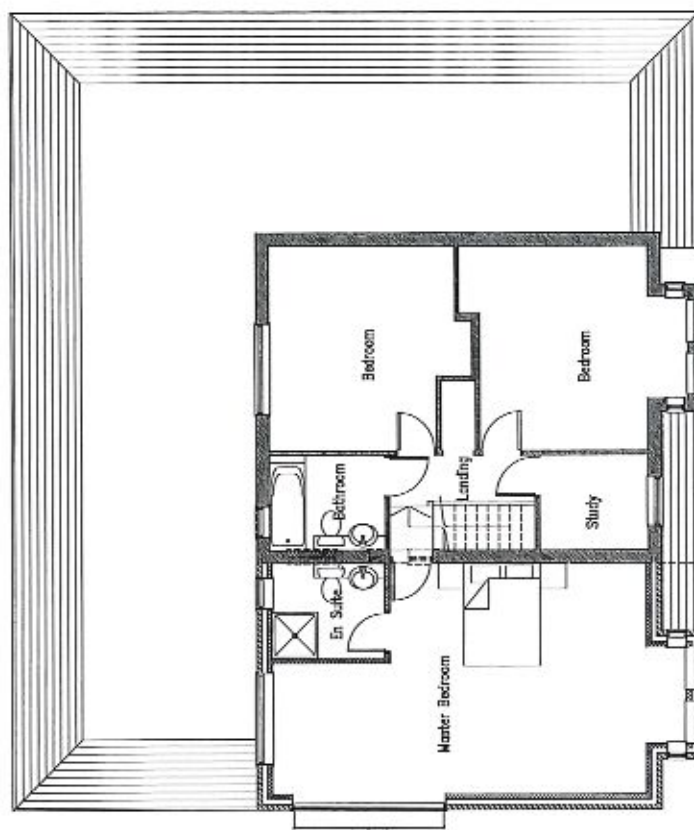
West Elevation



South Elevation



Ground Floor Plan



First Floor Plan

12 Place
111 High Street
Barnstaple, Devon PL6 8AA
Tel: 01323 870701 Fax: 01323 870702
E-mail: info@barnstaple.gov.uk
Web: www.barnstaple.gov.uk

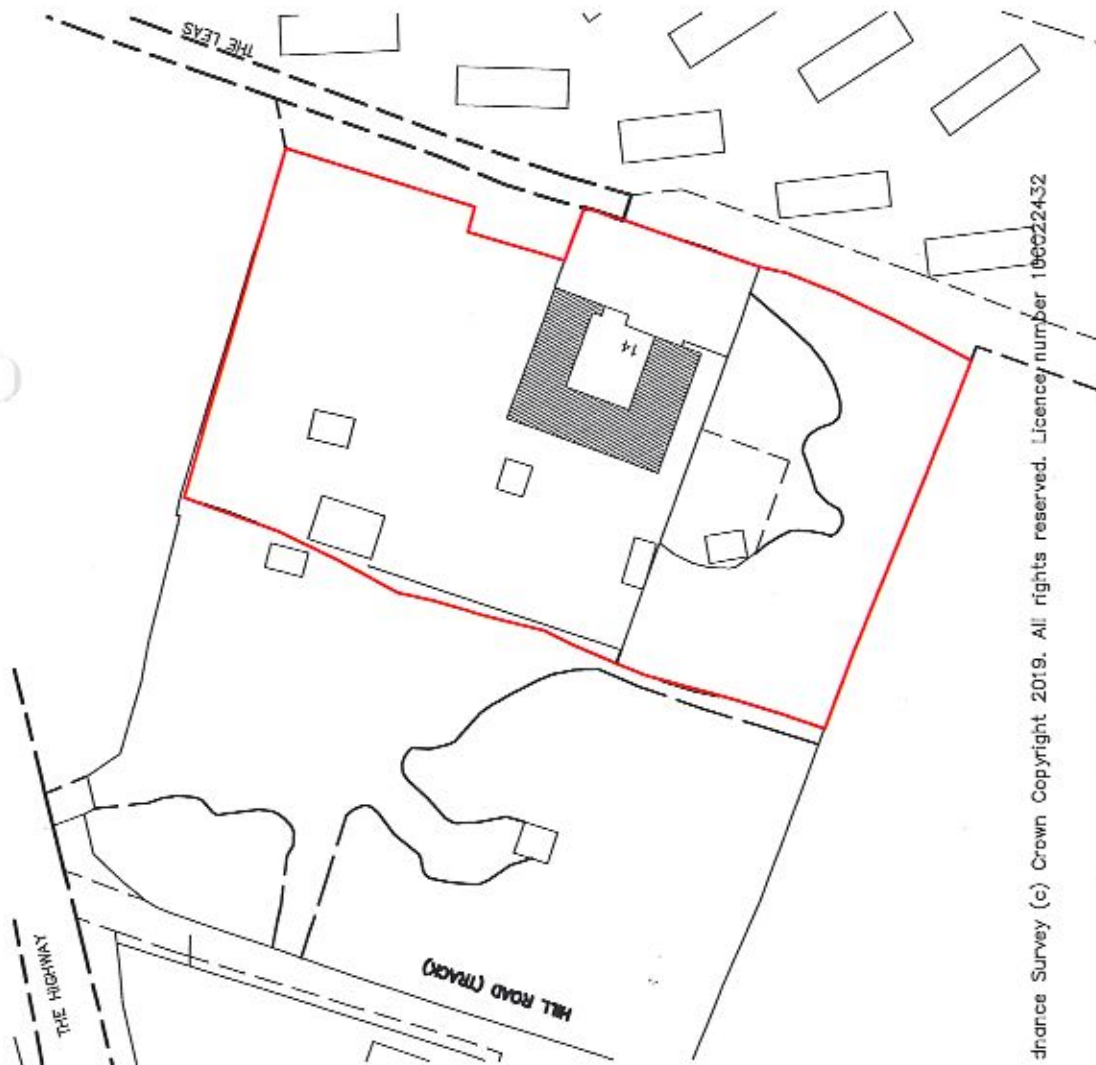
Proposed Extensions And Internal Alterations at: 14 The Leas, Peacehaven, East Sussex

14 The Less, Presumably, End Summer

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CONTACT: P. FINE (201) 556-6944

J. de v. S. Tachewitz



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Block Plan 1:500



Location Plan 1:1250

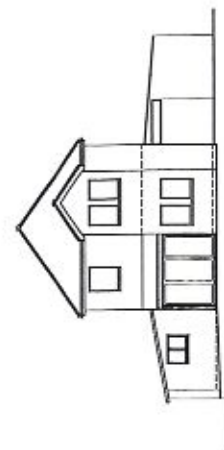
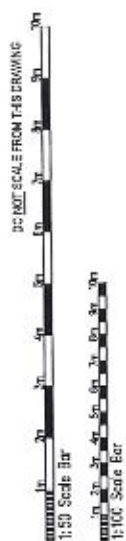


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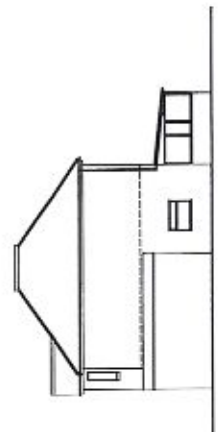
Copyright of:
PJA Planning & Building Consultants Ltd
1st Floor, 10 High Street
Shoreham-by-Sea
West Sussex
BN43 5DA
Tel: 01273 487237
Mob: 07713 157500
Email: info@pjbco.co.uk

Project:
14 The Leas
Peacehaven
East Sussex
Title:
Location & Block
Plans

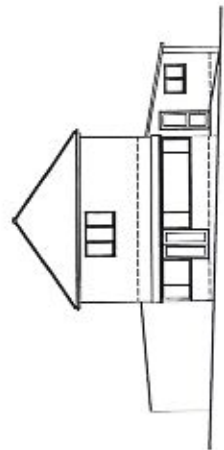
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Mr & Mrs S. Tucknott
Scale:
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Date:
Drawn:
Dwg. No.: 19767- Loc
Rev's



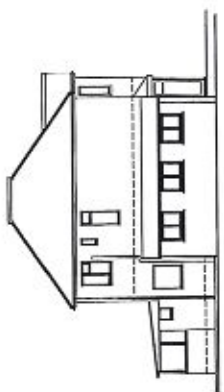
East Elevation



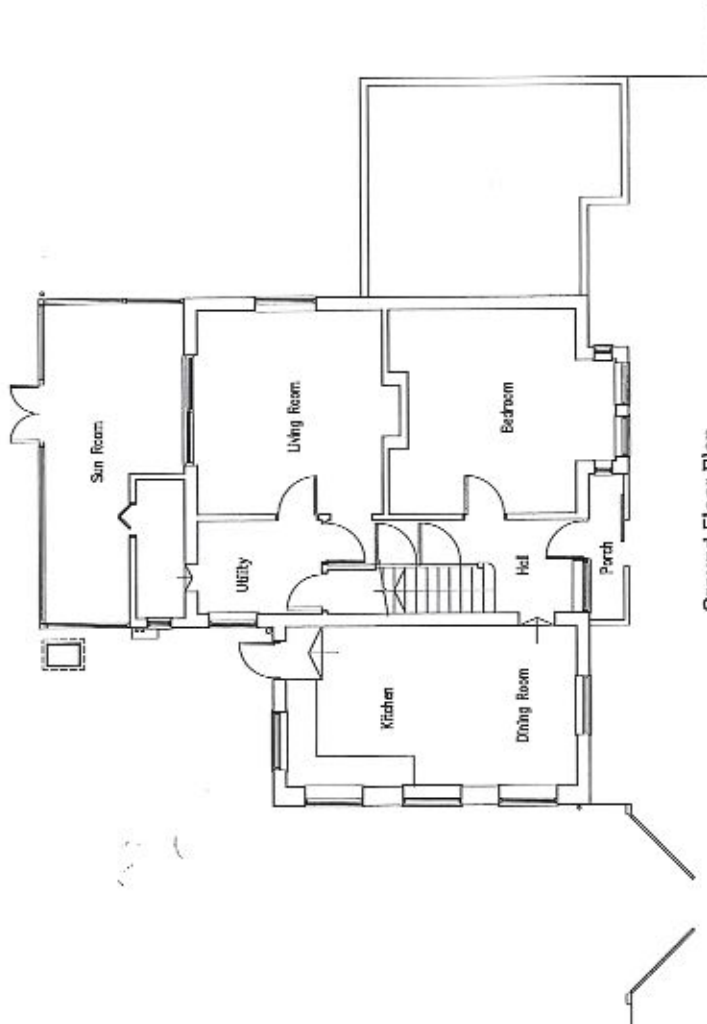
North Elevation



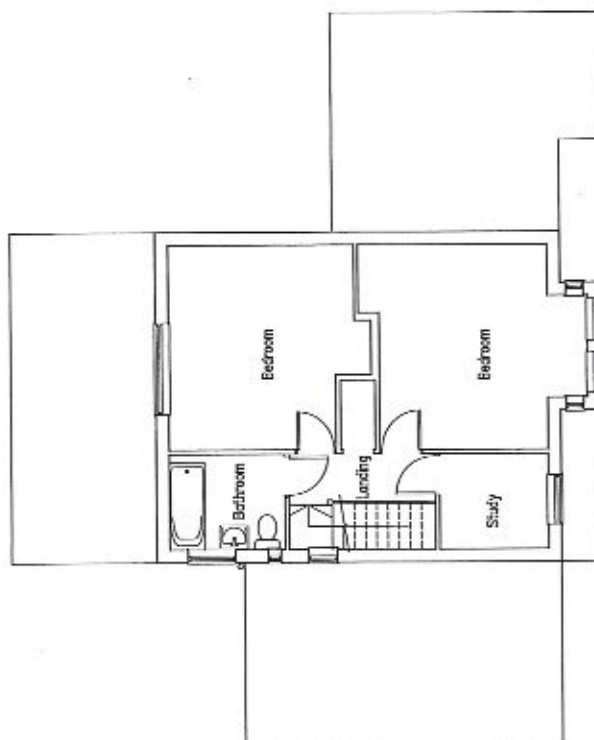
West Elevation



South Elevation



Ground Floor Plan



First Floor Plan

Proposed Extensions And Internal Alterations at: 14 The Leas, Peacehaven, East Sussex

14 The Leas, Peacehaven, East Sussex
2017-02
10177-02
10177-02
10177-02



14 The Leas, Peacehaven, East Sussex

10177-02

10177-02

10177-02

PARISH CONSULTATION LETTER

From:	Planning	To:	Peacehaven
Comments to be received by:	31.12.2019.		
Case No:	LW/19/0859		
Case Officer:	Ms Anna Clare		

Location: 166 South Coast Road Peacehaven East Sussex BN10 8EN

Proposal: Demolition of existing single storey bungalow, garage and foundations. Construction of new three storey mixed use development with 1no. commercial unit on the ground, 1no. 1 bedroom & 1no. 3 bedroom flat on first floor and 1no. 1 bedroom and 1no. 2 bedroom flat on second floor

I am consulting you on the above development. A copy of the above planning application, together with accompanying plans, drawings and other documents, is available on our Public Access website by following the link below:

<http://www.lewes.gov.uk/planning/1139.asp>

We would be grateful to receive any observations no later than 31.12.2019.

Yours faithfully

Ms Anna Clare
Specialist (Planning)

Phone: 01273 471600

Email: customerfirst@lewes-eastbourne.gov.uk

Website: lewes-eastbourne.gov.uk

need to extend
✓
till 8th Jan.

OBJECTIONS

From: DoNotReply@lewes.gov.uk
Sent: 19 December 2019 13:42:36 (UTC) Coordinated Universal Time
To: lewesplanningcomments
Subject: Comments for Planning Application <LW/19/0859> Customer objects to the Planning Application

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 2:00 PM on 19 Dec 2019 from Mr brian hunt.

Application Summary

Address: 166 South Coast Road Peacehaven East Sussex BN10 8EN

Proposal: Demolition of existing single storey bungalow, garage and foundations and construction of new three storey mixed use development with 1 x commercial unit on the groundfloor, 1 x 1 bedroom & 1 x 3 bedroom flat on first floor and 1 x 1 bedroom and 1 x 2 bedroom flat on second floor

Case Officer: Ms Anna Clare

[Click for further information](#)

Customer Details

Name: Mr brian hunt

Address: 164a south coast road peacehaven

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Effect on Town Centre Viability
- Loss of Light
- Noise and Disturbance
- Out of Character
- Overbearing Building/Structure
- Overlooking, Loss of Privacy
- Overshadowing
- Parking Issues
- Smell/Fumes
- Traffic Generation
- Traffic on A259

Comments: These plans have already been submitted to you on a previous occasion and they were declined. The only difference this time is the removal of the studio apartment.

These plans are in essence the same. All the issues that were pertinent in the dismissal of the previous application are still applicable. You cant demolish a bungalow and erect a 3 story development on the same land and not expect there to be a significant difference in natural sunlight to the surrounding properties. Furthermore there's no reference to allocated parking for all these new flats that are going to be built. Currently on the land sits a bungalow, if 4 new flats are built plus a commercial property, where is any one going to park? You need parking for the shop employees plus the new residents. Bearing in mind a lot of households have 2 cars nowadays, this could potentially lead to significantly more cars parking in Bolney Avenue that backs on to the property. Meaning significantly less space for the people that already live there. There have been occasions of my getting home and having to drive up on the grass verge in order to get down the street to where i live as 2 cars have parked too close together on opposite sides of the road. This matter is only going to be exasperated even further by the building of this new development. In reference to the extra traffic in the area, we have a major problem with congestion in and out of Peacehaven / Telescoombe Cliffs area. As there are only 2 routes in and out of the area a journey in the morning or late afternoon/evening can take substantially longer, for example a 6 minute journey from Peacehaven to Newhaven, if done first thing in the morning can take up to an hour. What about the pollution and the environmental factors this is causing? A few years back, although traffic was bad, it was never like this. At the moment there seems to be a building boom in the Peacehaven area, bungalows are disappearing and where there was once a nice family home, there's now flats. This is having a significant impact on what was once a nice, picturesque, quite little town. Which leads me to my next point on anti social behaviour. Since the building of all these new properties there is an anti social problem creeping in to the area. Co op on the South coast road has seen a big problem in thefts, anti social behaviour and windows being smashed. Further more so have several of the late night petrol stations on the South coast road. With one of the petrol stations being protected by metal shutters over the windows and doors of a night, after their door was smashed in and they were burgled. These are only the ones i know about. More crime and yet less emergency services too deal with it. This was unheard of before this building boom. You cant keep cramming people in to a small area without it significantly affecting the way of life in that area and without unpleasantly affecting the people in that area. We chose to live in Peacehaven because it was small, quite and safe,. If we wanted to live in a crowded environment with heavy congestion, way too

many people and higher crime rates, we would move to Brighton.

From: DoNotReply@lewes.gov.uk
Sent: 13 December 2019 17:34:35 (UTC) Coordinated Universal Time
To: lewesplanningcomments
Subject: Comments for Planning Application <LW/19/0859> Customer objects to the Planning Application

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 5:52 PM on 13 Dec 2019 from Mr David Collins.

Application Summary

Address: 166 South Coast Road Peacehaven East Sussex BN10 8EN

Proposal: Demolition of existing single storey bungalow, garage and foundations and construction of new three storey mixed use development with 1 x commercial unit on the groundfloor, 1 x 1 bedroom & 1 x 3 bedroom flat on first floor and 1 x 1 bedroom and 1 x 2 bedroom flat on second floor

Case Officer: Ms Anna Clare
[Click for further information](#)

Customer Details

Name: Mr David Collins
Address: 29 Bolney Avenue Peacehaven Newhaven

Comments Details

Committer Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Parking Issues
- Traffic Generation

Comments: This property is situated on the South Coast Road as a Postal Address. There is no long term parking on the South Coast Road in front of the proposed building. On the plans it shows parking for (4) flats but none for the commercial unit. In Bolney Avenue the road does not have access to the South Coast Road and there are double yellow lines in the turning area. These lines are faded and need replacing and I would like to see them painted further up the road to stop inconsiderate motorists who park anywhere they like when the drop off there children at the House Project or attend functions at the House

Project. These vehicles often park on the grass verges and cause damage to the grass. This is mainly at the week end but we have had incidents where Ambulances and other large vehicles cannot drive down the road. This has included the refuse lorries.

I have viewed the photographs taken in Bolney Avenue and they do not show the true number of vehicles that use this road. Not all of the persons using the House Project use the Car Park provided and they park their vehicles anywhere in the road even on the double yellow lines. The Beauty Salon at the end of Bolney Avenue are also on the South Coast Road and their clients also have to park in Bolney Avenue as there is no parking bays for the shop. I think there should only be homes built on the site and not another business.

Thank you

Mr David Collins

From: DoNotReply@lewes.gov.uk
Sent: 13 December 2019 17:37:31 (UTC) Coordinated Universal Time
To: lewesplanningcomments
Subject: Comments for Planning Application <LW/19/0859> Customer objects to the Planning Application

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 5:55 PM on 13 Dec 2019 from Mr David Collins.

Application Summary

Address: 166 South Coast Road Peacehaven East Sussex BN10 8EN

Proposal: Demolition of existing single storey bungalow, garage and foundations and construction of new three storey mixed use development with 1 x commercial unit on the groundfloor, 1 x 1 bedroom & 1 x 3 bedroom flat on first floor and 1 x 1 bedroom and 1 x 2 bedroom flat on second floor

Case Officer: Ms Anna Clare
[Click for further information](#)

Customer Details

Name: Mr David Collins
Address: 29 Bolney Avenue Peacehaven Newhaven

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Out of Character
- Overbearing Building/Structure
- Parking Issues
- Traffic Generation

Comments: This property is situated on the South Coast Road as a Postal Address. There is no long term parking on the South Coast Road in front of the proposed building. On the plans it shows parking for (4) flats but none for the commercial unit. In Bolney Avenue the road does not have access to the South Coast Road and there are double yellow lines in the turning area. These lines are faded and need replacing and I would like to see them painted further up the road to stop inconsiderate motorists who park anywhere they like when the drop off there children

at the House Project or attend functions at the House Project. These vehicles often park on the grass verges and cause damage to the grass. This is mainly at the week end but we have had incidents where Ambulances and other large vehicles cannot drive down the road. This has included the refuse lorries.

I have viewed the photographs taken in Bolney Avenue and they do not show the true number of vehicles that use this road. Not all of the persons using the House Project use the Car Park provided and they park their vehicles anywhere in the road even on the double yellow lines. The Beauty Salon at the end of Bolney Avenue are also on the South Coast Road and their clients also have to park in Bolney Avenue as there is no parking bays for the shop. I think there should only be homes built on the site and not another business.

Thank you

Mr David Collins

From: DoNotReply@lewes.gov.uk
Sent: 08 December 2019 11:32:37 (UTC) Coordinated Universal Time
To: lewesplanningcomments
Subject: Comments for Planning Application <LW/19/0859> Customer objects to the Planning Application

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 11:50 AM on 08 Dec 2019 from Mr John Tarrant.

Application Summary

Address: 166 South Coast Road Peacehaven East Sussex BN10 8EN

Proposal: Demolition of existing single storey bungalow, garage and foundations. Construction of new three storey mixed use development with 1no. commercial unit on the ground, 1no. 1 bedroom & 1no. 3 bedroom flat on first floor and 1no. 1 bedroom and 1no. 2 bedroom flat on second floor

Case Officer: Ms Anna Clare
[Click for further information](#)

Customer Details

Name: Mr John Tarrant
Address: 30 Bolney Avenue Peacehaven

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Highway Hazards
- Inadequate Access
- Parking Issues

Comments: Dear Sir/Madam,
I gave my objections to this project the last time it was brought to my attention.
My feelings toward this project are not only what I have marked as my objections, but as to the safety of our residents in Bolney Avenue, many people, able bodied and many in wheel chairs use Bolney Avenue, as it has no through traffic, and is therefore a safer passage to visit shops etc.
To add more traffic to our Avenue, especially as the community centre appears to be getting busier, means that

even more residents will have to park on the grass verges.

From: DoNotReply@lewes.gov.uk

Sent: 07 December 2019 11:51:19 (UTC) Coordinated Universal Time

To: lewesplanningcomments

Subject: Comments for Planning Application <LW/19/0859> Customer objects to the Planning Application

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 12:08 PM on 07 Dec 2019 from Mr Donald Jackson.

Application Summary

Address: 166 South Coast Road Peacehaven East Sussex BN10 8EN

Proposal: Demolition of existing single storey bungalow, garage and foundations. Construction of new three storey mixed use development with 1no. commercial unit on the ground, 1no. 1 bedroom & 1no. 3 bedroom flat on first floor and 1no. 1 bedroom and 1no. 2 bedroom flat on second floor

Case Officer: Ms Anna Clare

[Click for further information](#)

Customer Details

Name: Mr Donald Jackson

Address: 27 Bolney Avenue peacehaven

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Inadequate Access
- Lack of Infrastructure
- Noise and Disturbance
- Not Sustainable
- Over-development
- Parking Issues

Comments: Building this structure is totally ridiculous as I said the last time there was a planning application for this site . there is no space for construction equipment etc . Where are the residents in this development going to park cars ? It is totally impractical to put a building of this size on this site .

From: DoNotReply@lewes.gov.uk

Sent: 19 December 2019 11:59:07 (UTC) Coordinated Universal Time

To: lewesplanningcomments

Subject: Comments for Planning Application <LW/19/0859> Customer objects to the Planning Application

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 12:17 PM on 19 Dec 2019 from Mr Barry Coleman.

Application Summary

Address: 166 South Coast Road Peacehaven East Sussex BN10 8EN

Proposal: Demolition of existing single storey bungalow, garage and foundations and construction of new three storey mixed use development with 1 x commercial unit on the groundfloor, 1 x 1 bedroom & 1 x 3 bedroom flat on first floor and 1 x 1 bedroom and 1 x 2 bedroom flat on second floor

Case Officer: Ms Anna Clare

[Click for further information](#)

Customer Details

Name: Mr Barry Coleman

Address: 31 Bolney avenue Peacehaven

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Inadequate Access
- Parking Issues
- Traffic Generation

Comments: The parking in Bolney Avenue is at times a nightmare, with inconsiderate motorists parking on grass verges and double parking blocking the road, an ambulance or fire engine would not have access. Having viewed the photographs of Bolney Avenue not knowing what time of day they were taken, they do not show the true picture or the number of vehicles parked in the road when there is a function on at the house project or the vehicles parked here by the staff working in the charity shops. With only four parking spaces for the flats and none for the commercial unit I feel this will cause more problems in

Bolney Ave.

Bolney Avenue.

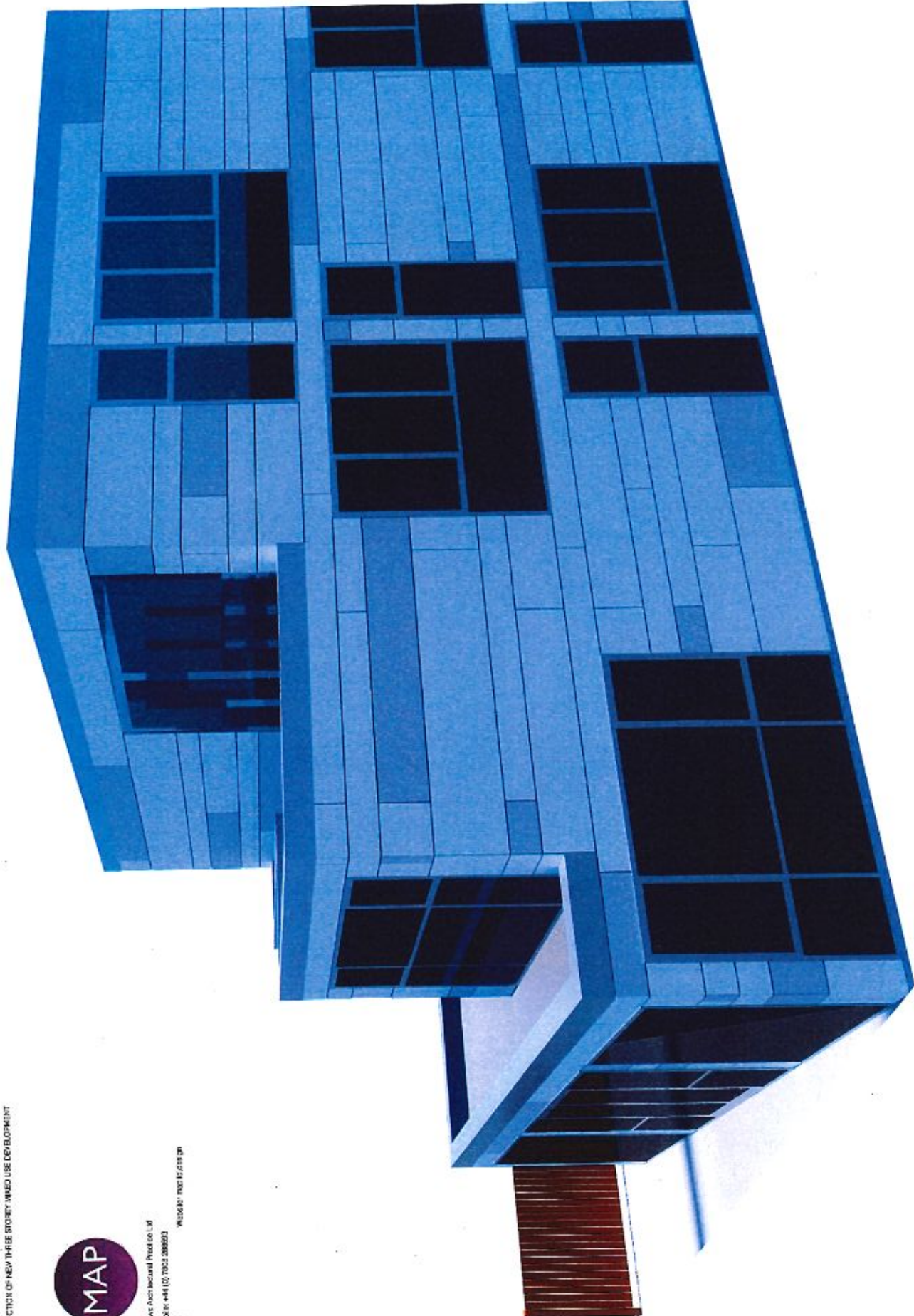
DESIGN & ACCESS STATEMENT

DESIGN AND ACCESS STATEMENT (REV A, MARCH 2019)
 188 SOUTH COAST ROAD, PEACOCKHAYEN, DIND 85N
 DEMOLITION OF BUNGALOW, CONSTRUCTION OF NEW THREE STOREY WIND USE DEVELOPMENT



MARFAC Architectural Project Ltd
 17588 St. +44 (0) 1753 288503
 Email: info@marfac.co.uk

09/10/2019 15:07:15



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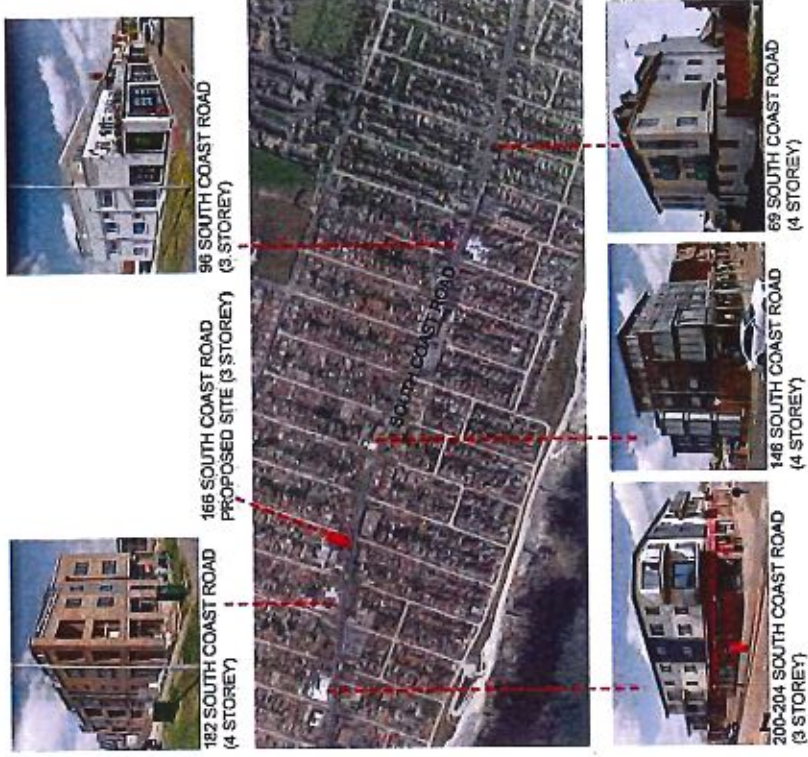
RENDER

SECTION 1.0 // INTRODUCTION

This Design Access Statement is presented on behalf of Architects Edmunds Jones Davis to support the planning application for the new Jenkins Estates office and for new 1, 2 and 3-storey flats, to be constructed along the South Coast Road.

The new proposal is for a three-story mixed-use building on the site of an existing three-story, single-use building at 166 South Coast Road, Haverhill. The site is a prime opportunity for a local mixed-use development. The new building, to be constructed on a new site located on the Grand Floor of the proposal, will be constructed on the two floors above the first floor of the existing building. The new building will be constructed on the two floors above the first floor of the existing building. The new building will be constructed on the two floors above the first floor of the existing building.

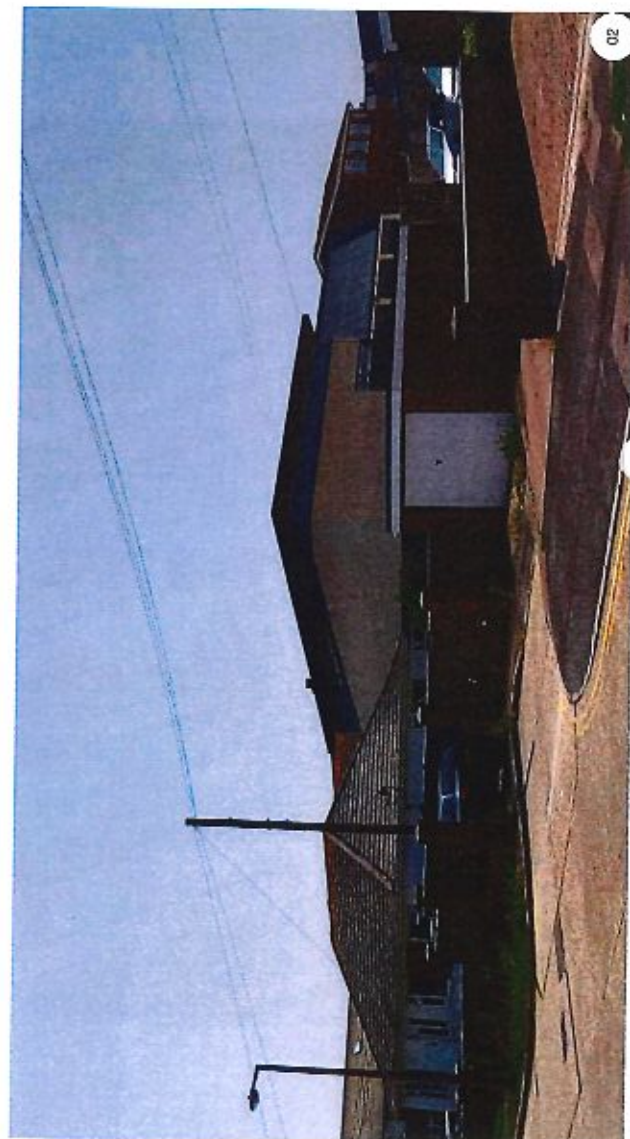
There is a history of building along South Coast Road with other sites generally following a similar approach of providing mixed-use properties, for example 16, 146, 168 and 200-204 South Coast Road. 166 South Coast Road was developed in a similar manner around 2007 with a three-story commercial building. The new building will be constructed on the two floors above the first floor of the existing building. The new building will be constructed on the two floors above the first floor of the existing building. The new building will be constructed on the two floors above the first floor of the existing building.



EXISTING LOCATION PLAN
166 SOUTH COAST ROAD
SCALE 1:1250



SECTION 2.0 // EXISTING PROPERTY LOCATION

[illegible]

SECTION 3.0 // LOCAL BUSINESS

The proposed property is to be sold to local Pastmaster business Jarlands Estates, an independently owned estate agency and financial services company, to expand their estate agency services in the local area. This proposal will be an asset sale and will be subject to the local area's Local Planning Committee. The sale will also mean that there will be no requirement for parking spaces allocated for Jarlands Estates employees.

Jarlands is a team of qualified professionals, with several decades of experience in the property industry. Using our extensive network and knowledge of the local market, we are able to bring together the best of the local market and provide a service to our clients that is second to none.

Mark Jarvis began his career in financial services with companies such as HSBC, the National and Commercial Bank as a Senior Financial Planning Manager. In 2005 he decided to pursue his own business and joined Jarlands as a Senior Financial Planning Manager. Mark is a local man through and through. Mark is the Chairman of the Pastmasters & Chair of Committee and a pastmaster of the local branch.



JARLANDS
SALES • LETTINGS • MORTGAGES

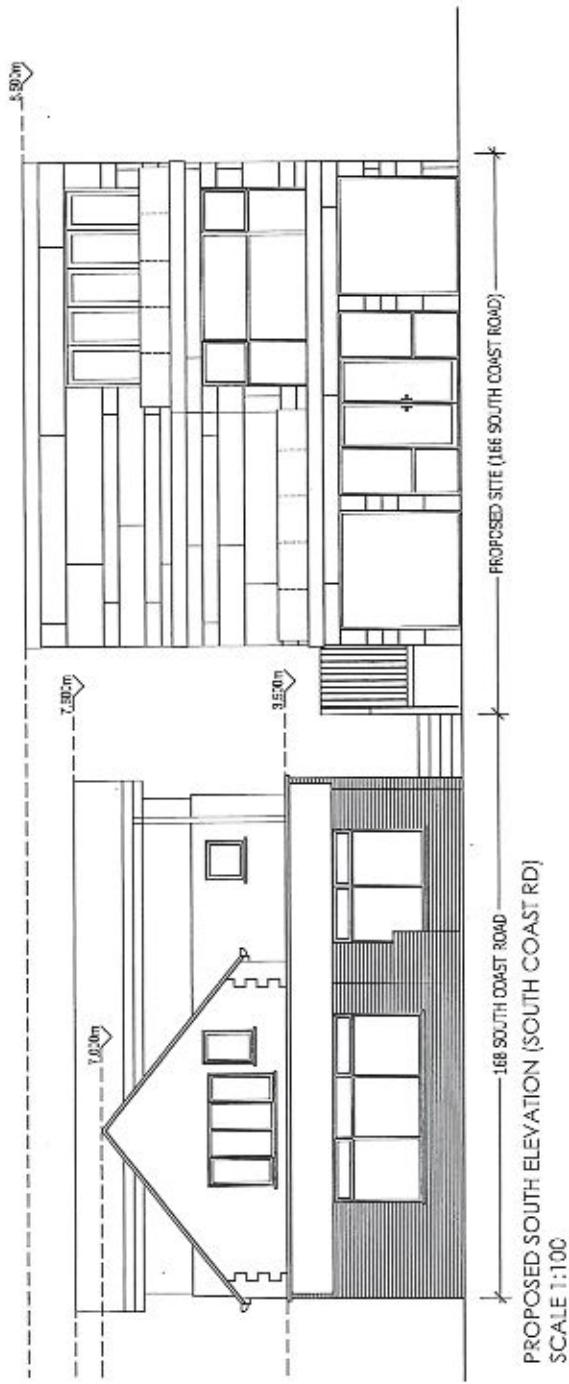
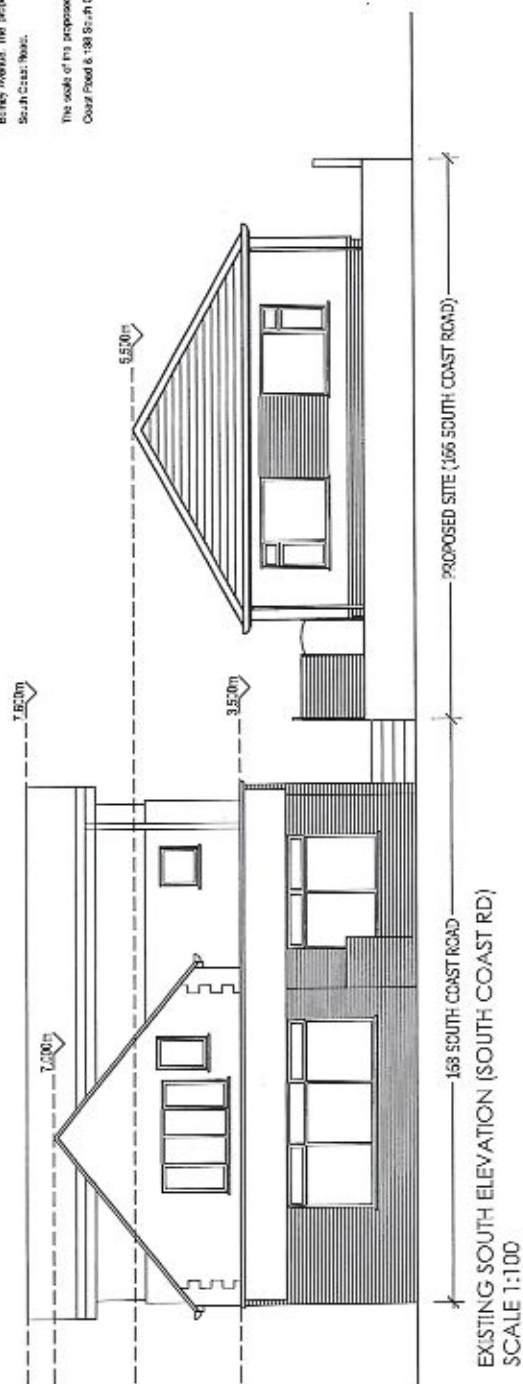


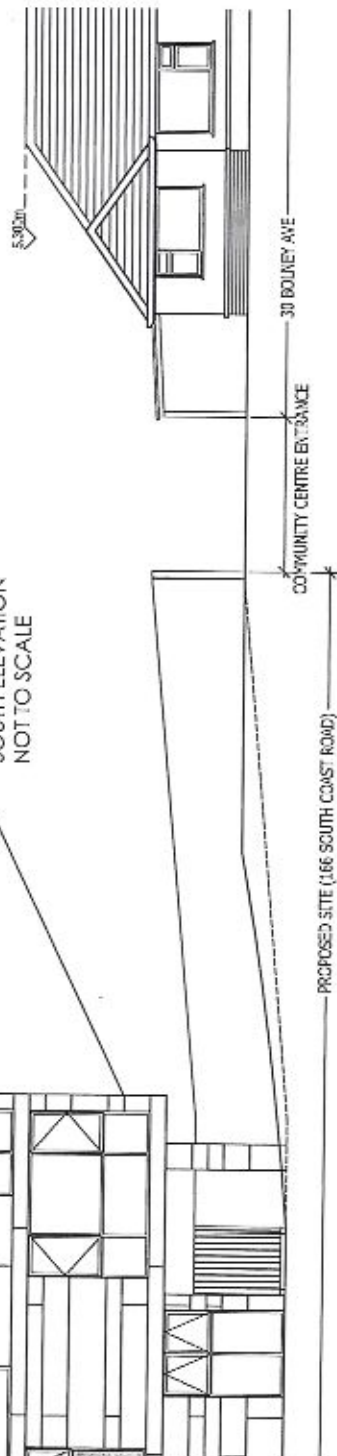
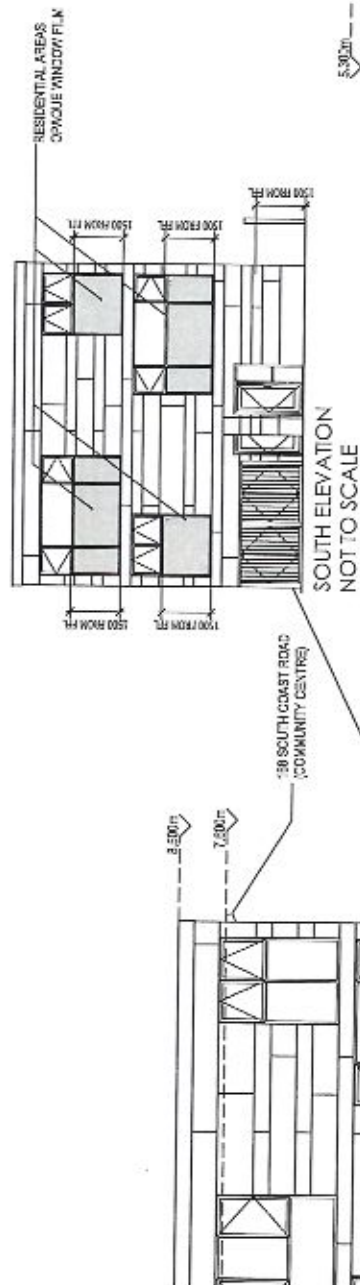
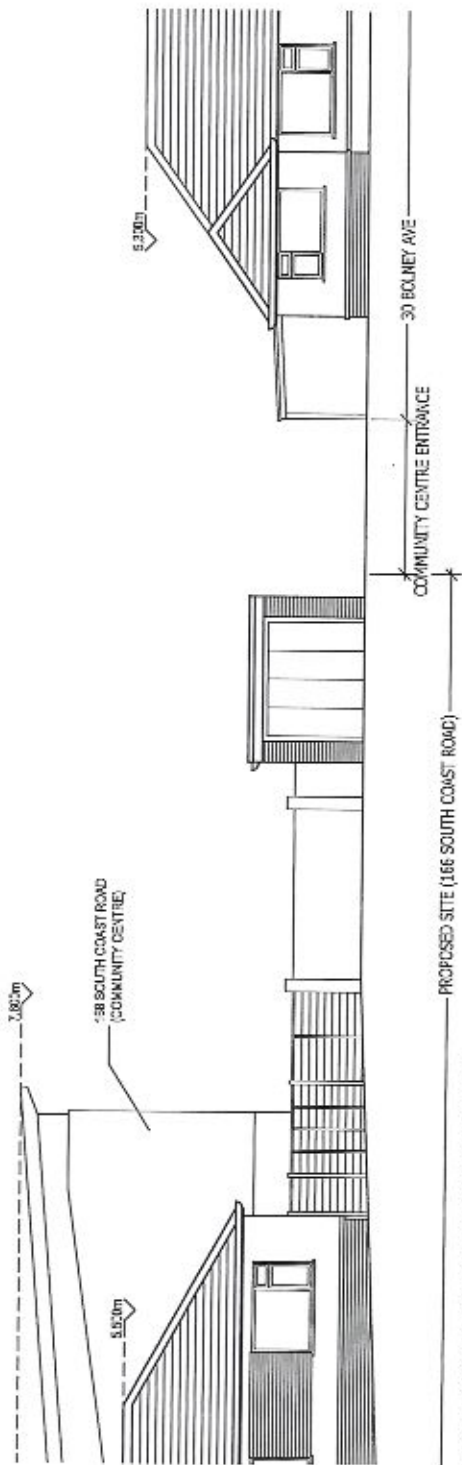
EXISTING JARLANDS OFFICE
(RENTED PROPERTY)



The building will increase in height, however will be set back from 166 South Coast Road, and as the existing property which is level with Boney Avenue. The proposed building will be 8.5m high, sitting just above the neighbouring commercial building at the rear of 168 South Coast Road.

The scale of the proposed building is in keeping with the local context and is below the height of the boundary scheme at 168 South Coast Road.





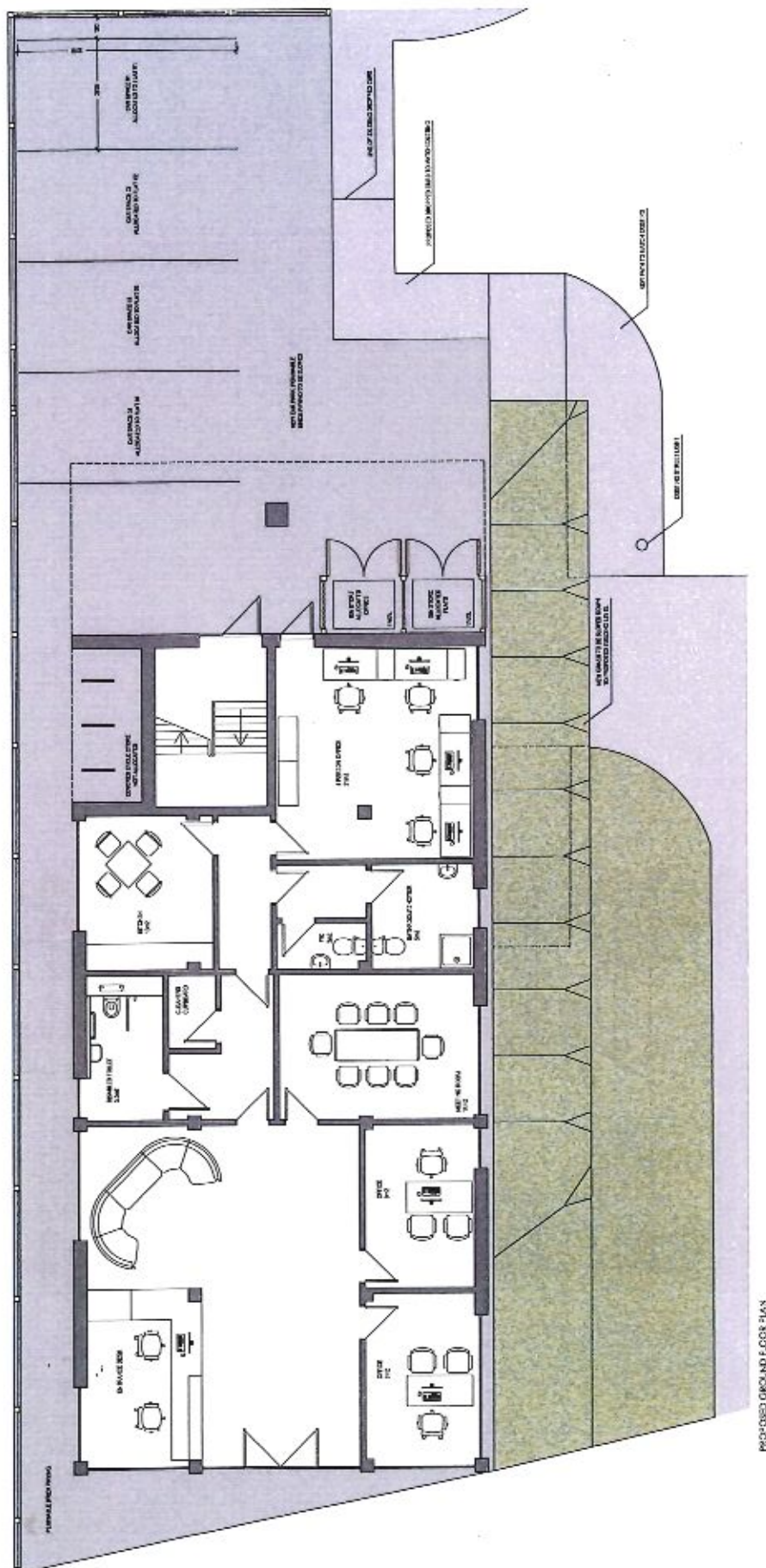
SECTION 6.0 // LANDSCAPING/ ACCESS

3.1. UNDERSTANDING

The surrounding landscape will be finished in a high quality permeable brick paving. Small amounts of landscaping will be required to enhance the appearance of the site. The landscaping will be finished in a high quality permeable brick paving. Small amounts of landscaping will be required to enhance the appearance of the site. The landscaping will be finished in a high quality permeable brick paving. Small amounts of landscaping will be required to enhance the appearance of the site.

BASIC 67

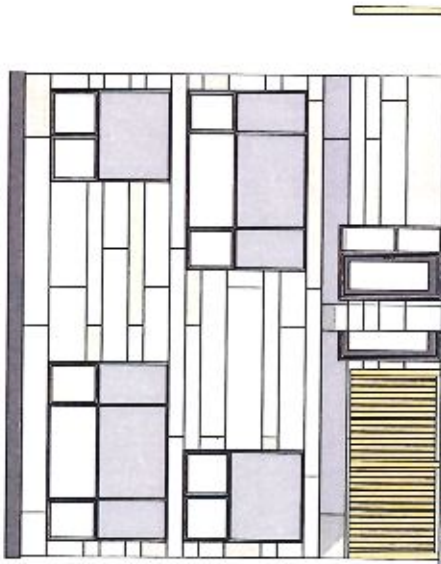
There are 3 prepaid access points to the property, the first entrance from South Coast Road is covered and used as well as a rear pedestrian access and a rear entrance from Shirley Avenue.



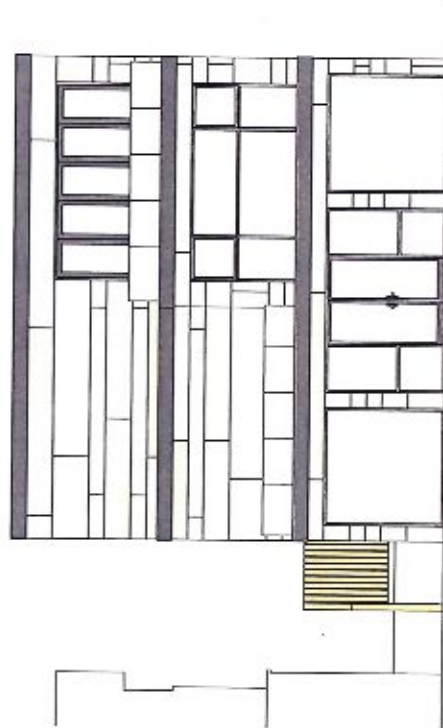
PROPOSED GROUND FLOOR PLAN

SECTION 7.0 // APPEARANCE

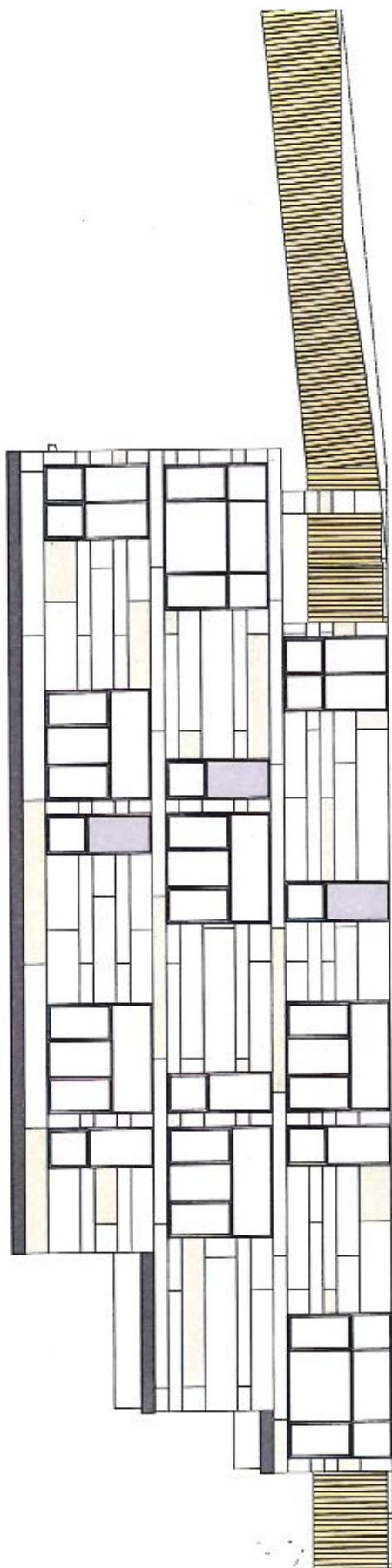
The new building is proposed to be clad in a horizontal composite board with a white finish, while and light gray to represent the white sill edges board along the base of the building, with a dark gray metal that running along the perimeter roof. The window and door are proposed to be in a dark gray powder coated UPVC. Proposed to be dark gray metal.



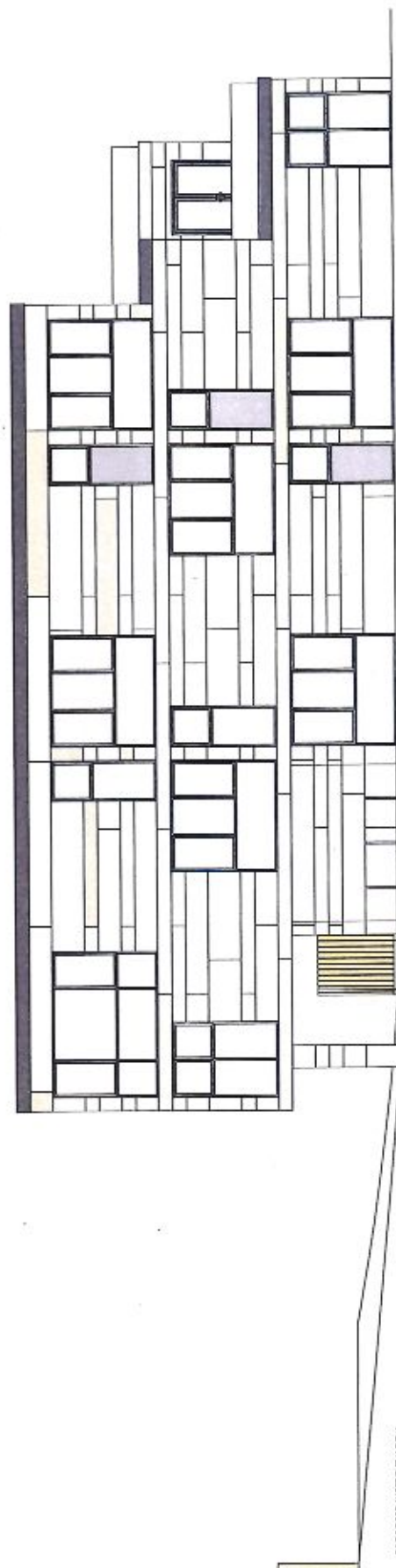
PROPOSED NORTH ELEVATION



PROPOSED SOUTH ELEVATION



PROPOSED EAST ELEVATION



PROPOSED WEST ELEVATION

SECTION 8.0 // PARKING

8.1 RESIDENTIAL PARKING

4 of more car parking spaces are proposed, along with more storage for up to 2 to be located embedded within the side of the proposed building.

The site is in a good location in terms of public transportation and local amenities. There is also ample use of existing parking spaces along both South Coast Road and Betty Avenue which does not have on-street parking. New spaces are proposed for residents with new and existing access to the building.

8.2 COMMERCIAL PARKING

For visiting clients' short-term stay there is ample the parking along South Coast Road as shown in Fig. 4 Short Term Parking. As for employees and any of the staff for longer than 10 hours per day, 10-hour car park area that provides 100 parking spaces all within one or two minutes' walk from the site is shown in Fig. 5 Long Term Parking.

166 SOUTH COAST ROAD



1 HOUR SHORT STAY PARKING

NAME: STEYNING AVENUE CAR PARK
 DESCRIPTION:
 TYPE: FREE
 RESTRICTIONS: MAX 12HR
 SPACES: 60
 POST CODE: BN10 8NS
 DISTANCE: 2MIN WALK
 0.1MILE (PROVIDED BY
 GOOGLE MAPS)



NAME: PIDDINGHOE AVE CAR PARK
 DESCRIPTION:
 TYPE: FREE
 RESTRICTIONS: MAX 12HR
 SPACES: 40
 POST CODE: BN10 8QX
 DISTANCE: 5MIN WALK
 0.3MILE (PROVIDED BY
 GOOGLE MAPS)

NAME: RODERICK AVE CAR PARK
 DESCRIPTION:
 TYPE: FREE
 RESTRICTIONS: MAX 72HR
 SPACES: 40
 POST CODE: BN10 8LE
 DISTANCE: 9MIN WALK
 0.4MILE (PROVIDED BY
 GOOGLE MAPS)



TRANSPORT REPORT

TRANSPORT REPORT

108 SOUTH COAST ROAD, PEACOCK-HAVEN, IN 10 BEN
DEVELOPMENT OF BUNGALOW, CONSTRUCTION OF NEW THREE STOREY MIXED USE DEVELOPMENT

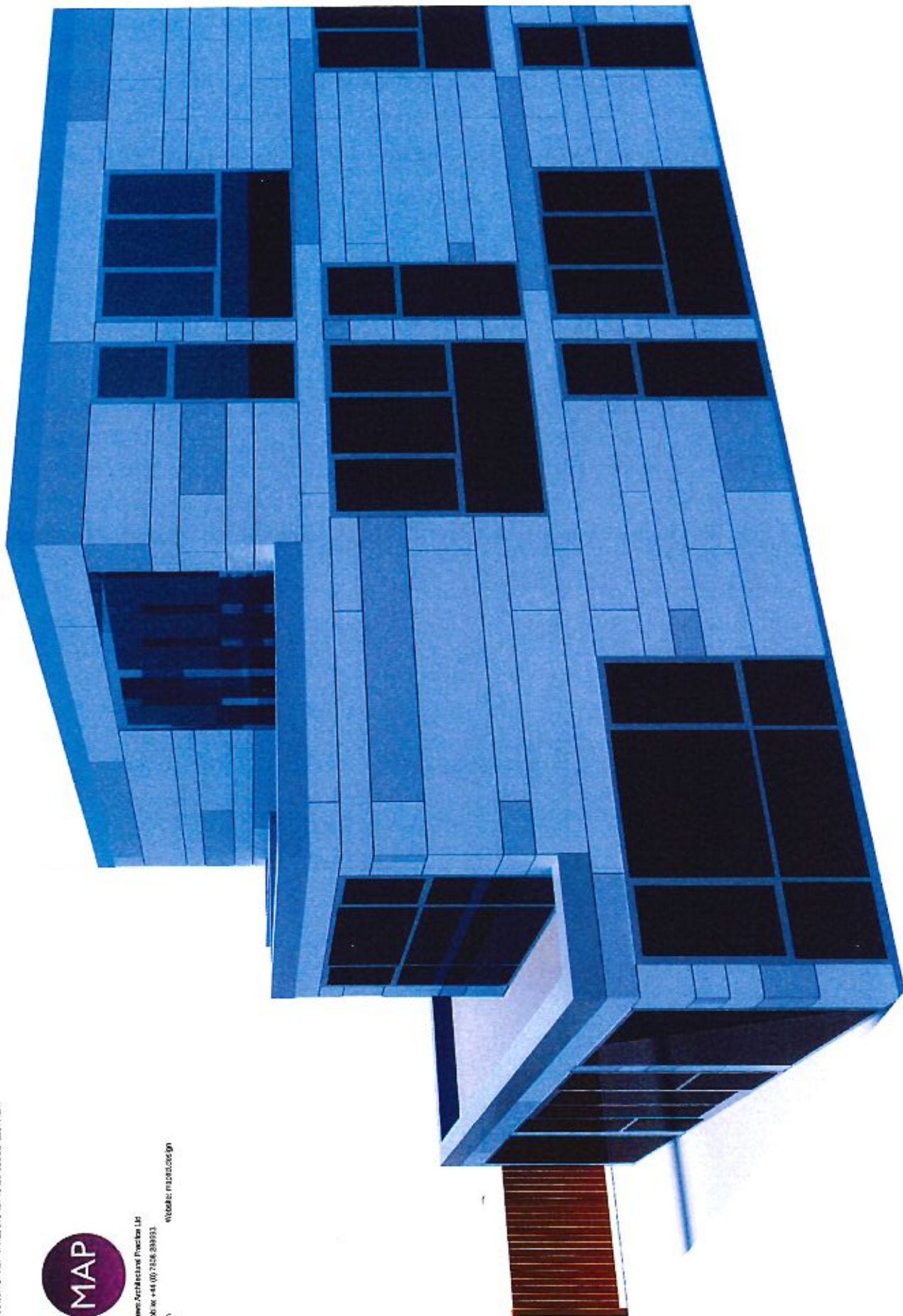


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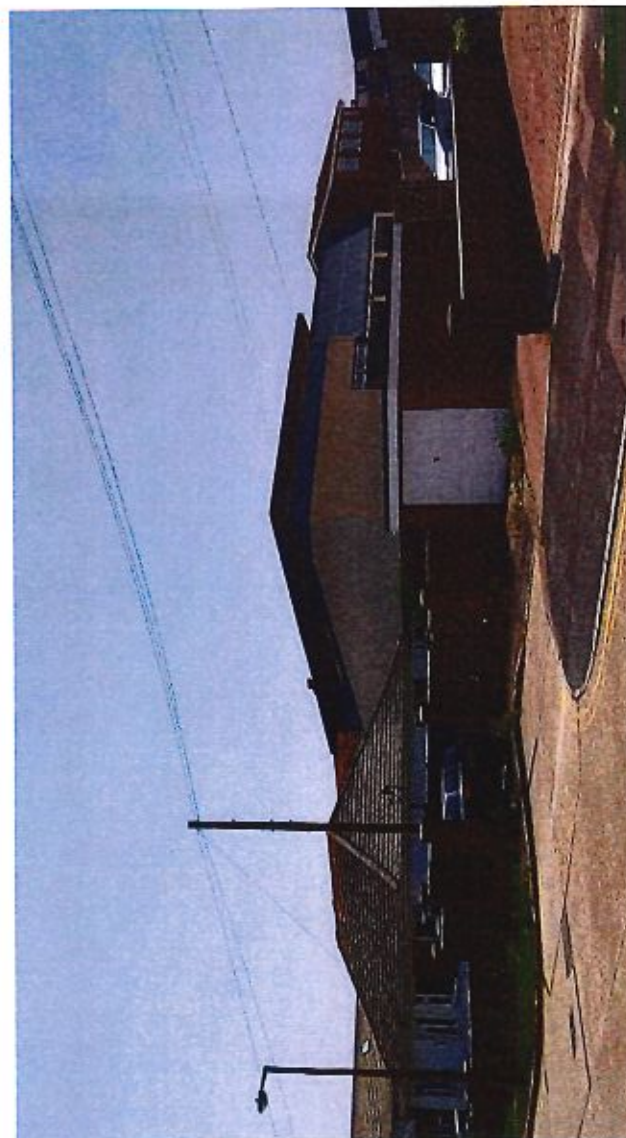
PARKING SURVEY - TABLE

SECTION 0.0 // INTRODUCTION

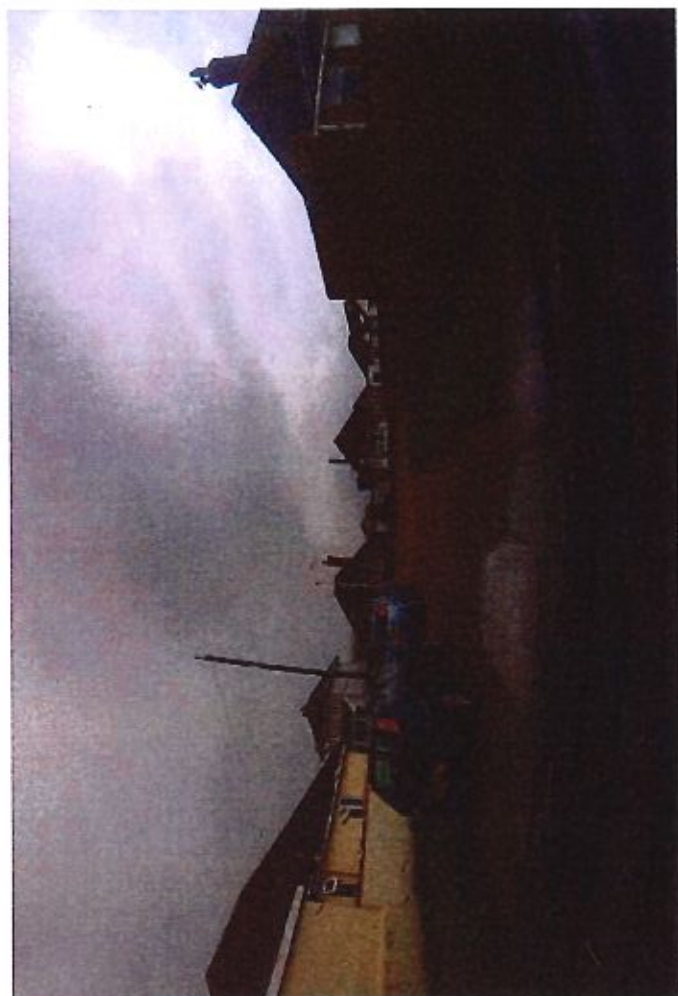
A parking survey and observations were conducted on a temporary basis on, Saturday 11th Feb 2017 at 8:30am, Monday 13th Feb 2017 at 8:30am, Friday 24th Sep 2017 at 11am and Wednesday 25th Sep 2017 at 8:30am in support of a proposed new bus stop/survey marks use including located at 100 South Coast Road. The data can be accessed from the South Coast Road and Dairy Ave.

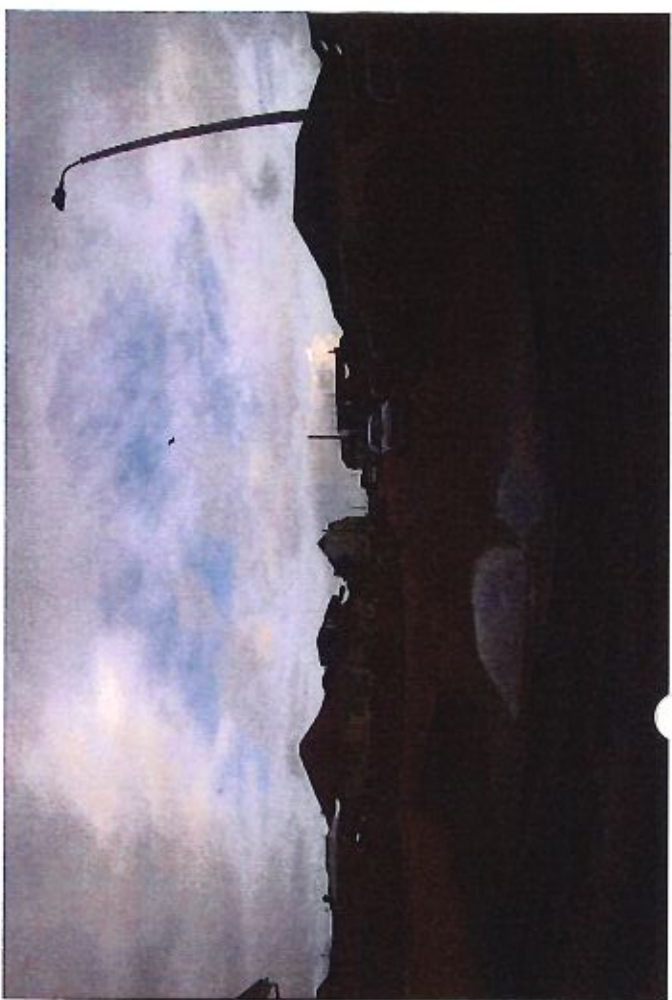
The total amount of parking that was counted in an area covering approximately 500 metres from the proposed site. The route surveyed was: South and North towards South and North of the South Coast Road (that runs through) the centre of the 500 metre area) Highway Road (South), Highway to Dorothy Ave (South), Dorothy Ave (South), Burren Ave (South & North), Burren to Burren (South), Burren Ave (South & North), Burren to Victoria (South), Victoria Ave (South & North), Burren Ave (South & North), Capital Ave (South & North), Capital to Kynner (South), Kynner (South & North), Kynner to 8th St (South), 8th St (South & North), 8th St to Kynner (South), Kynner to Kynner (South), The Promenade, Avondale Road and South Coast Road. It also includes both Melange Ave Car Park and Burren Ave Car Park.

The surveys were taken during a mixture of weather from sunny, hot and dry to cloudy and raining. Any photos provided in this report and from the survey taken on Monday 11th April 2017 at 8:30am. However the photos taken on all other days can be provided upon request. The total number of vehicles parked in each section was noted with more general observations being noted about parking patterns.



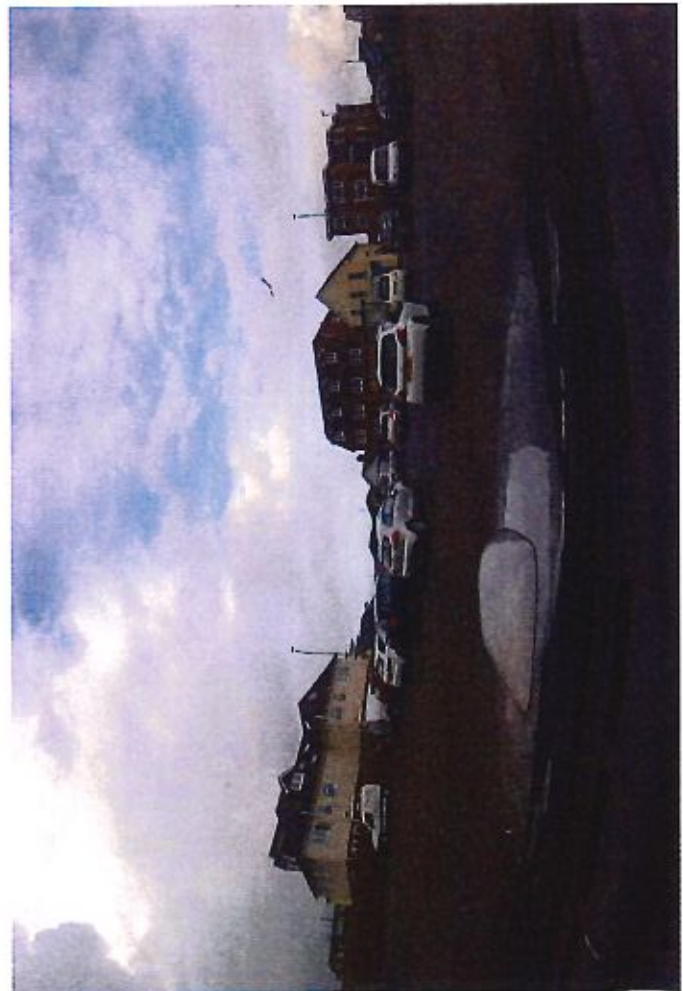


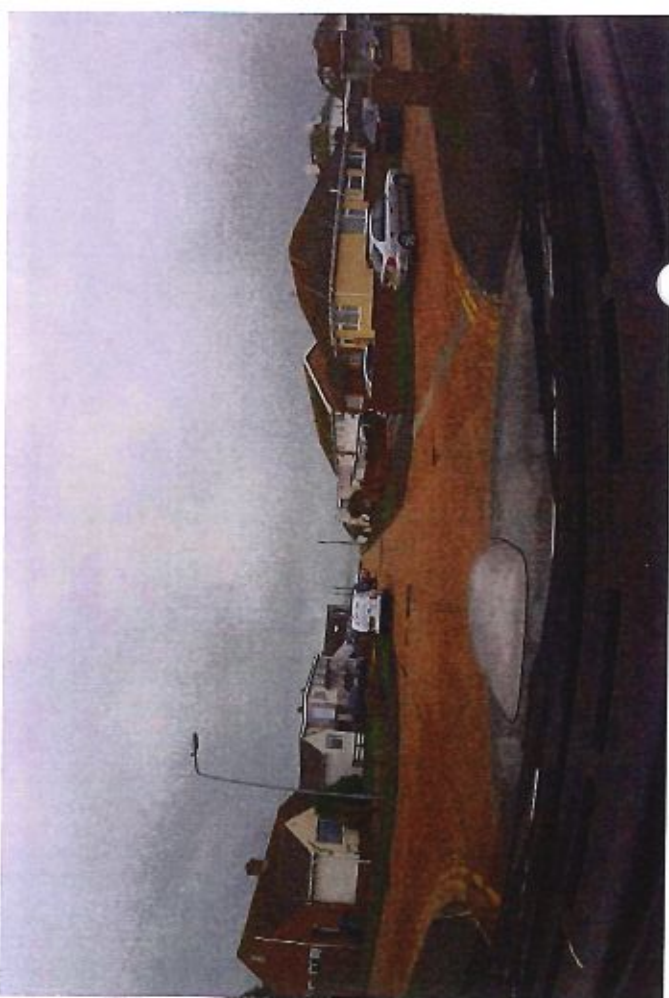


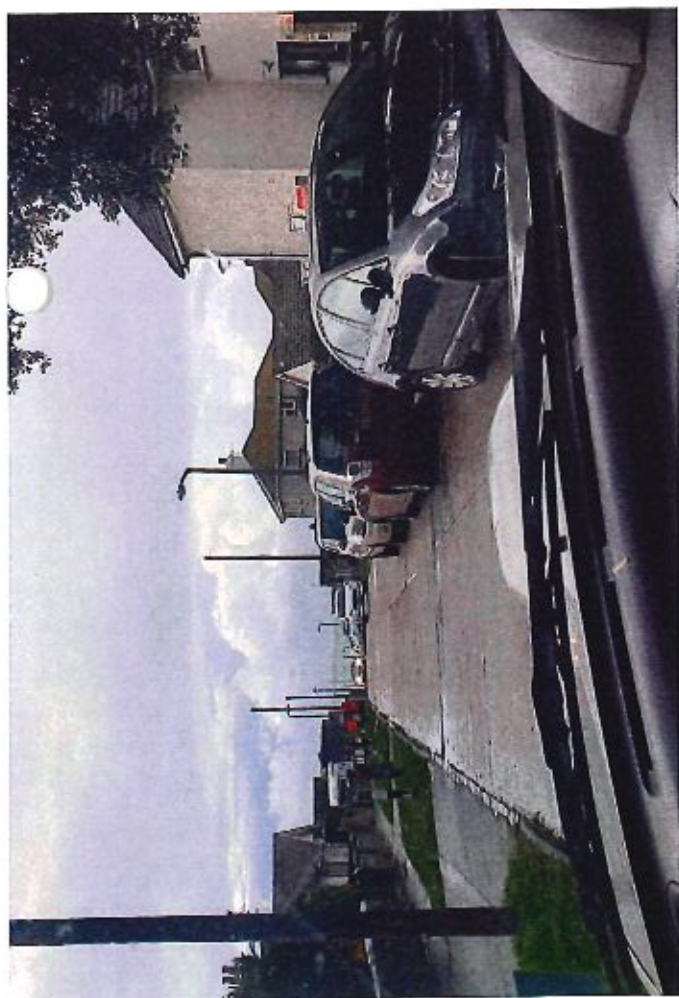


















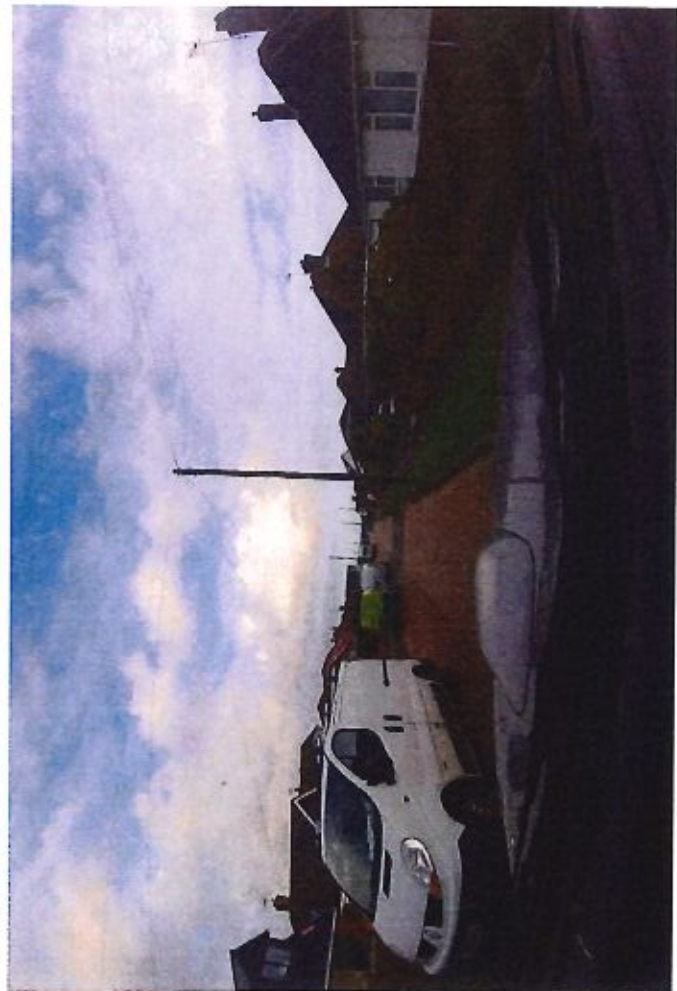


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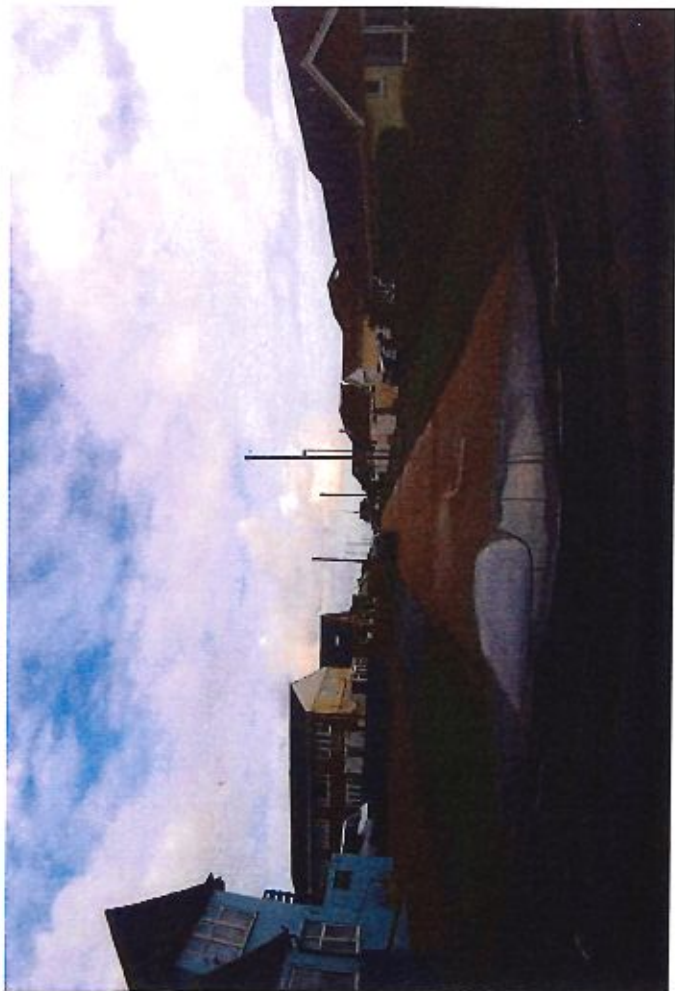






















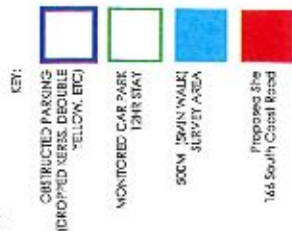








SECTION 2.0 // PARKING SURVEY MAP - NOT TO SCALE



EXISTING PLAN 500m DISTANCE
166 SOUTH COAST ROAD

Column1 Road Name	Column2 Total Length of kerb	Column3 Length of unrestricted	Column4 No. of Parking	Column5 No. of Cars Parked	Column6 No. of Cars Parked Illegally	Column7 Parking Stress	Column8 Parking Type	Column9 Notes	Column10 Date	Column11 Time
Horsham Road (South)	280m	147m	14	3		21.43%		1 Side Parking	Sat 11.02.19	Start 8.30am
Dorothy Ave (South)	265m	155m	15	7		45.67%		1 Side Parking	Sat 11.02.19	Start 8.30am
Bramber Ave (South)	305m	220m	14	9		64.29%		1 Side Parking	Sat 11.02.19	Start 8.30am
Bramber Ave (North)	500m	320m	54	14		25.93%		1 Side Parking	Sat 11.02.19	Start 8.30am
Bramber to Steyning (South)	110m	105m	11	5		54.55%		1 Side Parking	Sat 11.02.19	Start 8.30am
Steyning Ave Car Park			60	20		33.33%	Free Parking (12hr Limit)		Sat 11.02.19	Start 8.30am
Steyning Ave (South)	385m	150m	12	8		66.67%		1 Side Parking	Sat 11.02.19	Start 8.30am
Steyning Ave (North)	530m	270m	24	15		62.50%		1 Side Parking	Sat 11.02.19	Start 8.30am
Steyning to Victoria (South)	110m	105m	10	4		40.00%		1 Side Parking	Sat 11.02.19	Start 8.30am
Victoria Ave (South)	410m	285m	24	13		54.17%		1 Side Parking	Sat 11.02.19	Start 8.30am
Victoria Ave (North)	450m	320m	27	13		48.15%		1 Side Parking	Sat 11.02.19	Start 8.30am
Bolney Ave (South)	500m	290m	24	16		66.67%		1 Side Parking	Sat 11.02.19	Start 8.30am
Bolney Ave (North)	415m	250m	22	11		50.00%		1 Side Parking	Sat 11.02.19	Start 8.30am
Capel Ave (South)	485m	370m	27	11		40.74%		1 Side Parking	Sat 11.02.19	Start 8.30am
Capel Ave (North)	695m	475m	41	25		63.41%		1 Side Parking	Sat 11.02.19	Start 8.30am
Capel to Keymer (South)	110m	105m	12	3		25.00%		1 Side Parking	Sat 11.02.19	Start 8.30am
Keymer Ave (South)	415m	250m	21	11		52.38%		1 Side Parking	Sat 11.02.19	Start 8.30am
Keymer Ave (North)	645m	395m	37	13		35.14%		1 Side Parking	Sat 11.02.19	Start 8.30am
Keymer to Slindon (South)	110m	105m	10	3		30.00%		1 Side Parking	Sat 11.02.19	Start 8.30am
Slindon Ave (South)	430m	310m	29	13		44.83%		1 Side Parking	Sat 11.02.19	Start 8.30am
Slindon Ave (North)	430m	255m	24	10		41.67%		1 Side Parking	Sat 11.02.19	Start 8.30am
Slindon to Mayfield (South)	110m	400m	11	2		18.18%		1 Side Parking	Sat 11.02.19	Start 8.30am
Mayfield (South)	340m	210m	18	6		33.33%		1 Side Parking	Sat 11.02.19	Start 8.30am
Piddington Ave Car Park			40	6		15.00%	Free Parking (12hr Limit)		Sat 11.02.19	Start 8.30am
The Promenade	400m	330m	52	6		11.54%		1 Side Parking	Sat 11.02.19	Start 8.30am
South Coast Road	1,749m	281m	47	12		25.53%	Free Parking (1hr Limit)		Sat 11.02.19	Start 8.30am
Aundel Road	970m	635m	61	9		14.75%		1 Side Parking	Sat 11.02.19	Start 8.30am
Total			752	274		36.44%				

(South) = South of South Coast Road

(North) = North of South Coast Road

Weather Conditions:

Column1 Road Name	Column2 Total Length of kerb	Column3 Length of unrestricted	Column4 No. of Parking	Column5 No. of Cars Parked	Column6 No. of Cars Parked Illegally	Column7 Parking Stress	Column8 Parking Type	Column9 Notes	Column10 Date	Column11 Time
Horsham Road (South)	280m	147m	14	6		42.86%		1 Side Parking	Mon 11.4.19	Start 8.40am
Horsham to Dorothy Ave (South)	110m	105m	11	4		36.36%		1 Side Parking	Mon 11.4.19	Start 8.40am
Dorothy Ave (South)	265m	155m	15	8		53.33%		1 Side Parking	Mon 11.4.19	Start 8.40am
Bramber Ave (South)	305m	220m	14	11		78.57%		1 Side Parking	Mon 11.4.19	Start 8.40am
Bramber Ave (North)	505m	320m	54	18		33.33%		1 Side Parking	Mon 11.4.19	Start 8.40am
Bramber to Steyning (South)	110m	105m	11	5		45.45%		1 Side Parking	Mon 11.4.19	Start 8.40am
Steyning Ave Car Park			60	31		51.67%	Free Parking (12hr Limit)		Mon 11.4.19	Start 8.40am
Steyning Ave (South)	380m	150m	12	6		50.00%		1 Side Parking	Mon 11.4.19	Start 8.40am
Steyning Ave (North)	530m	270m	24	14		58.33%		1 Side Parking	Mon 11.4.19	Start 8.40am
Steyning to Victoria (South)	110m	105m	10	4		40.00%		1 Side Parking	Mon 11.4.19	Start 8.40am
Victoria Ave (South)	410m	285m	24	12		50.00%		1 Side Parking	Mon 11.4.19	Start 8.40am
Victoria Ave (North)	430m	320m	27	15		55.55%		1 Side Parking	Mon 11.4.19	Start 8.40am
Bolney Ave (South)	500m	290m	24	14		58.33%		1 Side Parking	Mon 11.4.19	Start 8.40am
Bolney Ave (North)	415m	250m	22	6		27.27%		1 Side Parking	Mon 11.4.19	Start 8.40am
Capel Ave (South)	485m	370m	27	9		33.33%		1 Side Parking	Mon 11.4.19	Start 8.40am
Capel to Keymer (South)	110m	105m	12	1		8.33%		1 Side Parking	Mon 11.4.19	Start 8.40am
Keymer Ave (South)	415m	250m	21	6		28.57%		1 Side Parking	Mon 11.4.19	Start 8.40am
Keymer Ave (North)	645m	395m	37	5		13.51%		1 Side Parking	Mon 11.4.19	Start 8.40am
Keymer to Slindon (South)	110m	105m	10	3		30.00%		1 Side Parking	Mon 11.4.19	Start 8.40am
Slindon Ave (South)	430m	310m	28	12		41.38%		1 Side Parking	Mon 11.4.19	Start 8.40am
Slindon Ave (North)	430m	295m	24	9		37.50%		1 Side Parking	Mon 11.4.19	Start 8.40am
Slindon to Mayfield (South)	110m	100m	11	2		18.18%		1 Side Parking	Mon 11.4.19	Start 8.40am
Mayfield (South)	340m	210m	18	2		11.11%		1 Side Parking	Mon 11.4.19	Start 8.40am
Piddinghoe Ave Car Park			40	7		17.50%	Free Parking (12hr Limit)		Mon 11.4.19	Start 8.40am
The Promenade	400m	330m	52	3		5.77%		1 Side Parking	Mon 11.4.19	Start 8.40am
South Coast Road	1,749m	281m	47	17		36.17%	Free Parking (1hr Limit)		Mon 11.4.19	Start 8.40am
Arundel Road	970m	635m	61	6	3	9.84%		1 Side Parking	Mon 11.4.19	Start 8.40am
Total			752	253		33.64%				

(South) = South of South Coast Road

(North) = North of South Coast Road

Weather Conditions:

Column1 Road Name	Column2 Total Length of kerb	Column3 Length of unrestricted	Column4 No. of Parking	Column5 No. of Cars Parked	Column6 No. of Cars Parked Illegally	Column7 Parking Stress	Column8 Parking Type	Column9 Notes	Column10 Date	Column11 Time
Horsesham Road (South)	280m	147m	14	6		42.86%		1 Side Parking	Fri 20.09.19	1pm
Horsesham to Dorothy Ave (South)	110m	505m	11	8		72.73%		1 Side Parking	Fri 20.09.19	
Dorothy Ave (South)	285m	155m	15	7		46.67%		1 Side Parking	Fri 20.09.19	
Bramber Ave (South)	305m	220m	14	9		64.29%		1 Side Parking	Fri 20.09.19	
Bramber Ave (North)	500m	320m	54	12		22.22%		1 Side Parking	Fri 20.09.19	
Bramber to Steyning (South)	110m	105m	11	4		36.36%		1 Side Parking	Fri 20.09.19	
Steyning Ave Car Park			60	45		75.00%	Free Parking (12hr Limit)		Fri 20.09.19	
Steyning Ave (South)	380m	150m	12	4		33.33%		1 Side Parking	Fri 20.09.19	
Steyning Ave (North)	530m	270m	24	10		41.67%		1 Side Parking	Fri 20.09.19	
Steyning to Victoria (South)	110m	105m	10	2		20.00%		1 Side Parking	Fri 20.09.19	
Victoria Ave (South)	410m	285m	24	12		50.00%		1 Side Parking	Fri 20.09.19	
Victoria Ave (North)	450m	320m	27	8		29.63%		1 Side Parking	Fri 20.09.19	
Bolney Ave (South)	500m	290m	24	15		62.50%		1 Side Parking	Fri 20.09.19	
Bolney Ave (North)	415m	250m	22	11		50.00%		1 Side Parking	Fri 20.09.19	
Capel Ave (South)	485m	370m	27	13		48.15%		1 Side Parking	Fri 20.09.19	
Capel Ave (North)	590m	475m	41	11		26.83%		1 Side Parking	Fri 20.09.19	
Capel to Keymer (South)	110m	105m	12	4		33.33%		1 Side Parking	Fri 20.09.19	
Keymer Ave (South)	415m	250m	21	12		57.14%		1 Side Parking	Fri 20.09.19	
Keymer Ave (North)	645m	395m	37	12		32.43%		1 Side Parking	Fri 20.09.19	
Keymer to Slindon (South)	110m	505m	10	0		0.00%		1 Side Parking	Fri 20.09.19	
Slindon Ave (South)	430m	310m	29	13		44.83%		1 Side Parking	Fri 20.09.19	
Slindon Ave (North)	430m	295m	24	11		45.83%		1 Side Parking	Fri 20.09.19	
Slindon to Mayfield (South)	110m	100m	11	5		45.45%		1 Side Parking	Fri 20.09.19	
Mayfield (South)	340m	210m	18	5		27.78%		1 Side Parking	Fri 20.09.19	
Piddington Ave Car Park			40	9		22.50%	Free Parking (12hr Limit)		Fri 20.09.19	
The Promenade	400m	330m	52	5	1	9.62%		1 Side Parking	Fri 20.09.19	
South Coast Road	1,749m	281m	47	11	1	23.40%	Free Parking (1hr Limit)		Fri 20.09.19	
Arundel Road	970m	635m	61	4		6.56%		1 Side Parking	Fri 20.09.19	
Total			752	268		35.64%				

(South) = South of South Coast Road
(North) = North of South Coast Road
Weather Conditions:

Column1 Road Name	Column2 Total Length of kerb	Column3 Length of unrestricted	Column4 No. of Parking	Column5 No. of Cars Parked	Column6 No. of Cars Parked Illegally	Column7 Parking Stress	Column8 Parking Type	Column9 Notes	Column10 Date	Column11 Time
Horsham Road (South)	280m	145m	14	4		28.57%		1 Side Parking	Wed 25.9.19	3:30pm Start
Horsham to Dorothy Ave (South)	110m	105m	11	7		63.64%		1 Side Parking	Wed 25.9.19	3:30pm Start
Dorothy Ave (South)	265m	155m	15	8	1	53.33%		1 Side Parking	Wed 25.9.19	3:30pm Start
Pramber Ave (South)	305m	220m	14	9		64.29%		1 Side Parking	Wed 25.9.19	3:30pm Start
Bramber Ave (North)	500m	320m	54	17		31.48%		1 Side Parking	Wed 25.9.19	3:30pm Start
Bramber to Steyning (South)	120m	105m	11	6		54.55%		1 Side Parking	Wed 25.9.19	3:30pm Start
Steyning Ave Car Park			60	35		58.33%	Free Parking (12hr Limit)		Wed 25.9.19	3:30pm Start
Steyning Ave (South)	380m	150m	12	6	1	50.00%		1 Side Parking	Wed 25.9.19	3:30pm Start
Steyning Ave (North)	530m	270m	24	14		58.33%		1 Side Parking	Wed 25.9.19	3:30pm Start
Steyning to Victoria (South)	110m	105m	10	7		70.00%		1 Side Parking	Wed 25.9.19	3:30pm Start
Victoria Ave (South)	410m	285m	24	15		62.50%		1 Side Parking	Wed 25.9.19	3:30pm Start
Victoria Ave (North)	450m	320m	27	10		37.04%		1 Side Parking	Wed 25.9.19	3:30pm Start
Bolney Ave (South)	500m	290m	24	14		58.33%		1 Side Parking	Wed 25.9.19	3:30pm Start
Bolney Ave (North)	415m	250m	22	8		36.36%		1 Side Parking	Wed 25.9.19	3:30pm Start
Capel Ave (South)	485m	370m	27	8		29.63%		1 Side Parking	Wed 25.9.19	3:30pm Start
Capel Ave (North)	690m	475m	41	21		51.22%		1 Side Parking	Wed 25.9.19	3:30pm Start
Capel to Keymer (South)	110m	105m	12	4		33.33%		1 Side Parking	Wed 25.9.19	3:30pm Start
Keymer Ave (South)	415m	250m	21	7		33.33%		1 Side Parking	Wed 25.9.19	3:30pm Start
Keymer Ave (North)	645m	395m	37	13	1	35.14%		1 Side Parking	Wed 25.9.19	3:30pm Start
Keymer to Slindon (South)	120m	105m	10	0		0.00%		1 Side Parking	Wed 25.9.19	3:30pm Start
Slindon Ave (South)	430m	310m	29	8		27.59%		1 Side Parking	Wed 25.9.19	3:30pm Start
Slindon Ave (North)	490m	255m	24	8		33.33%		1 Side Parking	Wed 25.9.19	3:30pm Start
Slindon to Mayfield (South)	110m	100m	11	3		27.27%		1 Side Parking	Wed 25.9.19	3:30pm Start
Mayfield (South)	340m	210m	18	6		33.33%		1 Side Parking	Wed 25.9.19	3:30pm Start
Piddinghoe Ave Car Park			40	6		15.00%	Free Parking (12hr Limit)		Wed 25.9.19	3:30pm Start
The Promenade	420m	330m	52	5		9.62%		1 Side Parking	Wed 25.9.19	3:30pm Start
South Coast Road	1,749m	281m	47	26	6	55.32%	Free Parking (1hr Limit)		Wed 25.9.19	3:30pm Start
Arundel Road	970m	635m	61	1		1.64%		1 Side Parking	Wed 25.9.19	3:30pm Start
Total			752	276	9	36.70%				

(South) = South of South Coast Road

(North) = North of South Coast Road

Weather Conditions:

Reference LW/19/0857

Alternative Reference PP-08319530

Application Received Thu 28 Nov 2019

Application Validated Thu 28 Nov 2019

Address 3 Bramber Avenue Peacehaven East Sussex BN10 8LR

Proposal Section 73A retrospective application for the conversion
from HMO and manager's flat to 18 self contained flats
(including manager's flat)

Lewis & Co Planning

town planning consultants

2 Port Hall Road Brighton BN1 5PD

T 01273 413700

E admin@lewisplanning.co.uk

W www.lewisplanning.co.uk

Planning Department
Lewes District Council

By email

30 December 2019

Dear Sirs

LW/19/0857 - 3 Bramber Avenue, Peacehaven, East Sussex

We note that there have been a number of neighbour letters submitted in respect of the above planning application.

The main case for the development is set out in the Design and Access Statement that accompanies the planning application, and there is no need for us to repeat those arguments.

However, there are a number of comments made in the neighbour letters that our clients would like to refute. The response from our clients is provided below:

"We strongly believe that there is an unreasonable expectation of how many people can occupy the site. Prior to being an HMO, number 3 Bramber Avenue was a nursing home for many decades. This nursing home had residents, employees and visitors in excess of 50 people at times. Historically, there would therefore have been more people and more demand for parking than is the case with the site as an HMO or self contained units.

Demand for on street parking in Bramber Avenue is not generated by the occupation of our site. The section of Promenade that has been resurfaced has only 3 properties that use their own driveway and garages rather than Bramber Avenue. Furthermore, there is more car parking available by the cliffs for visitors, dog walkers etc.

The current planning application is a retrospective application. This has the advantage for the Council officers that they can assess actual parking demand, rather than estimating parking demand. The occupation of our site creates no parking issues at all. At most only 3 of our 14 residents owned a car, and they used the parking spaces provided at the back of the building. All the properties on Bramber Avenue have off road parking.



RTPI

mediation of space - making of place

Chartered Town Planners

Lewis and Co Planning South East Limited
Company Number 05809390
Registered Office: Preston Park House, South Road,
Brighton, BN1 6SB
Registered in England and Wales

Lewis & Co Planning

town planning consultants

As you can see in the photos below there are not any issues with parking.



There has been no need for any police presence relating to 3 Bramber Avenue as it seems to be suggested in one of the objections. However, there has been a need for police for the unoccupied Bramber Nursing home (1 Bramber Avenue) on several occasions.

Since number 3 has been occupied there has been no issues with the sewage on or around Bramber avenue. Note also that BNM has contributed to Sothorn Water's sewer infrastructure improvement.

BNM has no intension to purchase Bramber nursing home at number 1 Bramber Avenue.

Lewis & Co Planning

town planning consultants

BNM's registered office is in Bournemouth and none of its members reside in Bournemouth. BNM has employed a living manager at 3 Bramber Avenue, who is known to the residents of Bramber Avenue.

The rooms at 3 Bramber Avenue were self-contained at the recommendation of the Lewes District Council's Housing Standards. BNM has been in consultation with Building control and housing standards throughout this time"

We trust that you will be able to take our client's comments into consideration when determining the application.

Yours faithfully

LCP

Lewis & Co Planning

OBJECTIONS



2 Bramber Avenue
Peacehaven
Sussex
BN10 8LR
11/12/19
[REDACTED]

Dear Julie Cattell

Thank you for telephoning me back regarding your letter of 3rd December instant, informing me of the retrospective planning application No. LW/19/0857 by the company known as BNM Parkstone Ltd.

This is the latest of several applications made by BNM Parkstone Ltd for the expansion of No 3 Bramber Avenue. They have all been refused except the last one, LW/17/0494, which gave permission for a 14 (fourteen) person HMO.

I attended the planning application meeting in question and found it strange that three members of the planning committee, for reasons that were not explained, abstained from voting.

The application LW/17/0494 was subsequently passed with the proviso that it be for a three year trial period for a 14 person HMO.

BNM Parkstone immediately contravened the conditions of the planning committee which passed the application No. LW/17/0494. They immediately went ahead with further developments to accommodate upwards of 36 persons. It would seem that BNM Parkstone Ltd are a law unto themselves, with no regard to the local residents of Bramber Avenue and even less for the Planning Department of Lewes District Council.

In view of the type of use the owners of no 3 Bramber Avenue got planning permission for, why has the council not inspected the

premises over the last few months to make sure that the planning application that was passed was being complied with.

I strongly object to the retrospective planning application LW/19/0857 on the grounds of over development in an already crowded residential avenue, with the possibility of at least an extra 18 vehicles having to find some where to park. I realise that there is a limited parking space at the rear of No 3, but the extra vehicles belonging to the residence will make it difficult for emergency and delivery vehicles to negotiate the avenue.

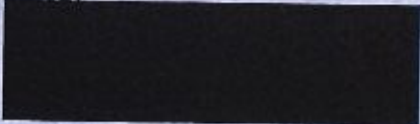
I also object on the grounds of an Environment Health issue. The sewer in Bramber Avenue, South of the A259 was installed some ninety years ago and was designed for 6 properties with estimated 18 persons. It is now coping with 15 properties with approximately 54 persons. Any extra amount of persons that will have to use the existing sewerage system will inevitably repeat the flooding of excrement into the garden of No 87 The Promenade and the overflowing from the inspection cover adjacent to Steyning Avenue and The Promenade across the Coastal Walkway into the car park at the Southern end of Steyning Avenue leading to the Bastion Steps.

This occurred regularly when Bramber Nursing Home was in operation.

A Southern Water representative told my daughter, whose new build property occasionally gets inundated with sewerage, that the present sewerage and waste water system cannot cope with the over development in Peacehaven. I also object to the devious methods being used by the company known as BNM Parkstone Ltd to obtain their objectives in their quest for Filthy Lucre at the expense of the human rights of the local residents.

Yours sincerely

Mr D.J. Carpenter



SEWERAGE
OVERFLOW

FROM INSPECTION COVER
ON CLIFF TOP WALKWAY.



SEWERAGE OVERFLOW FROM

INSPECTION COVER ON
CLIFF TOP WALKWAY.

REFERRED TO IN MY LETTER OF 11/12/14.



From: DoNotReply@lewes.gov.uk

Sent: 18 December 2019 16:45:07 (UTC) Coordinated Universal Time

To: lewesplanningcomments

Subject: Comments for Planning Application <LW/19/0857> Customer objects to the Planning Application

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 5:03 PM on 18 Dec 2019 from Mr Robert Bailey.

Application Summary

Address: 3 Bramber Avenue Peacehaven East Sussex BN10 8LR
Section 73A retrospective application for the conversion from HMO and manager's flat to 18 self contained flats (including manager's flat)

Case Officer: Julie Cattell

[Click for further information](#)

Customer Details

Name: Mr Robert Bailey

Address: 4 Bramber Avenue Peacehaven

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Drainage
- Insufficient Information
- Noise and Disturbance
- Parking Issues
- Traffic Generation

Comments: There has been considerably higher levels of traffic since the current building has been modified. Residents are not using the available parking that is at the rear. Parking has been at times inconsiderate to a point that Fire Engines or Ambulances would not have been able to get through. We have had police presence on more than one occasion and with no one there to manage the type of accommodation wanted this would become a constant problem.
There is a lack of information given regarding who the new accommodation would be for and considering previous proposals had been turned down it seems that the owner(s) are trying to get original proposals passed.

The current area is occupied by a large number of elderly residents who are at a stage of retirement and it would not be considered fairly upon them.
Current drainage system would need to be upgraded in the street.

88 The Promenade.

Peacehaven.

BN10 8LS.

Planning Deptment.

Lewes District Council.

Application No LW/19/0857.

No 3. Bramber Avenue. Peacehaven.

OurRef: JJA/ MA/sel/Lt.2.

Wednesday, 11 December 2019,

Sir,

Following conversations with other objecting resident of Bramber Avenue the following additional information has now come to light which was not available in our previous letter of objection, JJA/ sel / No.4. dated 7th December 2019

The law states that there cannot be two HMG properties in the same road, so what Parkstone LLP plans are; as detailed below, now concerns No2 Bramber Avenue, which is registered as a nursing home and which Parkstone LLP are trying to purchase. Other information that has come to our attention is that No3. is not full and they have empty rooms which must be affecting their cash flow. Money again causing them problems.

What Parkstone LLP are attempting to do with this application is to take No.3 out of the HMO Jurisdiction and convert it (No.3). Into 18 self contained flats, which they can rent out or sell on the open market at an estimated £500/ £600 plus / month and transfer No 3. HMO jurisdiction to No .2.

This is as I said a **devious ploy** to increase their holdings and subsequent revenue at the exence of the residents of Bramber Avenue, the majority of whom are retired people and have lived in the road for some 20/30 years. The resaon for these long occupations in the road due to the fact that is a Cul de Sac and is therefore quite and peaceful.



The effect of up to 54 person with attending cars which will have to park on the road as there is insufficient parking at the rear of the building. It has only 7 available spaces. It would be devastating. Noise, and overcrowding of this quite road would be ,I repeat devastating on these elderly residents who live a quite and peaceful lives in their retirement.


Another annoying fact is that the directors do not live in Peacehaven let alone in Bramber Avenue and will not have to suffer the disruption their ploy would bring, as the company is registered in Bournemouth as do the directors who also live in Bournemouth Hants which is 60/70 miles from East Sussex. No county or local affiliation. Worth noting.

As I have said in my original letter this is all about MONEY and extra revenue for Parkstone LLP. It is not about helping people with accomodation or about the people of Peacehaven, let alone The Residents of Bramber Avenue, as I have already said the company and its directors live in Bournemouth. Some 70/80 miles away from Peacehaven.

Another point that should be taken into consideration is that No 2 Bramber Avenue has NO, I repeat NO Parking facilities as the property occupies the whole of the ground area. Where will any cars park.? On the over crowded road.

The parking in the immeadiate area has being further reduced by the making The Promenade into a single track road. Cars that used to park their can no longer do so. There is also rumours that the down roads from the A 259 main coast road are to be made one way further restricting parking. There are two other sites ,one which has started construction and a second which has planning approval which will only add to the overcrowding problems,

We again, like all the resident of Bramber Avenue, ask you to consider our way of life before some company that exist 70 odd miles away and REJECT this application. Please.


Joseph and Marion Armstrong.

THIS PHOTO SHOWING THE PARKING
SITUATION WHEN NO2 & NO3 WERE
BOTH IN FULL OPERATION
AS YOU CAN SEE THE ROAD IS
FULL OF PARKED CARS
IF NO2 TWO BECOMES OCCUPIED THE
PROBLEM WILL RETURN. IT WILL GET WORSE



AS THE PROMENADE RESIDENT HAVE NO
ON ROAD PARKING. SO THEY NOW PARK
IN BRAMBER AVE.

THE SITUATION TO DAY. NO 2 EMPTY
SO THERE IS SOME PARKING SPACES
BUT THESE HAVE BEEN FILLED BY PROMENADE
RESIDENCE PARKING IN THE EMPTY SPACES



THIS PHOTO WAS TAKEN BEFORE THE
PROMENADE WAS MADE 3.M.
THE SPACE FROM THE RED CAR IS NOW
TAKEN BY PROMENADE'S VEHICLES
WHERE ARE 10/12 CARS GOING TO PARK
IF NO 3 IS CONVERTED INTO 18 FLATS?
NOW SEE THE PROBLEM.

THIS IS THE NEW PROMENADE.
IT HAS BEEN REDUCED TO A
SINGLE TRACK 3 METRE WIDE ROAD
THE TYPE TRACK ARE THE REFUGE
COLLECTION LORRY IT CAN'T TURN INTO
THE ROAD FROM SIDE ROADS DUE TO



THE NARROWNESS.

PARKING IS IMPOSSIBLE THAT IS WHY THE
RESIDENTS NOW USE AND FILL UP
BRAMBER AVE

Water Diverter
50mm

86

84

Area behind edging
top soiled & grass seeded

New HBM crossovers
with gravel surface

Existing Hardstandings
retained

88

Drainage Grips
connected to
existing ditch

3.00m

150mm of HBM with 6mm gravel
surface dressing - single layer

Existing surface
graded and compacted

150mm x 50mm Treated Hardwood Timber Edging
Fixed with steel pins

Woodside Depot
Polegate Road
Hailsham
East Sussex
BN27 3PG

www.road-ways.co.uk

Location

The Promenade
Between Sleyning Avenue &
Bramber Avenue
Peacehaven

Job Number:

A19/001689-001

Date:

10th Oct 2019

Scale:

1:200

Revisions

Date

Julie Cattell
Planning & Environmental Services Department
Lewes District Council
Southover House
Southover Road, Lewes
BN7 1AB

Date: 18 December 2019

Our ref: SUD/LW/19/031

Your ref: LW/19/0857

Dear Julie Cattell

SUD/LW/19/031 - Section 73A retrospective application for the conversion from HMO and manager's flat to 18 self contained flats (including manager's flat), 3 Bramber Avenue Peacehaven East Sussex BN10 8LR
Received Date: 3 December 2019

Position of the Lead Local Flood Authority:-

No objection	The information provided is satisfactory and enables the LLFA to determine that the proposed development is capable of managing flood risk effectively.	X
No objection	The information provided is satisfactory and enables the LLFA to determine that the proposed development is capable of managing flood risk effectively. Although there will be a need for standard conditions which are outlined in this response.	
No objection in principle subject to the imposition of conditions	Whilst the application documentation has not met all the County Council's requirements, it is possible that the risk is capable of being mitigated to acceptable levels by the application of planning conditions which are outlined in this response.	
Objection due to Insufficient Information	The applicant has failed to meet the requirements to assess its acceptability in flood risk terms. The LLFA will respond in 21 days of receipt of the requested information	
Objection	The application presents an unacceptable on site/off site flood risk.	

Cont./...

Detailed Comments

As the proposed development is for the change of use of an existing building and the proposals do not increase the impermeable area at the site, we consider the proposals to be acceptable.

Yours sincerely

Nick Claxton

Nick Claxton
Team Manager - Flood Risk Management

Case Officer: Charlie Cooper



November 2019

Our reference:

89303-BNMParkstone-BramberAv

Prepared for:

BNM Parkstone LLP

Location:

3 Bramber Avenue

Peacehaven

East Sussex

BN108LR



Document Issue Record

Project: Flood Risk Assessment for Planning
Client: BNM Parkstone LLP
Application: Change of use of the existing HMO to form 18 studio flats
Location: 3 Bramber Avenue, Peacehaven, East Sussex, BN108LR
Our reference: 89303-BNMParkstone-BramberAv
Version: v1.0 191119

Lead Consultant: Ms Jackie Stone
Authorisation: Mrs Emma Jeffery

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Southpoint, Old Brighton Road, Gatwick, West Sussex, RH11 0PR

+44 (0) 1293 214 444

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1. Key Facts

1.1 Flood Risk Posed:

- Site within Flood Zone 1 (Low Risk).
- EA Product 4 data requested.
- No Flood Storage Areas located in close proximity to the site.
- No record of historical flooding at the site.
- Risk of pluvial flooding would appear to be "Very Low".
- Risk of sewer surcharge flooding would appear to be low.
- Site is not located within a groundwater vulnerability zone.
- The site is not susceptible to groundwater or sewer surcharge flooding.

1.2 Flood Risk Mitigation:

- The applicant will install composite flood doors on all external basement doorways. Composite flood doors do not require human intervention in order to protect (unlike flood barriers). The closed doors will prevent water entering the basement rooms during a sudden or unpredicted flood event.
- In addition, to help protect against flooding during potential surface water flood events, the application has agreed to implement flood resistant design measures into the basement. The following measures are recommended:
 - Anti-flood airbricks;
 - All exterior service points sealed;
 - Non-return valves fitted to all drain and sewer outlets.
- Due to the scale of the development, a full Surface Water Drainage Strategy is not required at this stage of planning.
- The applicant will register with the Environment Agency Floodline Warnings/Alert Direct service.

Assuming accordance with these flood risk management measures, Unda Consulting Limited consider the proposed application to be suitable in flood risk terms.

2. Introduction

Unda Consulting Limited have been appointed by BNM Parkstone LLP (hereinafter referred to as "the applicant") to undertake a Flood Risk Assessment for the proposed development at 3 Bramber Avenue, Peacchaven, East Sussex, BN108LR (hereinafter referred to as "the site"). The FRA has been undertaken in accordance with the National Planning Policy Framework (NPPF) July 2018 and the associated technical guidance.

The purpose of the study is to support a planning application for the proposed development. This report presents our findings based on the readily available information and data relating to the site and surrounding drainage area.

The site appears to be located within Flood Zone 1 as defined by the Environment Agency (EA) on their Flood Map for Planning. Under the National Planning Policy Framework (NPPF), a FRA is required if a proposed development:

- includes building or engineering works in Flood Zone 2 or 3;
- includes building or engineering works on land classified by the Environment Agency as having critical drainage problem;
- changes the use of land or buildings in a location at risk of flooding from rivers or the sea, or with critical drainage problems;
- changes the use of land or buildings in a way that increases the flood vulnerability of the development where it may be subject to other sources of flooding;
- is larger than 1 hectare.

The assessment should demonstrate to the Local Planning Authority (LPA) and EA how flood risk will be managed now and over the development's lifetime, taking climate change into account, and with regard to the vulnerability of its potential users.

- whether the proposed development is likely to be affected by current or future flooding from any source;
- whether it will increase flood risk elsewhere;
- whether the measures proposed to deal with these effects and risks are appropriate.

3. Existing Situation

3.1 Site Usage:

The site is currently occupied by an existing detached house, with HMO usage.

A map showing the site location is presented below in Figure 1.

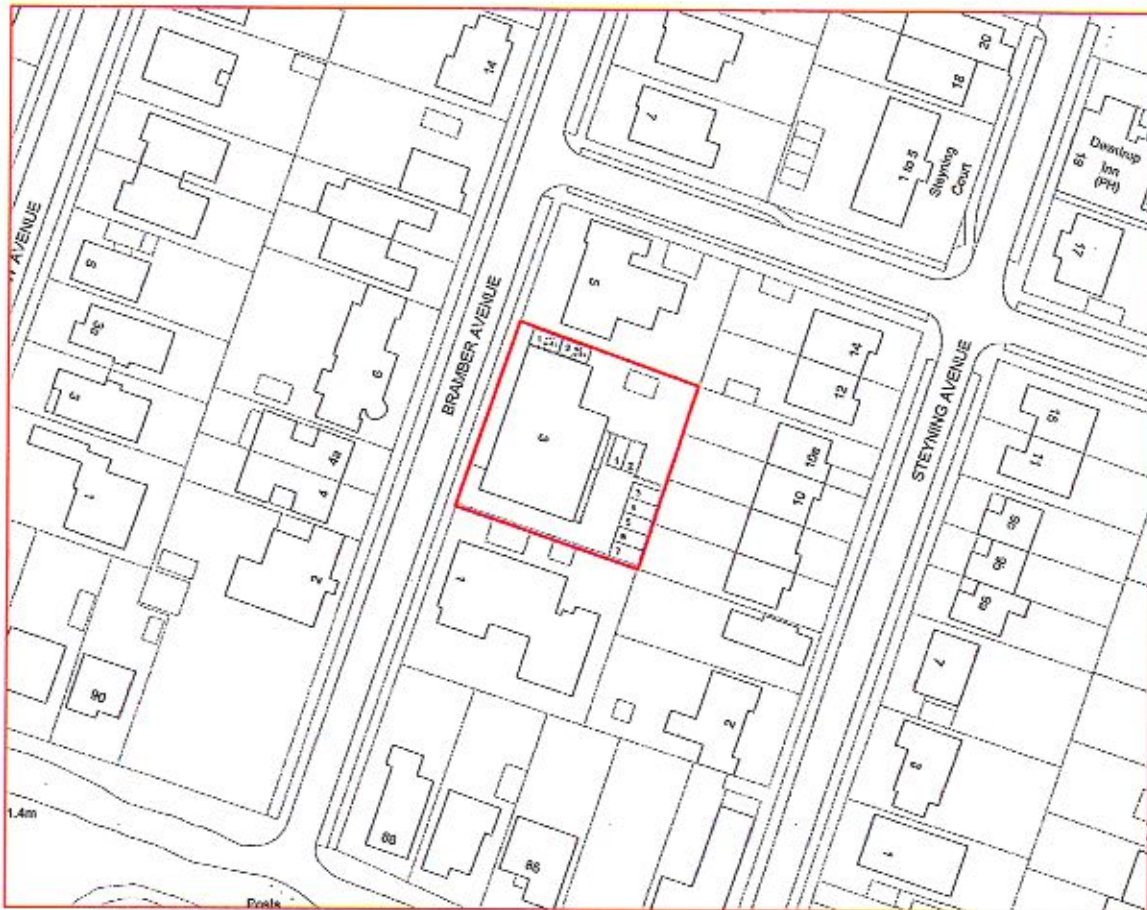


Figure 1: Site and surrounding area (Source: KTA Limited)

3.2 Topography:

Environment Agency LiDAR has been used to assess the topography across the site and wider area. Light Detection and Ranging (LiDAR) is an airborne mapping technique, which uses a laser to measure the distance between the aircraft and the ground surface. Up to 100,000 measurements per second are made of the ground, allowing highly detailed terrain models to be generated at high spatial resolutions. The EA's LiDAR data archive contains digital elevation data derived from surveys carried out by the EA's specialist remote sensing team. Accurate elevation data is available for over 70% of England. The LiDAR technique records an elevation accurate to $\pm 0.3\text{m}$ every 2m. This dataset is derived from a combination of our full dataset which has been merged and re-sampled to give the best possible coverage. The dataset can be supplied as a Digital

Surface Model (DSM) produced from the signal returned to the LIDAR (which includes heights of objects, such as vehicles, buildings and vegetation, as well as the terrain surface) or as a Digital Terrain Model (DTM) produced by removing objects from the Digital Surface Model. 2.0m horizontal resolution DTM LIDAR data has been used for the purposes of this study.

EA 2.0m LiDAR remotely sensed digital elevation data suggests that the ground topography on site to vary between 31.15mAOD to 31.90mAOD.

3.3 Geology and Soil:

The British Geological Survey (BGS) Map indicates that the bedrock underlying the site is Tarrant Chalk Member (chalk), with no superficial deposits.



Figure 2: Local bedrock geology (Source: BGS)

3.4 Riparian Ownership:

A riparian owner is someone who owns land or property alongside a river or other watercourses. A watercourse is any natural or artificial channel through which water flows including flow through a culvert, ditch, drain, cut, dyke, sluice or private sewer.

Riparian owners have statutory responsibilities, including:

- Maintaining river beds and banks;
- Allowing the flow of water to pass without obstruction;
- Controlling invasive alien species

Further guidance for riverside property owners can be found in the Environment Agency's helpful booklet 'Living on the Edge, 5th Edition' published in June 2014.

3.5 Environmental Permit for Flood Risk Activity:

Under the Environmental Permitting (England and Wales) Regulations 2010 any activity within 8m of the bank of a main river, or 16m if it is a tidal main river, or any activity within 8m of any flood defence structure or culvert on a main river, or 16m on a tidal river or any activity within 16m of a sea defence structure may require a permit. Some activities may be excluded or exempt. Further details and guidance are available on the GOV.UK website:

<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

For more information and to apply please contact the Partnerships and Strategic Overview team at:

- National Customer Contact Centre on 03708 506 506 or
- enquiries@environment-agency.gov.uk

Please be aware that Environment Agency permits, consents and licences are separate from the planning process and are not guaranteed.

4. Development Proposal

The proposal is for the change of use of the existing HMO to form 18 studio flats.

Development plans are provided in the report Appendix.

5. Assessment of Flood Risk

5.1 Flood Zones:

Within planning, Flood Zones refer to the probability of river and sea flooding, ignoring the presence of defences. They are shown on the Environment Agency's Flood Map for Planning (Rivers and Sea), available on the Environment Agency's website.

Flood Zone	Definition
Zone 1 Low Probability	Land having a less than 1 in 1,000 annual probability of river or sea flooding. (Shown as 'clear' on the Flood Map – all land outside Zones 2 and 3)
Zone 2 Medium Probability	Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or Land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding. (Land shown in light blue on the Flood Map)
Zone 3a High Probability	Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding. (Land shown in dark blue on the Flood Map)
Zone 3b The Functional Floodplain	This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency. (Not separately distinguished from Zone 3a on the Flood Map)

Table 1: Flood Zones

The Flood Zones shown on the Environment Agency's Flood Map for Planning (Rivers and Sea) do not take account of the possible impacts of climate change and consequent changes in the future probability of flooding.

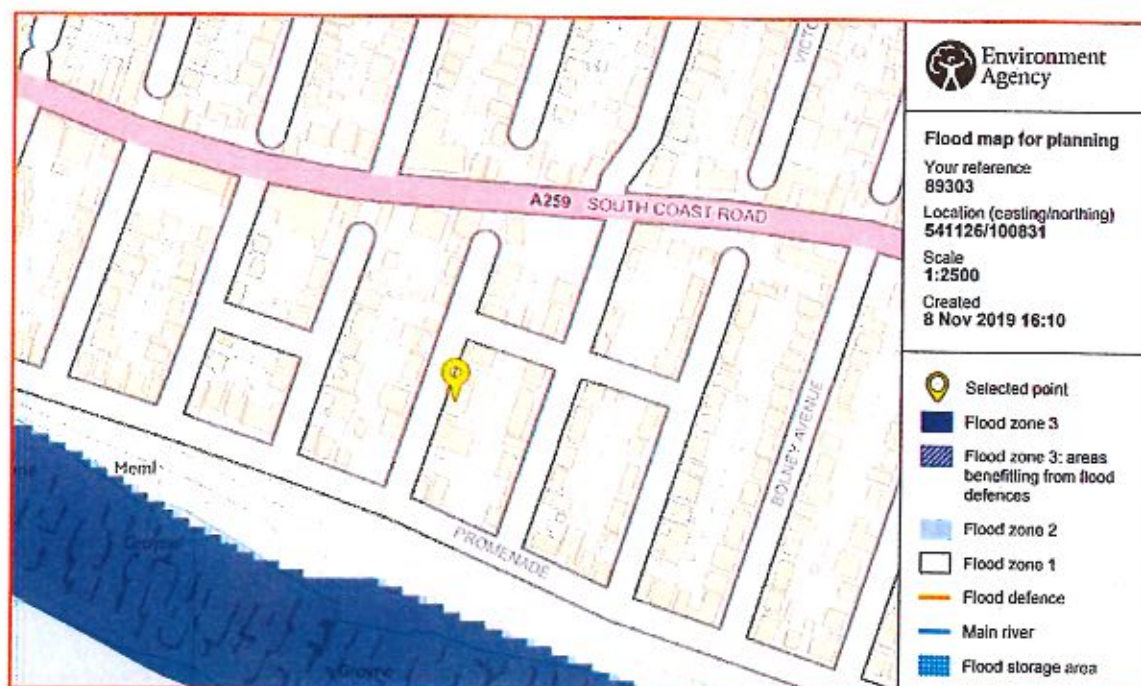


Figure 3: Environment Agency Flood Map for Planning (Rivers and Sea) (Source: EA)

The site is located within Flood Zone 1 (Low Probability), which means it is defined as land having a less than 1 in 1000 annual probability of river or sea flooding.

5.2 Fluvial / Tidal

There is a negligible risk of fluvial or tidal flooding

5.2.1 Modelled flood levels and extents:

Product 4 modelled flood levels and extents have been requested from the Environment Agency for use within this report. At the time of writing no logged enquiry number was available.

5.2.2 Flood Storage Areas:

Flood Storage Areas are areas that act as a balancing reservoir, storage basin or balancing pond. Their purpose is to attenuate an incoming flood peak to a flow level that can be accepted by the downstream channel. It may also delay the timing of a flood peak so that its volume is discharged over a longer time interval. Flood storage areas do not completely remove the chance of flooding and can be overtopped or fail in extreme weather conditions.

According to Environment Agency data, there are no Flood Storage Areas located in close proximity to the site.

5.2.3 Functional Floodplain:

This zone comprises land where water is required to flow or be stored in times of flood. The functional floodplain designation encompasses land which would flood with an annual probability of 1 in 20 (5%) or greater in any year; and includes areas of land required for water conveyance routes.

5.2.4 Flood Defences

No flood defences are believed to exist in the vicinity of the site.

5.2.5 Residual risk (breach or overtopping of flood defences):

Breaching of flood defences can cause rapid inundation of areas behind flood defences as flow in the river channel discharges through the breach. A breach can occur with little or no warning, although they are much more likely to concur with extreme river levels or tides when the stresses on flood defences are highest. Flood water flowing through a breach will normally discharge at a high velocity, rapidly filling up the areas behind the defences, resulting in significant damage to buildings and a high risk of loss of life. Breaches are most likely to occur in soft defences such as earth embankments although poorly maintained hard defences can also be a potential source of breach.

Overtopping of flood defences occurs when water levels exceed the protection level of raised flood defences. The worst case occurs when the fluvial or tidal levels exceed the defence level as this can lead to prolonged flooding. Less severe overtopping can occur when flood levels are below defence levels, but wave action causes cyclic overtopping, with intermittent discharge over the crest level of the defence. Flood defences are commonly designed with a freeboard to provide protection against overtopping from waves. The risk from overtopping due to exceedance of the flood defence level is much more significant than the risk posed by wave overtopping. Exceedance

of the flood defence level can lead to prolonged and rapid flooding with properties immediately behind the defences at highest risk.

5.2.6 Historical flood events:

The EA hold no historic flood records on or near the site.

5.3 Pluvial (Surface Water):

Pluvial (surface water) flooding happens when rainwater does not drain away through the normal drainage systems or soak into the ground, but lies on or flows over the ground instead.

In 2013 the EA, working with Lead Local Flood Authorities (LLFAs), produced an updated Flood Map for Surface Water. It is considered to represent a significant improvement on the previous surface water flood maps available, both in terms of method and representation of the risk of flooding. The modelling techniques and data used are considerably improved, and also incorporated locally produced mapping where this is available to represent features best modelled at a local scale.

The Flood Map for Surface Water assesses flooding scenarios as a result of rainfall with the following chance of occurring in any given year (annual probability of flooding is shown in brackets):

- 1:30 (3.3%)
- 1:100 (1%)
- 1:1000 (0.1%)

The mapping below shows the Risk of Flooding from Surface Water centred on the postcode. Please note that the EA do not consider this information suitable to be used to identify the risk to individual properties or sites. It is useful to raise awareness in areas which may be at risk and may require additional investigation.

The EA Risk of Flooding from Surface Water Map suggests that the site lies within an area of "Very Low" risk of flooding from surface water.

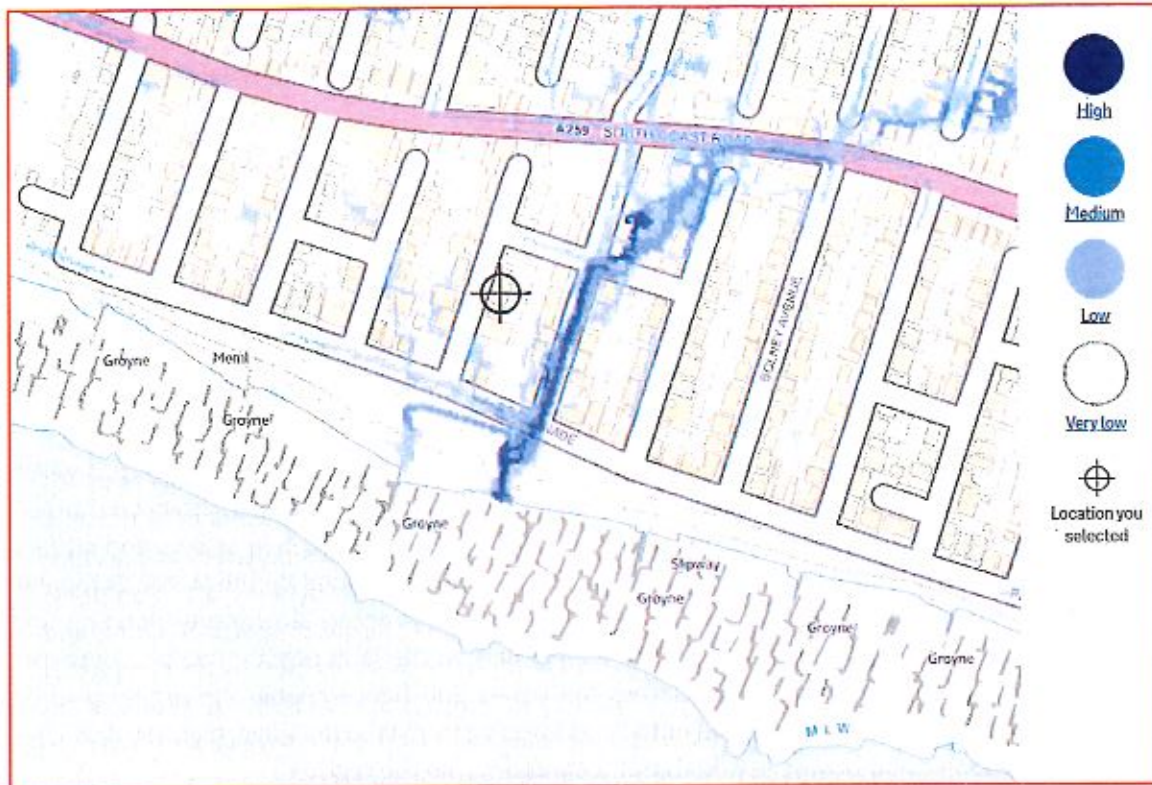


Figure 4: Extract from EA Surface Water Flood Map (Source: EA)

5.4 Groundwater:

Groundwater flooding occurs as a result of water rising up from the underlying rocks or from water flowing from abnormal springs. This tends to occur after much longer periods of sustained high rainfall. Higher rainfall means more water will infiltrate into the ground and cause the water table to rise above normal levels. Groundwater tends to flow from areas where the ground level is high, to areas where the ground level is low. In low-lying areas the water table is usually at shallower depths anyway, but during very wet periods, with all the additional groundwater flowing towards these areas, the water table can rise up to the surface causing groundwater flooding.

Groundwater flooding is most likely to occur in low-lying areas underlain by permeable rocks (aquifers). These may be extensive, regional aquifers, such as chalk or sandstone, or may be localised sands or river gravels in valley bottoms underlain by less permeable rocks. Groundwater flooding takes longer to dissipate because groundwater moves much more slowly than surface water and will take time to flow away underground.

No information has been provided to suggest that the site is susceptible to groundwater flooding.

No records have been provided to suggest that the site has flooded from this source previously.

The Environment Agency has defined Source Protection Zones for groundwater sources such as wells, boreholes and springs used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.

The zones are used in conjunction with the EA Groundwater Protection Policy to set up pollution prevention measures in areas that are at a higher risk, and to monitor the activities of potential polluters nearby.

5.5 Sewer Surcharge:

Sewer flooding occurs when the sewer network cannot cope with the volume of water that is entering it. It is often experienced during times of heavy rainfall when large amounts of surface water overwhelm the sewer network causing flooding. Temporary problems such as blockages, siltation, collapses and equipment or operational failures can also result in sewer flooding.

All Water Companies have a statutory obligation to maintain a register of properties/areas which have reported records of flooding from the public sewerage system, and this is shown on the DG5 Flood Register. This includes records of flooding from foul sewers, combined sewers and surface water sewers which are deemed to be public and therefore maintained by the Water Company. The DG5 register records of flood incidents resulting in both internal property flooding and external flooding incidents. Once a property is identified on the DG5 register, water companies can typically put funding in place to address the issues and hence enable the property to be removed from the register. It should be noted that flooding from land drainage, highway drainage, rivers/watercourses and private sewers is not recorded within the register.

No information has been provided to suggest that the site is susceptible to sewer surcharge flooding.

5.6 Other Sources:

Reservoirs with an impounded volume in excess of 25,000 cubic metres (measured above natural ground level) are governed by the Reservoirs Act and are listed on a register held by the Environment Agency. The site is located outside the maximum inundation extent on the EA Reservoir Inundation Map. The EA also advise on their website that reservoir flooding is extremely unlikely. There has been no loss of life in the UK from reservoir flooding since 1925. All major reservoirs have to be inspected by specialist dam and reservoir Engineers. In accordance with the Reservoirs Act 1975 in England, these inspections are monitored and enforced by the EA themselves. The risk to the site from reservoir flooding is therefore minimal and is far lower than that relating to the potential for fluvial / tidal flooding to occur. The Environment Agency Reservoir Flood Map illustrated below, illustrates the largest area that might be flooded if the storage area were to fail and release the water it is designed to hold during a flood event.

Records of flooding from reservoirs and canals are erratic as there is no requirement for the Environment Agency to provide information on historic flooding from canals and raised reservoirs on plans. In particular, the NPPF does not require flood risk from canals and raised reservoirs to be shown on the Environment Agency flood zones.

Overflows from canals can be common as they are often fed by land drainage, and often do not have controlled overflow spillways. Occasionally, major bank breaches also occur, leading to rapid and deep flooding of adjacent land.

No further information has been provided to suggest the site is susceptible to from the failure of canals or other artificial infrastructure from the risk of flooding.

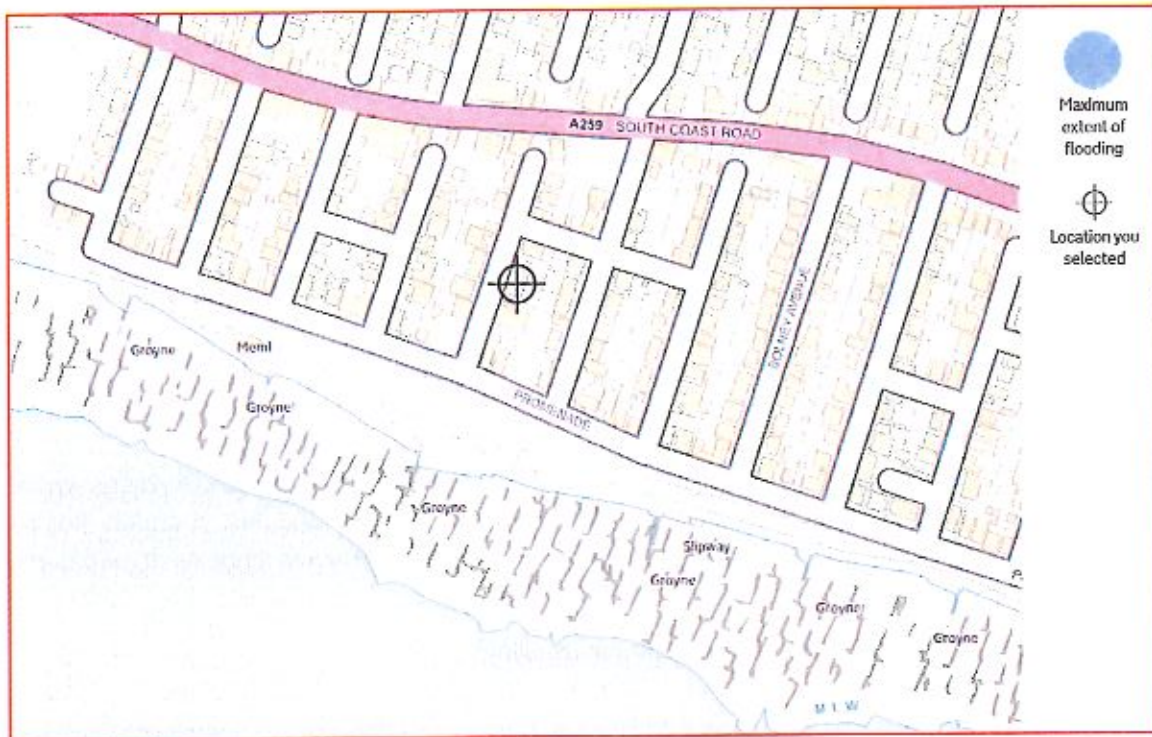


Figure 5: Extract from Environment Agency Risk of Flooding from Reservoirs Map (Source: EA)

6. Flood Risk Management

6.1 Vulnerability to flooding:

The NPPF classifies property usage by vulnerability to flooding.

Post development, the site will remain "more vulnerable" throughout, as the proposed application is for the change of use of the existing HMO to form 18 studio flats

As such, there will be an increase in vulnerability post development.

6.2 EA Standing Advice:

The EA Standing Advice guidance is for domestic extensions and non-domestic extensions where the additional footprint created by the development does not exceed 250m². It should not be applied if an additional dwelling is being created, e.g. a self-contained annexe or additional commercial unit.

The application is for the definition of additional dwellings.

6.3 Physical Design Measures:

The site is shown to be entirely within Flood Zone 1 on the EA Flood Map for planning (Rivers and the Sea). The EA Risk of Flooding from Surface Water Map suggests that the site lies within an area of "Very Low" risk of flooding from surface water.

The applicant will install composite flood doors on all external basement doorways. Composite flood doors do not require human intervention in order to protect (unlike flood barriers). The closed doors will prevent water entering the basement rooms during a sudden or unpredicted flood event.

In addition, to help protect against flooding during potential surface water flood events, the application has agreed to implement flood resistant design measures into the basement. The following measures are recommended:

- Anti-flood airbricks;
- All exterior service points sealed;
- Non-return valves fitted to all drain and sewer outlets.

6.4 Safe Escape and Flood Action Plan:

The NPPF requires a route of safe escape for all residents and users to be provided from new residential properties in Flood Zone 3. Safe escape is usually defined as being through slow moving flood water no deeper than 25cm during the 1:100 year plus allowance for climate change flood event.

The site is entirely within Flood Zone 1, and with an area of low surface water flood risk

6.5 Flood Warning:

The EA is responsible for issuing flood warnings. Flood warnings are issued to the emergency services and local authorities. Both private individuals and organisations can sign-up to receive warnings via phone, text or email. This system of receiving warnings is currently voluntary.

Advice regarding severe flood warnings will generally be given during weather forecasts on local radio and TV. In the case of extreme events, warnings can also be disseminated via door to door visits by the police or locally appointed flood wardens.

The EA issue flood warnings/alerts to specific areas when flooding is expected. It is recommended that the applicant registers online with the free Environment Agency Floodline Warnings/Alert Direct service at www.gov.uk/sign-up-for-flood-warnings to receive flood warnings by phone, text or email. The flood warning service has three types of warnings that will help you prepare for flooding and take action:




Flood Warning	Flood Alert	Flood Warning	Severe Flood Warning
			
What it means?	Flooding is possible. Be prepared.	Flooding is expected. Immediate action required.	Severe flooding. Danger to life.
When it's used?	Two hours to two days in advance of flooding.	Half an hour to one day in advance of flooding.	When flooding poses a significant threat to life.
What to do?	Be prepared to act on your flood plan. Prepare a flood kit of essential items. Monitor local water levels and the flood forecast on our website.	Move family, pets and valuables to a safe place. Turn off gas, electricity and water supplies if safe to do so. Put flood protection equipment in place.	Stay in a safe place with a means of escape. Be ready should you need to evacuate from your home. Co-operate with the emergency services. Call 999 if you are in immediate danger.

Table 2: EA Flood Warning Service

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6.6 Flood Plan:

It is recommended that the applicant and future owners, occupiers and Landlords of the property prepare a flood plan to protect life and property during a flood event:

Before a flood:

- Prepare and keep a list of all your important contacts to hand or save them on your mobile phone.
- Think about what items you can move now and what you would want to move to safety during a flood.
- Know how to turn off electricity and water supplies to the site.
- Prepare a flood kit of essential items and keep it handy. It can include copies of important documents, a torch, a battery-powered or wind-up radio, blankets and warm clothing, waterproofs, rubber gloves and a first aid kit including all essential medication.

During a flood:

- Activate the evacuation plan and evacuate the site.
- Remove cars from the site if there is sufficient warning and the water levels are not rising rapidly.
- Switch off water and electricity for the site.
- Tune into your local radio station on a battery or wind-up radio.
- Listen to the advice of the emergency service and evacuate if told to do so.
- Avoid walking or driving through flood water. Six inches of fast-flowing water can knock over an adult and two feet of water can move a car.

After a flood:

- If you have flooded, contact your insurance company as soon as possible.
- Take photographs and videos of your damaged property as a record for your insurance company.
- If you don't have insurance, contact your local authority for information on grants and charities that may help you.
- Flood water can contain sewage, chemicals and animal waste. Always wear waterproof outerwear, including gloves, wellington boots and a face mask.
- Have your electrics and water checked by qualified engineers before switching them back on.

6.7 Off-Site Impacts:

6.7.1 Fluvial floodplain storage:

The NPPF requires that where development is proposed in undefended areas of floodplain, which lie outside of the functional floodplain, the implications of ground raising operations for flood risk elsewhere needs to be considered. Raising existing ground levels may reduce the capacity of the floodplain to accommodate floodwater and increase the risk of flooding by either increasing the depth of flooding to existing properties at risk or by extending the floodplain to cover properties normally outside of the floodplain. Flood storage capacity can be maintained by lowering ground

levels either within the curtilage of the development or elsewhere in the floodplain, in order to maintain at least the same volume of flood storage capacity within the floodplain.

In undefended tidal areas, raising ground levels is unlikely to impact on maximum tidal levels so the provision of compensatory storage should not be necessary.

For development in a defended flood risk area, the impact on residual flood risk to other properties needs to be considered. New development behind flood defences can increase the residual risk of flooding if the flood defences are breached or overtopped by changing the conveyance of the flow paths or by displacing flood water elsewhere. If the potential impact on residual risk is unacceptable then mitigation should be provided.

The site is situated in Flood Zone 1 when using the Environment Agency Flood Map for Planning (Rivers and Sea).

6.7.2 Surface Water Drainage:

The development will utilise Sustainable drainage systems (SuDS) design in accordance with the NPPF for Planning Applications and the drainage hierarchy as follows:

1. Store rainwater for later use;
2. Infiltration techniques;
3. Attenuate rainwater by storing in tanks for gradual release;
4. Discharge rainwater direct into watercourse;
5. Discharge rainwater into surface water sewer;
6. Discharge rainwater into a combined sewer;
7. Attenuation of rainwater in ponds or open water features with controlled discharge into the local watercourse.

All surface water runoff generated by the proposed development up to 1:100 year rainfall event (plus climate change) will be stored on site, prior to being discharged.

Due to the scale and nature of the development, a full Surface Water Drainage Strategy is not required at this stage of planning.

7. Sequential and Exception Test

The Sequential Test aims to ensure that development does not take place in areas at high risk of flooding when appropriate areas of lower risk are reasonably available.

Post development, the site will become "more vulnerable" throughout, as the proposed application is for the construction of a new dwelling house. As such, there will be an increase in vulnerability post development.

Flood Zones	Flood Risk Vulnerability Classification				
	Essential infrastructure	Highly vulnerable	More vulnerable	Less vulnerable	Water compatible
Zone 1	✓	✓	✓	✓	✓
Zone 2	✓	Exception Test required	✓	✓	✓
Zone 3a	Exception Test required	X	Exception Test required	✓	✓
Zone 3b	Exception Test required	X	X	X	✓

Table 3: Flood risk vulnerability and flood zone 'compatibility'

Using the table above, the proposed application is considered to be suitable within Flood Zone 1.

8. Discussion and Conclusions

Unda Consulting Limited have been appointed by BNM Parkstone LLP (hereinafter referred to as "the applicant") to undertake a Flood Risk Assessment for the proposed development at 3 Bramber Avenue, Peacehaven, East Sussex, BN108LR (hereinafter referred to as "the site"). The FRA has been undertaken in accordance with the National Planning Policy Framework (NPPF) July 2018 and the associated technical guidance.

The purpose of the study is to support a planning application for the proposed development. The proposal is for the change of use of the existing HMO to form 18 studio flats.

Post development, the site will become "more vulnerable" throughout, as the proposed application is for the change of use of the existing HMO to form 18 studio flats. As such, there will be an increase in vulnerability post development.

The site is located within Flood Zone 1 (Low Probability), which means it is defined as land having a less than 1 in 1000 annual probability of river or sea flooding.

Modelled flood levels and flood extents have been requested from the EA as part of a Product 4 data request. Enquiries remain pending.

According to Environment Agency data, there are no Flood Storage Areas located in close proximity to the site or formal flood defences owned or maintained by the Environment Agency.

The EA Risk of Flooding from Surface Water Map suggests that the site lies within an area of "Very Low" risk of flooding from surface water.

No information has been provided to suggest that the site is susceptible to groundwater or sewer surcharge flooding.

Due to the small scale and change-of-use nature of the development, a full Surface Water Drainage Strategy is not required at this stage of planning.

In summary:

- Site within Flood Zone 1 (Low Risk).
- EA Product 4 data requested.
- No Flood Storage Areas located in close proximity to the site.
- No record of historical flooding at the site.
- Risk of pluvial flooding would appear to be "Very Low".
- Risk of sewer surcharge flooding would appear to be low.
- Site is not located within a groundwater vulnerability zone.
- The site is not susceptible to groundwater or sewer surcharge flooding.
- The applicant will install composite flood doors on all external basement doorways. Composite flood doors do not require human intervention in order to protect (unlike

- flood barriers). The closed doors will prevent water entering the basement rooms during a sudden or unpredicted flood event.
- In addition, to help protect against flooding during potential surface water flood events, the application has agreed to implement flood resistant design measures into the basement. The following measures are recommended:
 - Anti-flood airbricks;
 - All exterior service points sealed;
 - Non-return valves fitted to all drain and sewer outlets.
 - Due to the scale of the development, a full Surface Water Drainage Strategy is not required at this stage of planning.
 - The applicant will register with the Environment Agency Floodline Warnings/Alert Direct service.

Assuming accordance with these flood risk management measures, Unda Consulting Limited consider the proposed application to be suitable in flood risk terms.

Appendix

- EA Flood Map for Planning.
- Existing and Proposed Plans.

Flood map for planning

Your reference
89303

Location (easting/northing)
541126/100831

Created
8 Nov 2019 16:10

Your selected location is in flood zone 1, an area with a low probability of flooding.

This means:

- you don't need to do a flood risk assessment if your development is smaller than 1 hectare and not affected by other sources of flooding
- you may need to do a flood risk assessment if your development is larger than 1 hectare or affected by other sources of flooding or in an area with critical drainage problems


Notes

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

The Open Government Licence sets out the terms and conditions for using government data.
<https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>





Environment Agency

Flood map for planning

Your reference
89303

Location (easting/northing)
541126/100831

Scale
1:2500

Created
8 Nov 2019 16:10

Selected point

Flood zone 3

Flood zone 3: areas benefiting from flood defences


Flood zone 2

Flood zone 1

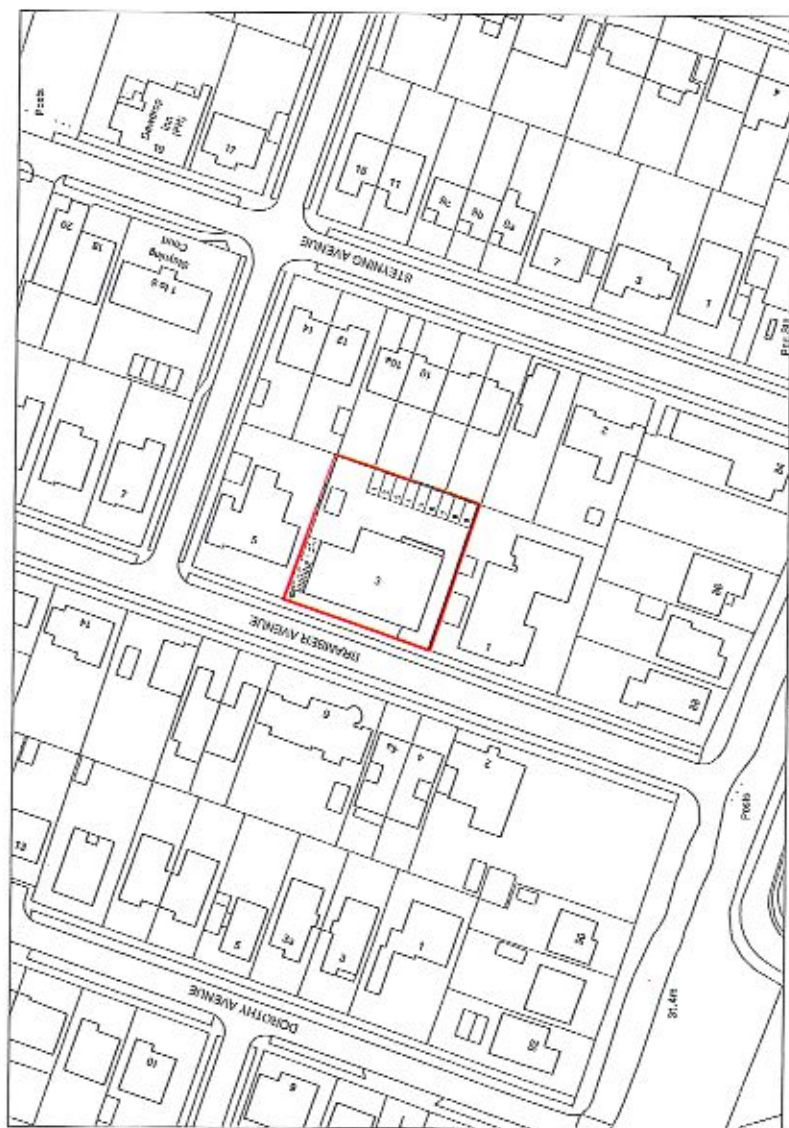
Flood defence

Main river

Flood storage area



0 20 40 60m



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KTA limited
ANALYSTS & DESIGNERS

Abstract:

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<p> Case: BNI Portland LP </p>
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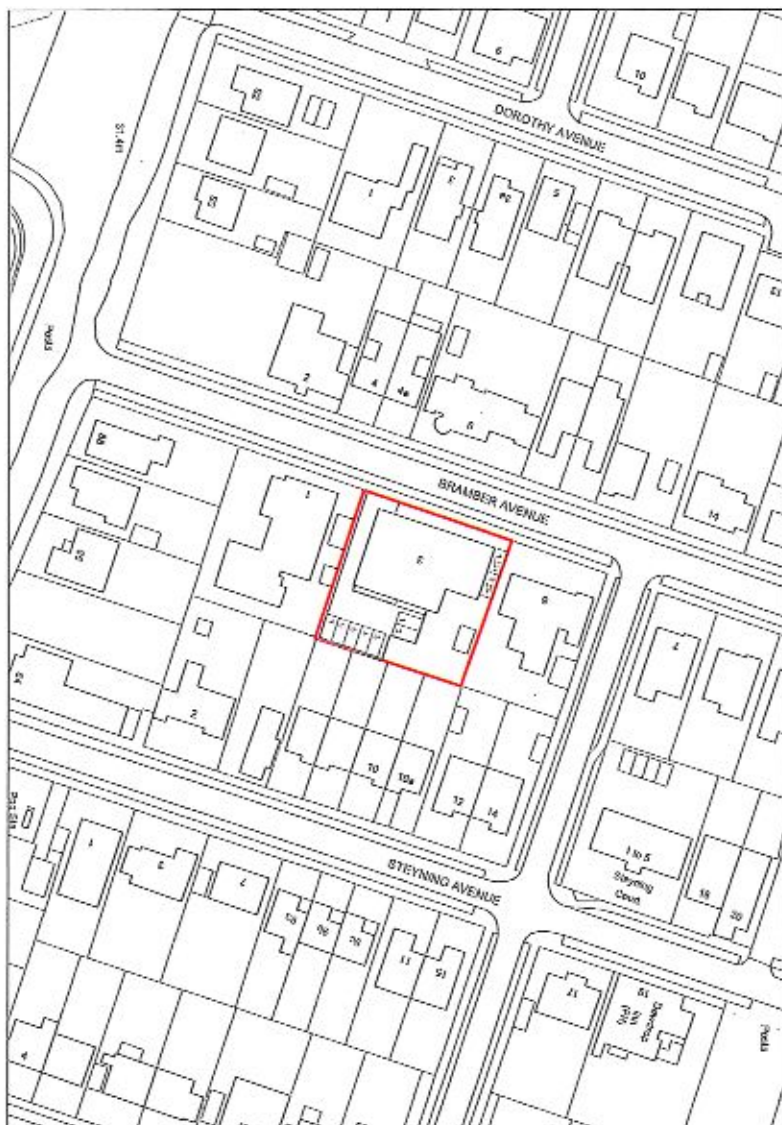
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Site Part 250

Block Plan 1:500



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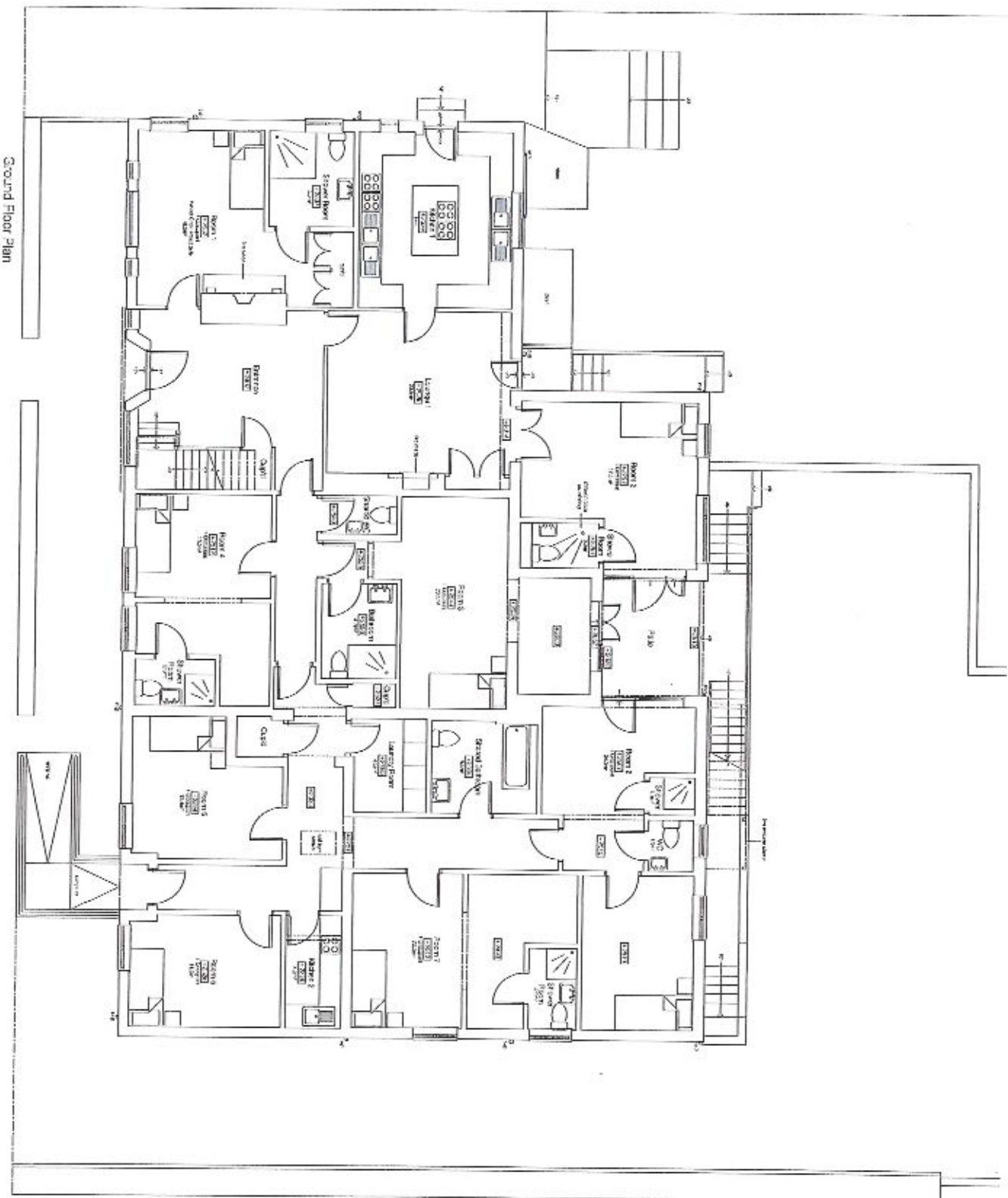
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Basement Plaza

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Schedule of Accommodation

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PLANNING

By	Entity	Value	Rate
REC	REC	1000000	1000000
REC	REC	1000000	1000000
REC	REC	1000000	1000000



KTA Limited
Architects & Engineers
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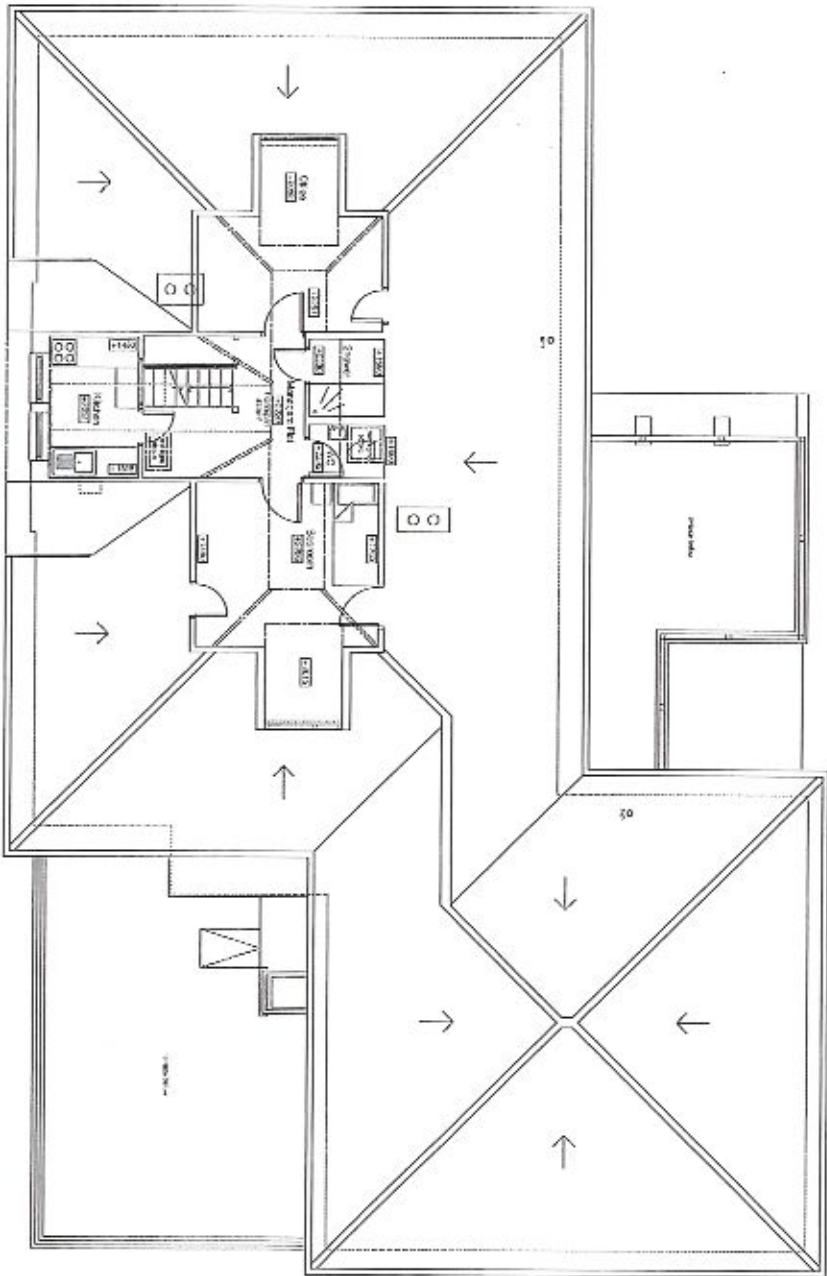
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NO.	3 Bramble Ave. Apt. 2 Pittsfield, Mass. 01204

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Schedule of Accommodation
 Karama Plot 1 District
 Total Area 42,000 m²



Second Floor Plan

PLANNING

No.	SLN	Description	Area
1	10001	Office	10001
2	10002	Office	10002
3	10003	Office	10003
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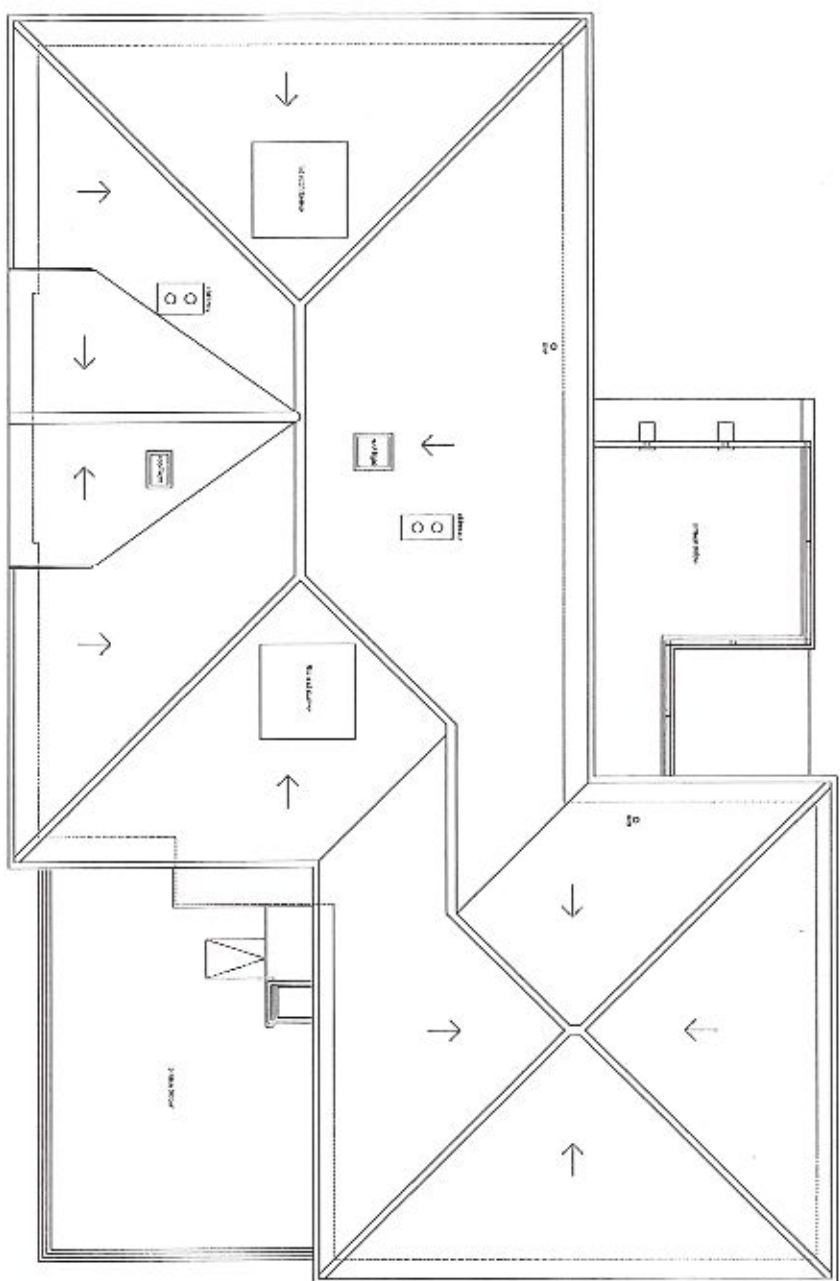


KTA limited
 Karama Plot 1 District
 Total Area 42,000 m²

REVISIONS

No.	SLN	Description	Area
1	10001	Office	10001
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3	10003	Office	10003
4	10004	Office	10004
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Second Floor Plan

[illegible]

BANK PARTNERSHIP LLP

3.3 Samuelsson, O.
Penshaw
B.V.10 B.R.

1700:4b

Proposed Profit Plan

1436

discuss NT

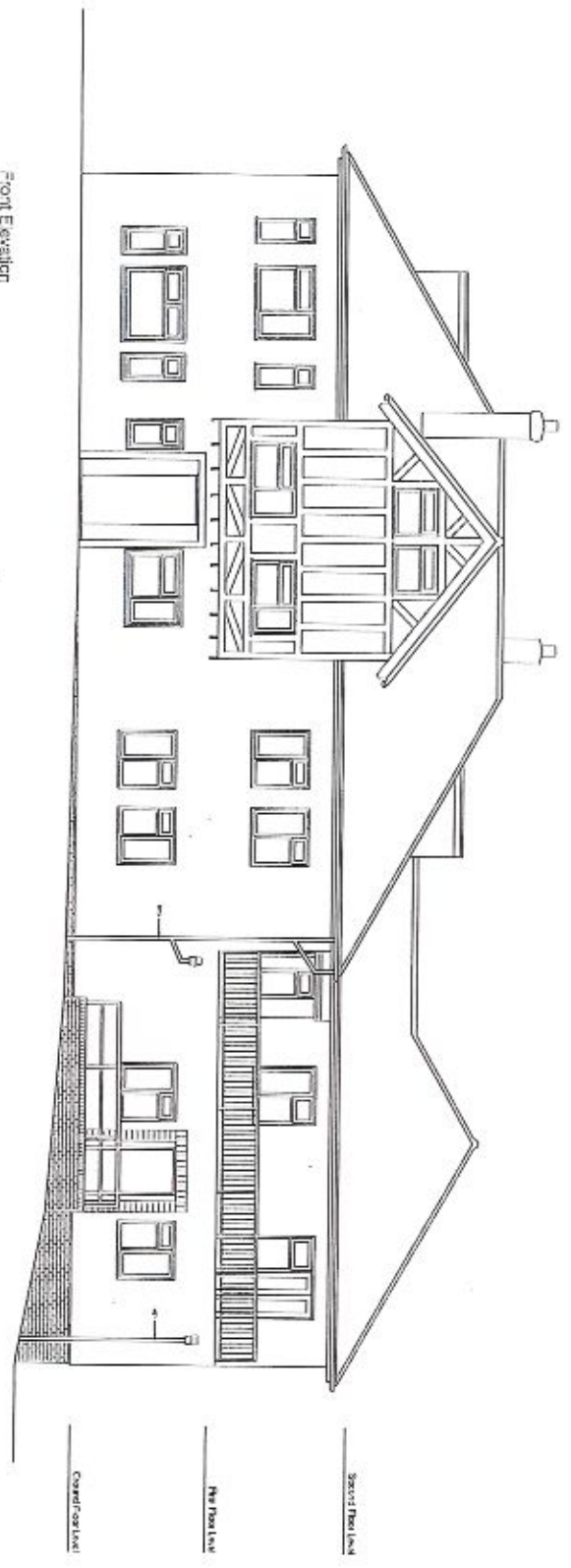
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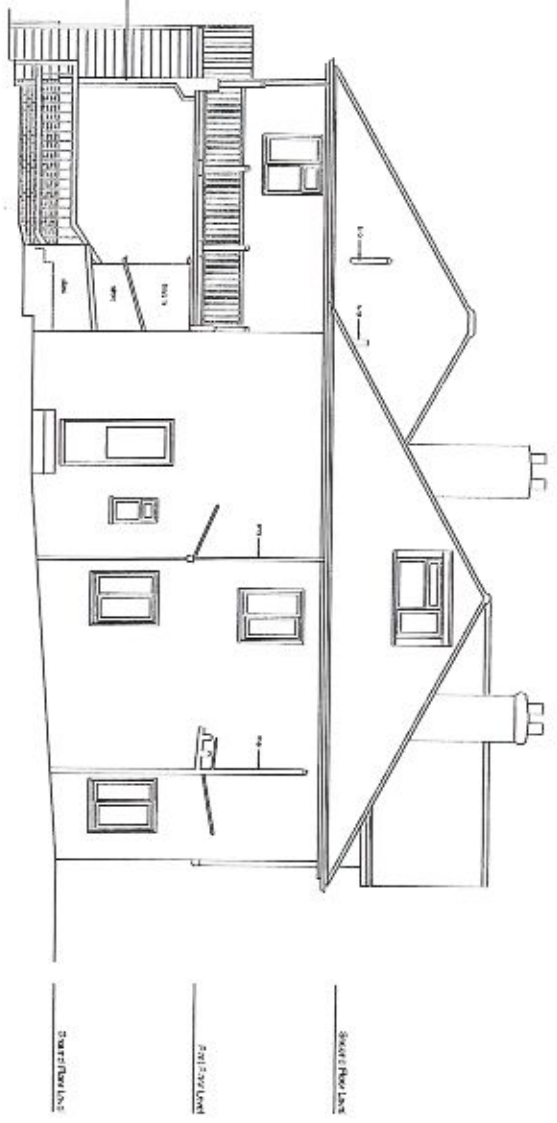
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Reviews

153



Front Elevation



Side Elevation



PLANNING

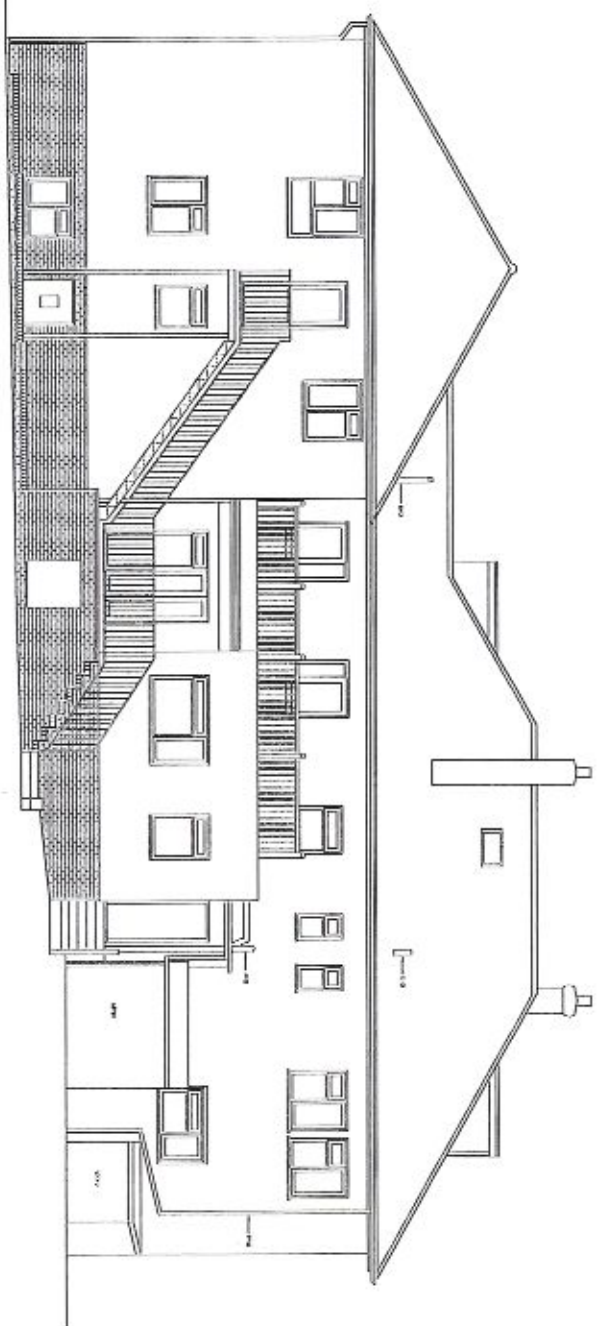
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5. DATE	6. SCALE

REVISIONS

NO.	DESCRIPTION	DATE
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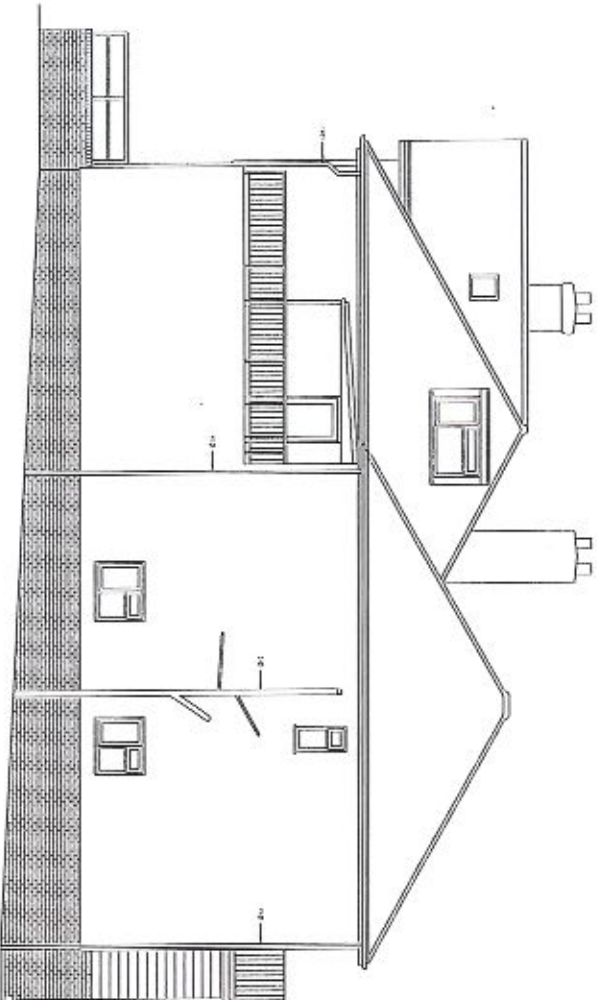
KTA limited
 architects & designers
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CLIENT NAME	Agri-Link Farm & Eco
DATE	07/02/17
SCALE	1:50 (A1)
PROJECT NO.	110318
CLIENT NAME	Agri-Link Farm & Eco
DATE	07/02/17
SCALE	1:50 (A1)



Back Elevation

Ground Floor Level
First Floor Level
Second Floor Level
Roof Level



Side Elevation

Ground Floor Level
First Floor Level
Second Floor Level
Roof Level



PLANNING

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KTA Limited

Architects & Engineers

100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200

Client: BVM Properties Ltd
Project: 3 Bedroom House
Address: 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200

Drawn: 11.03.18
By: P. J. Smith
Checked: 11.03.18
By: P. J. Smith

Scale: 1:50
Date: 07.02.17

155

APPLICATION BY BNM PARKSTONE LLP

SITE AT 3 BRAMBER AVENUE, PEACEHAVEN



DESIGN AND ACCESS / PLANNING STATEMENT

CONTENTS

- 1.0 INTRODUCTION
- 2.0 AMOUNT
- 3.0 USE
- 4.0 LAYOUT
- 5.0 SCALE
- 6.0 APPEARANCE
- 7.0 LANDSCAPING
- 8.0 ACCESS
- 9.0 PLANNING POLICY CONSIDERATIONS
 - Principle of Development
 - Quality of Proposed Accommodation
 - Affordable Housing
 - Visual Impact
 - Neighbour Impact
 - Highways Issues
 - Sustainability

Appendices

1. Email from Enforcement Team
2. Letter from Lewes Housing Team
3. Appeal Decisions relating to HMO to C3

1.0 INTRODUCTION

- 1.1 This statement is submitted in respect of the application for full planning permission for the change of use of 3 Bramber Avenue, Peacehaven from a House in Multiple Occupation (HMO) to 18 self contained flats – primarily studio units. Note that one of the studio units is a manager's flat – as the building has on-site management 24 hours per day.
- 1.2 The planning application is retrospective and arises because the site's owners have installed kitchenette facilities in each of the rooms. This was at the request of the Council's housing team who advised that the communal kitchen facilities that were in place were not sufficient for the number of residents. However, the installation of kitchenette facilities has resulted in the self-containment of the HMO rooms – as each "room" now has its own toilet and kitchen facilities. Officers should note that the self-containment of letting rooms does not normally require planning permission (see appeal decisions at Appendix 3 of this Statement). However, in this case there is an increase in numbers too (from "14 units plus manager's flat" to "17 units, plus manager's flat"), such an increase is likely to require planning permission – as confirmed by the Council's planning officer (see email at Appendix 1 of this Statement). Additional units have been created through use of previously underused space such as the basement, and the communal kitchens
- 1.3 The studios that have been created are rented out on a short term basis under a referral system operated in conjunction with Lewes District Council housing team. Residents are people who would be otherwise homeless, and rental levels are set in conjunction with Lewes District Council (which generally pays the rent on each studio). Consequently it can be seen that the development plays an important role in housing a vulnerable section of society, and does so with a quality of accommodation that is supported by the local housing authority.
- 1.4 The planning application comprises the fee and the following documentation (note that drawings are labelled "pre-existing" and "existing" as the application is retrospective):
- Application forms and site ownership certificate
 - CIL questions form
 - Design and Access Statement, including appendices 1, 2 and 3
 - Flood Risk Assessment

- KTA Ltd Drawing 1103.09e: Pre-Existing Block and Site Plan
- KTA Ltd Drawing 1103.10e: Pre-Existing Basement Floor Plan
- KTA Ltd Drawing 1103.11e: Pre-Existing Ground Floor Plan
- KTA Ltd Drawing 1103.12e: Pre-Existing First Floor Plan
- KTA Ltd Drawing 1103.13e: Pre-Existing Second Floor Plan
- KTA Ltd Drawing 1103.14e: Pre-Existing Roof Plan

- KTA Ltd Drawing 1103.10: Existing Block Plan and Site Plan
- KTA Ltd Drawing 1103.32: Existing Basement Floor Plan
- KTA Ltd Drawing 1103.33: Existing Ground Floor Plan
- KTA Ltd Drawing 1103.34: Existing First Floor Plan
- KTA Ltd Drawing 1103.35: Existing Second Floor Plan
- KTA Ltd Drawing 1103.36: Existing Roof Plan

- 1.5 This statement confirms that the scheme is well designed and will preserve the amenities of surrounding residents. The loss of the HMO is acceptable as the new self-contained units provide for a better standard of accommodation (with tenants each having their own cooking facilities), and the scheme making a better contribution towards housing land supply that was the case with the HMO.

2.0 AMOUNT

- 2.1 The site accommodates a large detached property on the east side of Bramber Avenue.



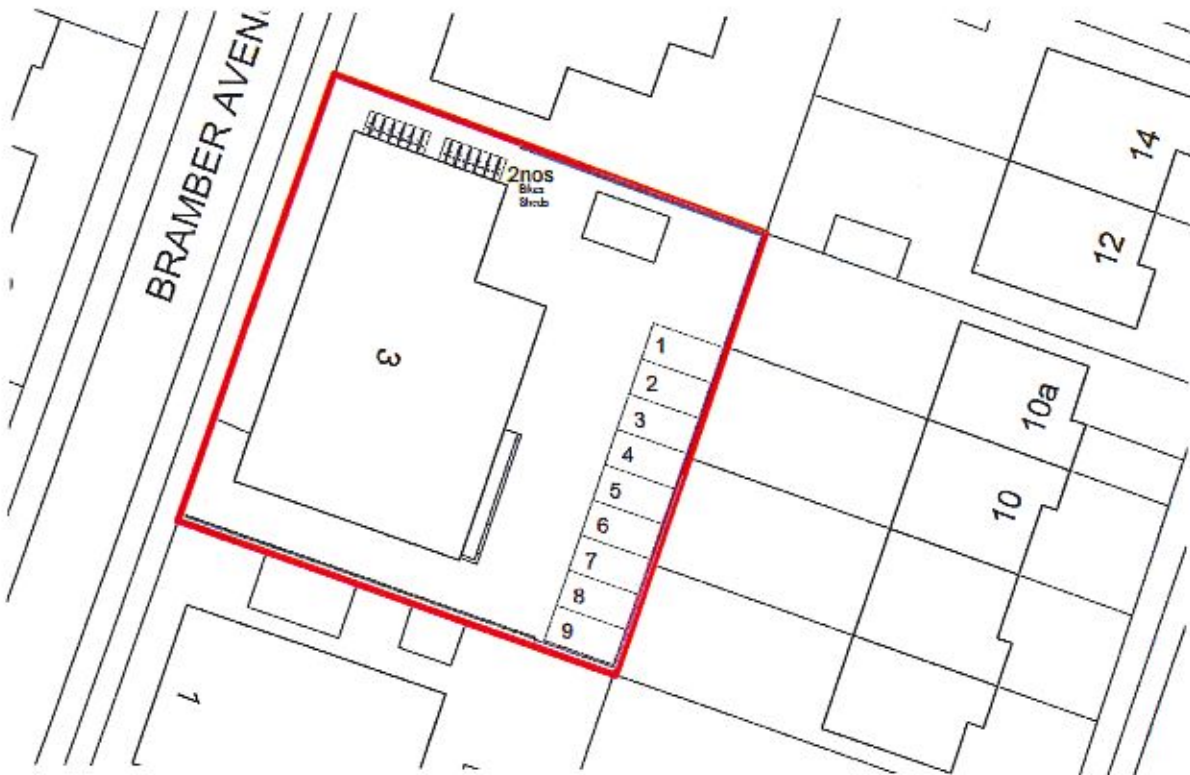
- 2.2 The premises were formerly in use as 14 person HMO. A manager's flat was also provided for (a total of 15 units).
- 2.3 The change of use has resulted in a total of self-contained 17 letting units being created, plus a manager's flat – a total of 18 units.

3.0 USE

- 3.1 The HMO use would have been a *suis generis* use, whilst the self contained studios are a Class C3 Use. Note that the flats are warden controlled (24 hours per day). However, this does not amount to on-site care (see the legal case *Leelamb Homes Ltd v SoS and Maldon District Council* [2009]), and so the studio units are C3 units and not C2 units.

4.0 LAYOUT

- 4.1 The site is set out with car parking to the rear, main pedestrian access to the front, and cycle parking to the side.



5.0 SCALE

- 5.1 There has been no change to the overall height of the property.

6.0 APPEARANCE

- 6.1 No external alterations have been made, other than repair and redecoration.

7.0 LANDSCAPING

- 7.1 No additional landscaping has occurred – other than a general tidying up of the site

8.0 ACCESS

- 8.1 Car parking is provided at the rear of the site, and cycle parking is provided along the north boundary.
- 8.2 The site is sustainably located – being within easy walking distance of shops and services on the A259 Coast Road.

9.0 PLANNING POLICY CONSIDERATIONS

- 9.1 The main issues to consider in determining the planning application are:
- Principle of Development
 - Quality of Proposed Accommodation
 - Affordable Housing
 - Visual Impact
 - Neighbour Impact
 - Highways Issues
 - Sustainability

- 9.2 These are considered in greater detail below and overleaf.

Principle of Development

- 9.3 The Council's Core strategy does not include any policies that seek to resist the loss of HMO accommodation. Core Strategy Policy 2 (see extract overleaf) states that schemes for new housing need to include smaller 1 and 2 bedroom units, and provide for flexible socially inclusive accommodation.
- 9.4 The development complies with the principle of this policy – with smaller (studio and one bed) housing units provided, and with these units being occupied by people who have been referred to the site by the Council's housing team, and so effectively being people that would otherwise be homeless.

Core Policy 2 – Housing Type, Mix and Density

In order to deliver sustainable, mixed and balanced communities, the local planning authority will expect housing developments (both market and affordable) to:

- 1. Provide a range of dwelling types and sizes to meet the identified local need, based on the best available evidence. This need will generally include 1 and 2 bedroom homes for single person households and couples with no dependents. Account will also need to be given to the existing character and housing mix of the vicinity and, where appropriate, the setting of the National Park and its Purposes and Duty.**
- 2. Provide flexible, socially inclusive and adaptable accommodation to help meet the diverse needs of the community and the changing needs of occupants over time. This need will include accommodation appropriate for the ageing population and disabled residents.**
- 3. Reflect the site context including the character of the surrounding area, site accessibility, and the size and type of dwellings needed in the locality, to achieve densities in the region of 47 to 57 dwellings per hectare for the towns and 20 to 30 dwellings per hectare for the villages. Higher or lower densities may be justified by the specific character and context of a site. Densities to be achieved on strategic sites are indicated in the capacity and development principles of each strategic allocation in this Core Strategy. Densities to be achieved on non-strategic allocated sites will be similarly identified in the development principles that accompany each site allocation in the relevant subsequent DPD.**
- 4. Where appropriate, the local planning authority will identify sites and local requirements for special needs housing (such as for nursing homes, retirement homes, people with special needs including physical and learning disabilities, specific requirements of minority groups etc) in a Site Allocations and Development Management Policies DPD and/or the SDNPA Local Plan.**

Quality of Proposed Accommodation

- 9.5 The studio units measure between 14.7m² (Room F) and 29.2m² (Room J). The one bedroom units measure between 29.8m² (Room K) and 42.8m² (the top floor flat). The units are all well appointed, being recently decorated and each with kitchenette and bathroom facilities.

9.6 The Council's housing policy (Core Policy 2) does not specify any size standards for self contained studios and flats. This is confirmed in the policy's supporting text:

7.24 Specific standards for each type and size of dwelling are not proposed so as to ensure flexibility to meet the identified local need as this may change over time and/or differ by location. However the need for smaller units (1 and 2 bed) is a repeated theme in the supporting evidence. In March 2012 the proportion of households on the Housing Register seeking 1 bed units was 53%, 2 bed units 29% 3 bed units 14% and 4+ bed units 3%. Affordable and market housing would equally be expected to provide an appropriate mix of housing types and sizes, based on identified local needs.

9.7 As shown on the submitted floor plans (which include room layouts), the units are suitably sized for the short term letting accommodation that is being provided. The accommodation is superior to the HMO use as each unit has its own cooking facilities rather than having to rely on the communal facilities that were previously provided.

Typical cooking facilities that have been installed in the rooms:





Affordable Housing

- 9.8 The application is for a change of use from HMO (plus one manager's flat) to 17 self-contained units (and one manager's flat) – this represents a net increase in 17 units of self-contained accommodation. Core Policy 1 states that for schemes of more than 10 units, affordable housing will be sought at a rate of 40% of the total number of units proposed. Affordable housing should be provided on-site unless there are specific considerations which indicate a financial payment should be made instead.

9.9 For the current planning application, there are specific factors that confirm that affordable housing should not be provided on site:

- a) The accommodation that is being provided is in effect a form of affordable housing, with tenants being located via the Council's own housing team. The housing team are using the premises for "emergency accommodation" for people in need of housing.
- b) The premises are already managed by one company, with a live-in manager providing 24 hour supervision of the premises and tenants. For such an operation, separate ownership of 7 units would not be possible within the same building.
- c) The self-contained units are generally smaller than would be normally used for affordable housing units (see Section 6 of the Council's Supplementary Planning Document "Affordable Housing" 2018), and so would not be taken on by an affordable housing provider.

9.10 Consequently, it is more appropriate for the Council to consider the question of whether a financial contribution towards affordable housing should be made, and what level of contribution would be appropriate

9.11 The formula for calculating affordable housing contributions is set out in the July 2018 Supplementary Planning Document "Affordable Housing". Table 2 in the SPD sets out the financial contribution (per sqm) for affordable housing for different unit types in low and high value locations. Bramber avenue (south of the A259) is defined as a low value area in Appendix A of the SPD. In such areas, the contribution for affordable housing is £1072 per m² for studio units, and £1,100 per m² for one bedroom units.

9.12 For the Bramber Avenue site, taking the total floorspace on the site to be 513m², this means that the potential financial contribution is between £219,974.40 and £225,000:

$$@ £1072/m^2 = 513 \times 0.40 \times £1,072 = £219,974.40$$

$$@ £1100/m^2 = 513 \times 0.40 \times £1100 = £225,720$$

- 9.13 In consideration of this amount, the local planning authority should take into account the following matters when deciding if it is reasonable to request more than £200,000 as a financial contribution:
1. Planning permission is only required because of the increase in the number of units. If the self-containment had been restricted to 14 units (plus managers flat), then the installation of kitchenettes would not have amounted to development needing planning permission. This is clearly demonstrated in the appeal decisions that are included at Appendix 3 of this Design and Access Statement and which confirm that self-containment does not need planning permission where there is no change to the number of units. Following the logic of these decisions, the net gain in residential units on the site is actually 3 units. A financial contribution for such a small gain in unit numbers could be considered disproportionate to the development that has occurred.
 2. Related to (1) above is the fall back position that would occur if the financial contribution was too much for the applicants to agree to. If planning permission was then refused, the Council would have to consider enforcement action to secure a return to use as a 14 bedroom HMO. The outcome of such action would be to lose 3 units of emergency housing accommodation and for the remaining 14 units to have to share kitchen facilities (though they could subsequently be re-self contained – as per the appeal decisions contained at Appendix 3 of this Statement). It is debatable as to whether such a course of action would be in the public interest.
 3. All of the housing units provided on the site are already low cost housing units, with tenants being housed via referrals from the Council. The Council then pays the cost of each tenant's stay on a "per night" basis. Consequently all of the units are already being used as a form of low cost social housing.
- 9.14 To conclude, with regard to affordable housing, it is not possible or appropriate to secure on site affordable housing owing to the nature of the development and how the premises are managed. There may be potential for some form of financial payment in lieu of on-site affordable housing, but any figure that is proposed should be considered in line with actual scale of development, and the fact that the site is already providing low cost emergency housing.

Visual Impact

- 9.15 The Building has been renovated and painted – meaning that it's appearance in the street has been improved.

Site in 2017:



Site in 2019:



Neighbour Impact

- 9.16 The HMO was limited to occupation by 14 persons (plus the managers flat), whilst there are now 17 self-contained letting units (plus managers flat). Owing to the temporary

nature of the accommodation (the housing is being used via Lewes District Council's housing team for "emergency housing" for people in need), and the financial situation of persons being referred to the site, some of the adults using the accommodation do have very young children – and so the occupancy will at times be higher than 17 tenants. However, the additional people do not give rise to any noticeable change in comings and goings to and from the property.

- 9.17 The occupancy level is appropriate for the site's location and, when visited by Lewis and Co Planning earlier in November 2019, was seen to be a well run facility that was not giving rise to any noticeable levels of noise or disturbance. The scheme is therefore acceptable with regard to its impact on neighbours.
- 9.18 As the scheme has an acceptable impact on residential amenities, the scheme is in accordance with Core Strategy Policy 11 (that seeks to ensure a satisfactory environment for existing and future occupants).

Highways Considerations

- 9.19 The site includes cycle parking for 12 bikes (along the site's northern boundary) and there are 9 car parking spaces at the rear (see site plan on page 6 of this Statement). This level of parking provision is appropriate for the number of housing units on the site, as evidenced by CCTV footage of both the rear car park and the street outside. As can be seen in the images below and overleaf, the car park is never full, and there has not been any undue pressure on car parking on Bramber Avenue. In the images below, the street view is the left hand image, and the rear car park is the right hand image.

01 October at 1619 hours



12 October 2019 at 1716 hours:



17th October at 1757 hours:



19.20 As can clearly be seen, the occupancy of the building does not lead to any impact on pressure for on-street car parking.

10.0 CONCLUSIONS

- 10.1 The application seeks retrospective consent for change of use from an HMO into self-contained flats. The self-containment occurred following concerns raised by Lewes District Council housing officers over the HMO's communal cooking facilities. As a result, small kitchenettes were added to each HMO – which resulted in self containment into studio units.
- 10.2 Generally, the self containment of HMO rooms into studios or one bed units does not need planning permission (that is to say, it does not amount to development). However, in this instance, unit numbers have also increased, and so planning permission is likely to have been needed.
- 10.3 The self-contained units that have been created provide essential accommodation for people in need of emergency housing, with occupiers being referred to the site by Lewes District Council, and with the Council paying accommodation costs. This is a far preferable situation to such residents being housed in expensive and inappropriate B&B accommodation. The self-contained units provide for a better standard of accommodation than the HMO, as it means each tenant has use of his or her own kitchen (including storage of food).
- 10.4 The total number of units being provided on the site is above the Council's threshold for affordable housing, but given the site's use for emergency housing, and with 24 hour management, it would not be appropriate for 40% of the units to be separately managed by a housing association. Consequently, if the Council does consider the scheme to require an element of affordable housing, this should be dealt with by way of a financial contribution. The level of such a contribution is discussed at paragraphs 9.10 to 9.14 of this Statement.
- 10.5 The scheme makes a meaningful and positive contribution to housing land supply (18 units), does not result in any undue noise and disturbance, and does not lead to any pressure for on-street car parking. Consequently we trust that planning permission can be granted for the scheme.

Appendix 1

Advice from Council's Planning Team

Simon Bareham

From: Customer_First <No_Reply@eastbourne.gov.uk>
Sent: 01 November 2019 14:56
To: Sam Hassani
Subject: Panning breach report ref: EN/19/0141 - 3 Bramber Avenue

Dear Sam Hassani,

EN/19/0141 (3 Bramber Avenue, Peacehaven)

Further to our email dated 23/10/19 we have since received additional information which indicates that a full application is required due to the change in use of the property from a HMO to individual dwelling units.

You are able to obtain additional information and application forms at:

www.planningportal.co.uk

(please contact me for assistance if required)

Please submit the application form and supporting documentation within 21 days of receipt of this email.

Yours sincerely

Sam Larke
Caseworker (Case Management)

Phone: 01323 415416
Email: sam.larke@lewes-eastbourne.gov.uk
Online: www.lewes-eastbourne.gov.uk

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Appendix 2

Advice from Council's Housing Team

sam hassani

From: Houghton, Julie <Julie.Houghton@lewes-eastbourne.gov.uk>
Sent: 13 November 2019 14:31
To: Larke, Sam
Cc: 'sam hassani'
Subject: Fourways, 3 Bramber Ave, Peacehaven, BN10 8LR

Hi Sam

I have received a phone call from Sam Hassani, the managing agent of the above property this afternoon. He has asked me to provide you with information regarding my involvement with the property. He has received a letter from you requesting that he applies for retrospective planning permission for the kitchenettes that I requested to be installed in the property as the shared kitchen facilities were inadequate.

Please note that I have dealt with this property during the process of renovation and all the works requested including the provision of kitchenettes complies with the Housing Act 2004. This property is used by the Council's Housing Needs Team as temporary emergency accommodation for homeless persons so is not deemed to be a house in multiple occupation due to the intransient/temporary nature of the occupants.

If you need any further information regarding Mr Hassani's planning application, please do contact me.

Regards
Julie

Julie Houghton
Specialist Advisor (Private Sector Housing)
Housing Needs and Standards
Lewes District Council
Southover House, Southover Road
Lewes, BN7 1AB

My working days are Tuesday to Friday

Tel: 01273 471600
Direct: 01323 415578
Mobile: 07766 254089
Email: julie.houghton@lewes-eastbourne.gov.uk
Lewes and Eastbourne Councils
www.lewes-eastbourne.gov.uk | www.eastbournehomes.org.uk



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Appendix 3

Appeal Decisions Relating to Self-Containment



Appeal Decision

Site visit on 24 February 2004

by John Whalley CEng MICE

an Inspector appointed by the First Secretary of State

The Planning Inspectorate
409 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
☎ 0117 372 6372
e-mail: enquiries@planning-
inspectorate.gsi.gov.uk

Date 03 MAR 2004

Appeal ref: APP/H5390/X/03/1128113

No. 60 Netherwood Road, London W14 0BG

- The appeal was made under section 195 of the Town and Country Planning Act 1990 as amended by the Planning and Compensation Act 1991.
- The appeal was made by Triangle Dealings Limited against the refusal of the London Borough of Hammersmith and Fulham Council to grant a Lawful Development Certificate, (LDC) in the terms applied for.
- The use for which a Certificate is sought is the use of the 1st and 2nd floors as self-contained bedsitting rooms.
- The application, (reference 2003/01619/CLP), dated 6 June 2003, was refused by the Council by a notice dated 7 August 2003.

Summary of Decision: An LDC is issued in the terms set out below.

Appeal property

1. The appeal property is a 3 storey plus basement terraced house in Netherwood Road, London W14. There are self-contained flats in the basement and on the ground floor. The appeal concerns the first and second floors only. At present, each of the 2 floors provides 2 non self-contained bedsitting rooms with a shared bathroom/WC on each floor. It appears that either of the bathrooms can be used by occupiers of either of the 2 upper floors. Each room has its own cooking facilities.
2. The application is for proposed works to facilitate the use of the 2 upper floors as 4 separate and self-contained bedsitting rooms, described by the appellants as studios. Each unit would have its own new private bathroom/WC, (a shower room/WC for one of the second floor units). The existing bathrooms would become a kitchen as part of the rear unit on each of the 2 floors. All the physical alterations would be internal to the property. There would be no external alterations.

My conclusions

3. In reaching my conclusions, I have had particular regard to Annex 8 of Circular 10/97, Lawfulness and Lawful Development Certificates.
4. It is assumed the basement flat, the ground floor flat and the non self-contained bedsitting rooms uses are lawful. The case of *Lipson v SSE and Cambridge CC [1975] 30 P & CR 28*, concluded that houses separately let in bedsitting rooms with shared bathrooms and WCs were aptly described as in multiple-paying occupation. The present layout of the upper 2 floors of the appeal property appears to fit that description.
5. If that is right, the existing lawful use of No. 60 therefore is as 2 flats, (two planning units), and a house in multiple occupation, (HMO), (third planning unit), (*Birmingham Corporation v MHLG and Habib Ullah 11 October 1963 [1963] 3 All E R 608*); (*Duffy and Banks v Pilling [1976] 33 P and CR*). It is therefore proposed that No. 60 becomes

2 flats, (no change to basement and ground floor planning units), and 4 small self-contained flats or studios, (4 planning units).

6. Firstly, I look at the application of s.55(2)(a)(i) and (ii) of the Act. They say works which only affect the interior of a building, (i), or, and do not materially affect the external appearance of the building, (ii), shall not be taken, for the purposes of the Act, to involve development of the land. That is the position here, (para. 2 above).
7. Secondly, the use of the appeal building is as described in para. 5 above. It is not a single dwellinghouse which is to be divided into 2 or more dwellinghouses. So s.55(3)(a) of the Act is not relevant here.
8. Thirdly, I consider whether the change of the HMO use of the first and second floors of No. 60 to 4 flats amounts to a material change of use requiring planning permission. In the case of *Winton & Others v SSE & Guildford BC* 27 January 1982, the Court cited *Wakelin v SSE* [1978] JPL 769, and held that, whilst the mere sub-division of a planning unit did not, of itself, amount to a material change of use, the effect of such a split may, as a matter of fact and degree, constitute a material change of use.
9. Although the proposed changes here would increase the number of planning units, there would be no increase in the floor area of residential accommodation. There would be no significant change in the nature of the residential use of the building. The proposed units of accommodation would not facilitate occupation by more people than as now set out. In my view, those changes, which would amount to little more than the provision of private washing and bathing facilities would be, as a matter of fact and degree, of such little significance as to not cause a material change of use of the building at No. 60. I cannot see that those minor alterations would so affect the character of the residential occupation of the first and second floors of No. 60 that, for example, there would be significantly more activity in or around the property. Nor do I think there would be more demand for on street car parking spaces, or more noticeable noise or disturbance caused by new residents.
10. The Council, in taking a contrary view on the need for planning permission, said the accommodation to be provided would be materially different from the existing non self-contained HMO accommodation. It would be prejudicial to their policy objective to provide low cost rented accommodation in the Borough. They said the existing layout of the first and second floors at No. 60 could provide low cost accommodation for small households without dependants who were at risk of being homeless, or it could provide homes for low paid workers. The Council were concerned that the proposed units could be let for higher rents or sold to owner occupiers, taking the accommodation out of the low cost rental market. They referred to now adopted UDP policy HO9 which says that: "*Development that would result in the loss of non-self contained shared residential accommodation will only be permitted if the development would be wholly for permanently available affordable housing in accordance with policy HO5*".
11. There may be good reasons for the Council to seek to retain low cost residential accommodation. But I am not concerned with the planning merits of the appeal proposal. Nor with assessing if the resulting small units of accommodation might well fall within a reasonable assessment of "low cost" accommodation. It is whether or not, on the facts and the degree of changes, the proposed works would bring about a material change of use of the property.
12. It is reasonable to assume that the policy HO9 reference to "Development" includes only changes or operations which require planning permission. It has no direct application

here, where I consider that, because no significant planning consequences would be caused, planning permission is not needed for the LDC application works. I do not regard the flats use to be brought about by the internal works proposed at No. 60 as materially different in character and scale to the present HMO use. The changes to the accommodation at No. 60 may be an improvement, resulting from the provision of private, rather than shared bathrooms. But that would be offset by a corresponding reduction in habitable room space.

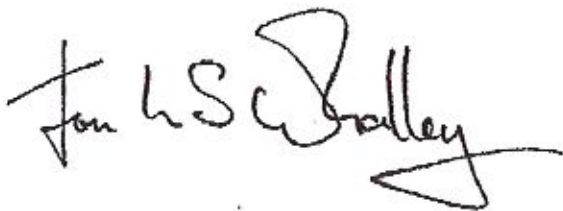
13. Irrespective of local policy, if the changes to No. 60 were likely to bring significant changes to the character and amenity of the immediate area, the change of use would be material. I do not think that would happen here. Particularly as there would be no increase in the size of living space at No. 60, I consider that any externally discernible effects would be minimal.
14. As a matter of fact and degree, I conclude that the proposed alterations at No. 60 Netherwood Road do not need planning permission. My conclusion is that an LDC should be issued in respect of the proposal. I have considered all the other matters raised in the representations, but find they do not affect my decision.

Formal decision

15. In exercise of the powers transferred to me, I issue an LDC for use of the land described in the certificate. It is attached to this decision.

Information

16. A separate note is attached setting out the circumstances in which the validity of this decision may be challenged by making an application to the High Court.



INSPECTOR

7/12/10 100553/CL



JM

DEPARTMENT OF THE ENVIRONMENT

Room TX104

Tollgate House Houlton Street Bristol BS2 9DJ

Telex 449321

Direct Line 0272-216
Switchboard 0272-218811

GTN 1374

671 177 (A)

Council's ref: IF/LR

Messrs Dean-Wilson
Solicitors
96 Church Street
BRIGHTON
East Sussex
BN1 1UJ

DEPARTMENT OF THE ENVIRONMENT	CORPORATE SUPPORT SERVICES
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APP/G/91/N1405/1Date
31 OCT 1991

Gentlemen

TOWN AND COUNTRY PLANNING ACT 1990 - SECTION 64
APPEAL BY WEATHERSTONE PROPERTIES LTD
LAND AND BUILDING AT 11 ST JAMES'S AVENUE, BRIGHTON

1. I am directed by the Secretary of State for the Environment to refer to your client's appeal against the determination given by the Brighton Borough Council under section 64 of the Town and Country Planning Act 1990, that the proposal to carry out alterations to self-contain eight flats at 11 St James's Avenue, Brighton, as shown on the submitted plan 9005/1, would constitute development for which planning permission is required.

2. An officer of the Department, accompanied by representatives of the appeal parties, has inspected the appeal site and reported to the Secretary of State, on the basis of his inspection and all the written representations. This report has been considered and a copy of it is annexed to this letter.

3. The appeal building and its surroundings are described in paragraphs 2 to 4 of the officer's report.

REASONS FOR THE DECISION

4. In support of your client's appeal, it was submitted that planning permission was not required for the proposed self-containment of the eight bed-sitting room flatlets. It was explained that the appeal property had for many years been used as a house in multiple occupation and is currently used as eight non-self-contained bed-sitting rooms, with shared facilities. The present proposal involved only the improvement and upgrading of existing facilities by self-containment of the residential rooms concerned. You set out what you regarded as the legal considerations of this case and cited two previous appeal decisions of the Secretary of State concerning the same type of development as proposed by your client, both involving Brighton Borough Council. You

considered that the nature of your client's proposal was identical to that in the cited cases and a similar determination should therefore be given.

5. On behalf of the Council, it was submitted that the self-containment of lettings, or non-self-contained accommodation, even where there is no change in the number of units, required planning permission. A house in multiple occupation is essentially one "planning unit" and the number of lettings within it could change without requiring planning permission, as this would not involve a material change of use. Where a house in multiple occupation is converted to self-contained flats then a number of separate "planning units" are created. It was the Council's contention that self-containment of residential units involved a material change of use for which planning permission is required. The Council drew attention to the statement made in paragraph 2 of the Department's Circular 13/87 and cited a number of recent planning appeal cases which supported the principle stated by the Council in this matter. The Council concluded that planning permission was required because your client's proposal constituted a material change of use.

6. The above summaries of the main points of the parties' submissions and the officer's appraisal of the issues have been carefully considered. It is noted that the proposed alterations to the property, although primarily affecting only the interior of the property, also include the creation of an additional entrance door at lower ground-floor level. It is accepted, in agreement with the reporting officer, that because of the position of the new entrance, under the stairs leading to the principal front door of the property, this element of the works does not materially affect the external appearance of the property. The view is therefore taken that, as the proposed works to the appeal building would affect only the interior of the premises, with no material effect in planning terms on its external appearance, the main issues to be determined are the implications of the change of use of the property by the creation of eight separate units of residential accommodation within the appeal building, and the significance in planning terms of the change from accommodation with shared facilities to units of self-contained accommodation.

7. For the avoidance of doubt, it is necessary to consider whether the provisions of section 55(3)(a) of the 1990 Act should apply to the carrying out of the proposed alterations to the appeal property. Section 55(3)(a) states that "the use as two or more separate dwellinghouses of any building previously used as a single dwellinghouse involves a material change in the use of the building and each part of it which is so used". The present use of the property has been described as containing eight units of non-self-contained accommodation with shared bathroom, kitchen and toilet facilities. It is therefore necessary to determine whether this use of the property could, by definition, be regarded as a single "single dwellinghouse" within the meaning intended by section 55(3)(a). The Town and Country Planning Act does not, however, define a "dwellinghouse". Whether a particular

building is a "dwellinghouse" or not is therefore a matter of fact. It is accepted, on the evidence in this case, that the appeal property is in a "residential use", and R G Backer v. the Secretary of State for the Environment and Camden LBC (1983) JPL 167 is a relevant authority that not every residential use is necessarily a use as a dwellinghouse. The view is taken, having regard also to the judgments of the Divisional Court in Birmingham City Council v. Habib Ullah and Another (1963) 3 All ER 608 and Duffy and Banks v. Pilling (1976) (JPEL 575) that the existing use of the appeal property can properly be described as a house in multiple paying occupation and, notwithstanding that this is a residential use, the view is taken that it is materially different from a use as a "single dwellinghouse". Moreover, the word "single" in section 55(3)(a) is considered to denote a single family occupation or occupation by not more than 6 persons living together as a single household. For this reason, the provisions of section 55(3)(a) of the 1990 Act are not considered to apply to the facts of this appeal.

8. It is contended by the Council that a material change of use will occur as a result of the sub-division of the present use of the property, as a single "planning unit" comprising non-self-contained residential accommodation, into the proposed 8 self-contained units involving 2 or more "planning units". On this issue, it is recognised that the present residential use of the property would constitute a use as a single "planning unit". The proposal to self-contain the existing bed-sitting rooms will have the effect of creating, from this single "planning unit", 8 independent residential "planning units". Whether the act of division of a single "planning unit", into two or more separate units, amounts to a material change of use is a matter of fact and degree. It is noted that in Winton & Others v. the Secretary of State for the Environment & Guildford B C (1982), the High Court considered that where the division of a single "planning unit" into two or more separate units "produced no planning consequences", it was unlikely to amount to development which required planning permission.

9. The officer's appraisal in paragraph 11 of his report states that the proposed alterations to the appeal property would not substantially change its character so as to amount to a material change of use requiring planning permission. This appraisal is accepted. Consideration has been given to the possible impact upon the immediate residential area in terms of traffic and parking problems, in comparison with such activity associated with the present use. The officer's appraisal, in paragraph 10 of his report, of car ownership by the occupants of the property brought about by the proposed change in accommodation, is noted and accepted in this respect. Whilst this is difficult to quantify in the absence of submitted traffic information, and other relevant material, there is no evidence otherwise to support the conclusion that this will have a more detrimental effect on the existing character and amenity of the neighbourhood than results from use by the present occupiers. The view is therefore taken, in agreement with the officer's appraisal, that the proposal will not, as a matter of fact and degree, be materially different

in character and scale from the present multiple occupation of the property. It is concluded that the proposed alterations to the property do not involve development for which an application for planning permission is required.

FORMAL DECISION

10. For the reasons given in paragraphs 6 to 9 above, the Secretary of State hereby allows your client's appeal and determines that the proposed alterations to 11 St James's Avenue, Brighton, to self-contain 8 existing bed-sitting rooms, in accordance with the submitted plans, would not amount to development requiring an application for planning permission under Part III of the Town and Country Planning Act 1990.

11. This determination is given on the basis of the law applicable at the date of this letter. If the determination is not acted upon promptly, anyone proposing to carry out the works to which it relates will be well advised to check, before doing so, that the statutory provisions have not changed in the meantime.

12. This letter is issued as the Secretary of State's determination of the appeals. Leaflet G, enclosed for those concerned, sets out the right of appeal to the High Court against the decision on a point of law.

I am Gentlemen
Your obedient Servant

D N Donaldson

D N DONALDSON

Authorised by the Secretary of State
to sign in that behalf

Reference LW/19/0862

Alternative Reference PP-08331376

Application Received Mon 02 Dec 2019

Application Validated Mon 02 Dec 2019

Address 18 Roderick Avenue Peacehaven East Sussex BN10 8JT

Proposal Demolition of existing dwelling and construction of 2 no. 3 bed houses

Status Awaiting decision

DESIGN AND ACCESS STATEMENT

In Support of Proposed New 2 no. Semi Detached Houses at:
18 Roderick Avenue, Peacehaven, East Sussex

Contents:

1. Proposal
2. Site and Surroundings
3. Design
4. Accessibility Statement
5. Sustainability Statement
6. Conclusion

1. Proposal:

It is proposed to construct 2 no. three bedroom 2 storey, semi detached houses on a residential plot in Roderick Avenue, Peacehaven, following the demolition of the existing detached house. Existing vehicular crossovers will be enlarged to provide access for parking at the front of the proposed houses.

2. Site and Surroundings:

Roderick Avenue is located in Peacehaven and consists predominantly of bungalows and 2 storey residential properties, the site is practically level and its front and rear boundaries are orientated east / west, the area of the site is 471 sq/ms

The application site is not within a Conservation Area or the Green Belt, nor is it within a Flood Risk area

3. Design:

Use:

The site is currently classed as residential and contains a single detached house. It is the intention to construct 2 new three bedroom houses which will better serve the needs of local families, and utilise the site in a more practical way

Layout:

The proposed new houses will have two storeys of accommodation, with main living areas at ground floor level and 3 bedrooms at first floor level. To the front will be a paved driveway with parking for two vehicles per house, the rear of the site will have a small patios and the rest will be laid to lawn

The proposed footprints of the new houses are orientated on an east / west access so that the front elevations relate to the road frontage

The proposal takes into account the relationship between proposed and existing buildings, the plot size and the prevailing density of the area, and the distance to boundaries to avoid a cramped form of development.

Appearance:

The proposed houses have been designed in a sympathetic style, respecting the overall feel and scale of the local surroundings and adjacent properties. The use of brick/tile hung elevations, UPVC windows and a natural tiled roof will afford low maintenance and a clean modern appearance. The ridge height will be similar to adjacent properties

Amount:

The proposal is for the construction of 2 new three bedroom houses, with gross internal floor areas of 162 sq/ms each

Scale:

The maximum ridge height will be 7.35 metres which is similar to adjacent properties, the footprints of the properties will also be similar to adjacent properties

Landscaping:

Ample space is available to the rear of the houses for the proposed lawned areas, and similarly ample space is available to the front of the houses for vehicular parking. The planting to the boundaries will be cut back and tidied up and a new close boarded timber fence will be incorporated to the side and rear boundaries.

A soft landscaping strategy to enhance and compliment the development will be submitted for consideration

4. Accessibility Statement:

Reference has been made to the following documents:

- BS Code of Practice BS 8300, 2001
- Building regulations

The proposal takes into account the needs of the disabled at present, and the option to be adapted in the future as follows:

1. Spacious driveway, with hard surface for easy maneuvering of wheelchairs
2. Short and easy access to level threshold entry point, parking immediately adjacent, gradients not exceeding 1:12
3. All main ground floor rooms will have generous maneuvering spaces for wheelchairs and all doors and hallways will conform to part M of the B' Regs
4. Master bedrooms have level access to adequately sized ensembles
5. Full compliance with Part M of the Building Regulations

5. Sustainability Statement:

The proposal takes into account the requirements relating to the efficient use of energy and water as follows:

- The intention is to provide a well designed low maintenance dwelling which will be insulated to exceed the requirements of Part L1 of the Building Regs
- The building will fully comply with the DEFRA standards limiting cold bridging and air leakage
- The house will incorporate large windows to maximise the amount of natural daylight available
- Low energy electrical equipment will be utilised where practical
- Sustainable materials from managed sources will be used throughout the construction process where possible
- All timber used will be FSC certified
- The choice of materials will also address minimising future maintenance, redecoration and component replacement requirements
- Topsoil will be carefully stripped back and stored for re-use during landscaping works
- Permeable surfacing will be used for the driveway and other hard surface areas
- Refuse and recycling bins will be located within the curtilage of the property near the main entrance as directed by the local collection authority
- Local shops and community facilities are available within close proximity of the site, and more extensive facilities are accessible via public transport

6. Conclusion:

The principal of developing the site with two new 3 bedroom dwellings has been carefully considered

All aspects of accessibility, security and the varied nature of the users of the proposed houses have been considered, as have the requirements relating to the efficient use of energy and water

The houses will be constructed of high quality materials, carefully detailed to produce a contemporary development that will compliment its surroundings.

PLANNING STATEMENT

18 Roderick Avenue, Peacehaven, East Sussex, BN10 8JT

Proposed demolition of house and replacement with
two 3-bed semi-detached houses

The planning policy case for granting planning
permission

Prepared by Steve Howe, MRTPI (Howe Planning Consultancy)

1.0 Introduction

1.1 This Planning Statement demonstrates that the proposed demolition of the house at 18 Roderick Avenue and its replacement with two 3-bed semi-detached houses, as indicated on the planning application drawings, complies with relevant national and local planning policy.

1.2 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. In this case the 'development plan' comprises the Lewes District Local Plan (LDLP). The National Planning Policy Framework (NPPF) is a material consideration.

1.3 Following a short commentary on the site and its planning history, this report considers the proposed development, in turn, against the policies in the NPPF and LDLP. In conclusion, it is respectfully requested that the application be approved.

1.4 The main planning issues are (1) the effect of the proposal on the character of the locality and (2) the effect on adjacent living conditions. Although, like any new development, there would be a change to the site, it is considered there would be no planning grounds to refuse the application based on these issues. The '2 for 1' nature of the proposal is typical of infill proposals in Peacehaven, has planning benefits (eg increasing the supply of housing, using a 'previously developed' site in an efficient manner, enhancing the local area by replacing a somewhat dated dwelling etc) and constitutes a modest, sensible and carefully designed proposal for the site.

2.0 The Site and Planning History

2.1 The site is located within the 'Planning Boundary' for Peacehaven as identified on the Proposals Map to the LDLP. Within Planning Boundaries new residential development can be accepted in principle in planning policy terms. The site is an infill plot just north of the South Coast Road, with a bungalow (20 Roderick Avenue) to the north and two-storey flats (1-5 Park Court) to the south. Roderick Avenue is characterised by a variety of dwellings of differing styles and designs, and the substantial Peacehaven Heights Primary School is located along the road to the north.

2.2 There is no history of any previous applications on the 18 Roderick Avenue site.

2.3 The adjacent Park Court flats replaced a single dwelling and were approved by the then Council in 1972 (E/72/0002). The current proposal is similar in that a single dwelling is proposed to be replaced, but now with only a pair of semi-detached dwellings rather than flats.

3.0 National Planning Policy Framework (NPPF)

3.1 The main thrusts of national planning policy, in relation to the 18 Roderick Avenue proposal, are to promote sustainable development, encourage the use of previously-developed sites, promote the effective use of land in meeting the need for housing, and to ensure that new development is sympathetic to local character and is visually attractive. These issues are considered below.

Promotion of sustainable development

3.2 The NPPF indicates that *"Achieving sustainable development means that the planning system has three objectives, being economic, social and environmental"*. Using the terminology in the NPPF, the development meets these objectives as follows (further detail is added throughout this report):

Economic: The 18 Roderick Avenue proposal would meet this objective by contributing new homes to the housing stock which meet local need, by providing employment to the construction industry, and by the new occupiers providing additional 'spending power' to local shops and services. The development would also generate a CIL (Community Infrastructure Levy) financial payment by the developer, towards the provision of local infrastructure in Peacehaven.

Social: The 18 Roderick Avenue proposal would meet this objective by providing homes to meet the needs of present and future generations, by fostering a well-designed and safe built environment and with the new households potentially adding to the social and cultural well-being of Peacehaven.

Environmental: The 18 Roderick Avenue proposal would meet this objective by enhancing the local built environment, while at the same time making an effective use of a previously developed site. The proposed dwellings would fit on the site in an acceptable manner, in keeping with the character of the road. Two dwellings can be accommodated satisfactorily (as indicated on the layout drawing 10.001 and the 'street elevation' drawing 10.002). The site is in a sustainable location, within flat walking distance of coastal bus routes and with reasonable access to Peacehaven's wide range of shops, services and leisure facilities.

Encouraging the use of previously developed sites

3.3 The site is 'previously developed', being occupied by a single dwelling. The proposal would provide new homes in a suburban location without encroaching into the countryside.

Promoting the effective use of land in meeting the need for housing

3.4 The proposal would redevelop the site with a net gain of one dwelling and would therefore constitute the 'effective use of land'. Given the need for new housing and the national planning strategy which aims to deliver new housing in sustainable locations and to protect the countryside from development, it is important that urban land is used effectively. The proposed dwellings would meet local need (as identified in LDLP policy – see para.4.5 below).

Ensuring that new development is sympathetic to local character and visually attractive

3.5 Although much of the built form in Roderick Avenue is single-storey bungalows there are several examples of two-storey development (such the adjacent Park Court and 13/13A Roderick Avenue opposite) along the road. The Peacehaven Heights Primary School includes a large building which is close to the road and has a significant impact in the street scene.

3.6 The ridge of the semi-detached houses would be no higher than that of the existing house and, being next to two-storey Park Court, would not stand out or look incongruous in the road. There would be adequate rear gardens, of a size consistent with other rear gardens in the road. Each new dwelling would have two off-road parking spaces on the frontage. In accordance with convention, there would be a 1m gap to each side boundary.

3.7 The dwellings would be traditional in form and design, in keeping with the character of the road. The dwellings would be finished in brick, with tile hanging to the upper floor of the dwellings, and good quality roof tiles would be used. The development would constitute an attractive addition to the 'street scene'. It is considered that the dwellings would be 'visually attractive' as promoted by the NPPF.

3.8 The approach of the NPPF as summarised above is reflected in its para.127, which requires that planning decisions should ensure that developments:

"a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience”.

3.9 In relation to para.127:

- The proposal would deliver modern dwellings, adding to the pleasant character of the area, over the lifetime of the proposed development (a) above);
- The development would be visually attractive, as described in the paragraphs above (b);
- The proposed dwellings would be sympathetic to the local character and history of the site and its environs (c);
- The new dwellings would reinforce the strong sense of place at Roderick Avenue. The dwellings would be positioned to follow the street pattern set by the existing dwellings in the road and would reflect the existing building form, using materials which are appropriate to the locality (d);
- The proposal would provide an appropriate balance between built development and open space on the site, in keeping with the character of local development (dwellings with private gardens), and would be close to shops and services on the A259 and public transport networks (including the regular coastal bus routes on along the A259) (e);
- The proposal would constitute modern dwellings with a high standard of amenity. There is no reason to suggest that crime and disorder would be affected by the development (f).

3.10 Overall, it is submitted that the proposal complies with the criteria listed in para. 127 of the NPPF, and the main thrusts of the NPPF overall.

4.0 Lewes District Local Plan (LDLP)

4.1 The LDLP (Part 1, Joint Core Strategy 2010-2030) was adopted by the Council on 11 May 2016. The LDLP promotes sustainable development and sets out the scale, type and location of key development proposed in Lewes district to 2030.

Sustainability

4.2 The wide range of ‘district-wide’ planning policies which apply to the development are in conformity with the NPPF. Thus, like the NPPF, the LDLP aims in Section 5 ‘Strategic Objectives’:

“-To deliver the homes and accommodation for the needs of the district and ensure the housing growth requirements are accommodated in the most sustainable way”

- To conserve and enhance the high quality and character of the district’s towns, villages, and rural environment by ensuring that all forms of new development are designed to a high standard and maintain and enhance the local vernacular and ‘sense of place’ of individual settlements.

- To maximise opportunities for re-using suitable previously developed land and to plan for new development in the highly sustainable locations without adversely affecting the character of the area".

4.3 The text to the first objective above refers to *"ensuring that a suitable mix of housing size, type, tenure and affordability is achieved"*.

4.4 The proposal would deliver 3-bed accommodation which would meet the housing needs of the district in a sustainable way. The proposal would re-use previously developed land (replacing one dwelling with two) and would enhance the character of the area. The proposal would help meet the pressing housing needs of Lewes district.

4.5 The proposed dwellings would likely be attractive to families and the LDLP recognises (in para.7.22) the need for family homes. The proposal would therefore help meet specific district housing needs.

4.6 The proposal would be located where it makes efficient use of land and is in a sustainable location. In addition, the site is suitable for development (being in a suburban part of Peacehaven) and is available (thus with a high likelihood of early delivery of the new homes), as is also encouraged by the LDLP (see text under Strategic Objective 8). The developer has a good track record of developing sites in Peacehaven to a high standard. His developments are normally completed swiftly, ensuring that the construction phase is limited (an important consideration to residents).

4.7 The proposal meets the above strategic objectives of the Council.

Provision of housing

4.8 The following policy is relevant:

"SP2 Spatial distribution of housing:

During the period between 2010 and 2030, a minimum of 6,900 net additional dwellings will be delivered in the district. Part of this total will be met as follows:

- 1020 completions in the period between April 2010 and April 2015*
- The delivery of 1558 commitments across the plan area*
- An allowance for 600 dwellings to be permitted on unidentified smallscale windfall sites during the plan period and subsequently delivered....."*

4.9 The proposed net gain of one dwelling on the site would help, in a small way, towards meeting the district housing target to 2030, as development of an *"unidentified, smallscale windfall site*.

4.10 The proposal would therefore comply with SP2.

Other policies

4.11 *"Core Policy 11 - Built and Historic Environment and High Quality Design:*

The local planning authority will seek to secure high quality design in all new development in order to assist in creating sustainable places and communities. This will be achieved by ensuring that the design of development:

- i. Respects and, where appropriate, positively contributes to the character and distinctiveness of the district's unique built and natural heritage;*
- ii Within the South Downs National Park is in accordance with the National Park purposes and outside the SDNP has regard to the setting of the National Park and its purposes;*
- iii. Adequately addresses the need to reduce resource and energy consumption;*
- iv. Responds sympathetically to the site and its local context and is well integrated in terms of access and functionality with the surrounding area;*
- v. Is adaptable, safe and accessible to all and, in relation to housing development, is capable of adapting to changing lifestyles and needs;*
- vi. Incorporates measures to reduce opportunities for crime or antisocial behaviour, including the provision of active ground floor frontages in town, district and local centres to assist with the informal surveillance of the public realm;*
- vii. Makes efficient and effective use of land, avoiding the creation of public space which has no identified use or function;*
- viii. Provides a satisfactory environment for existing and future occupants including, in relation to housing development, adequate provision for daylight, sunlight, privacy, private outdoor space and/or communal amenity areas;*
- ix. Minimises flood risk in accordance with Core Policy 12. The local planning authority will safeguard historic assets,*

4.12 In relation to CP11, the development would:

- Respect and positively contribute to this part of Peacehaven's built heritage (thus complying with i in CP11);
- Is not in the South Downs National Park (ii);
- Addresses the need to reduce energy consumption, as detailed in the Design and Access Statement with this application (iii);
- Responds to the context of the site by proposing a development in keeping with and enhancing its surroundings, through the modest scale and external design, with direct access to adjacent roads (iv);
- Would be built to modern standards and therefore adaptable, safe and accessible and capable of adapting to changing lifestyles and needs (v);
- The development would address opportunities for crime and anti-social behaviour by measures normal for a development of this scale, including glazing to the front elevations to allow surveillance (vi);
- As indicated above, would make efficient and effective use of the site, with no creation of public open space (vii);
- The development would provide a satisfactory environment for occupants, with generous provision for daylight and sunlight internally, privacy both

internally and externally, and satisfactory private outdoor garden for each dwelling. The room sizes of the dwellings would meet the standards aspired to by the Council as set out in national guidance (the Technical Housing Standards – Nationally Described Space Standards) (viii);

- There are no issues relating to flood risk (ix).

4.13 The proposal would comply with CP11.

4.14 Saved policy ST3 in the LDLP refers to the local impact of development, and expects that all new development will comply with certain listed criteria, including that the development:

“(a) respect the overall scale, height, massing, alignment, site coverage, density, landscaping, character, rhythm and layout of neighbouring buildings and the local area more generally

(b) materials should be of a quality, type, colour and design which is appropriate to the character of the local area

(c) development, including conversion, should respect the amenities of adjoining properties in terms of noise, privacy, natural daylight, and visual amenities and smell

(d) development should not result in detriment to the character or the amenities of the area through increased traffic levels, congestion or hazards....”

4.15 In response to the above criteria in ST3:

- (a) The development would be in keeping with and would respect the characteristics of the locality. The dwellings would follow the ‘street pattern’ and building line of adjacent development. The position of the dwellings would not, it is considered, adversely affect the street scene or vistas along the road.
- (b) The proposed materials, including brick, tile hanging and tile roofs, would be appropriate to this residential area.
- (c) The dwellings have been designed and orientated so that they fit comfortably on the site, with no adverse effect on the living conditions of the adjacent neighbours, through loss of privacy, overlooking and loss of light. The depth of the new houses would not extend back behind the rear wall of adjacent development. On the south side the Park Court flats are separated from the application site by their own driveway, while on the north side 20 Roderick Avenue is separated by its own garage. The primary windows to the houses face front and back. A small ground floor secondary window in the side of the houses would face the proposed close board boundary fence on each respective side (and the adjacent garage wall on the north side), while a small first floor study window would, because of the limited size of the study, not cause overlooking. The relationship between the new dwellings and adjacent properties would be conventional and typical of other neighbouring dwellings in Peacehaven.
- (d) The proposal would result in, arguably, a minor increase in local traffic, but with only a net gain of one dwelling on the site, this increase would be

negligible given the number of dwellings in the road. Two off-road parking spaces for each dwelling are proposed together with provision for cycle parking, in order to ensure that the likelihood of on-road parking is reduced. Given the relatively minor nature of the development, and the fact that Roderick Avenue here is not a 'through' road, the proposal would not result in increased congestion or hazards onto the road network. Electric vehicle charging points are proposed for each dwelling, as shown on the 'Front Elevation' drawing 13.001, in accordance with the Council's aim to provide infrastructure to meet future demands.

4.16 It has been demonstrated above that the proposal meets the needs of the district in a sustainable way. The dwellings would be designed to a high standard, would enhance the local vernacular and reinforce the sense of place in the locality.

4.17 Overall, it has been demonstrated that the proposal for 18 Roderick Avenue complies with relevant LDLP policy. Para.6.3 of the LDLP includes the Council's policy concerning the '*Presumption in favour of sustainable development*', which indicates that:

"Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise".

4.18 The application accords with the policies in the Local Plan, and therefore the Council are requested to approve the application without delay. It is not considered that there are any 'material considerations' which "indicate otherwise", based for example on any alleged harm to the character of the locality, the living conditions of nearby residents or local traffic conditions.

4.19 Saved policy PT3 in the LDLP applies specifically to proposals for intensification and infilling in Peacehaven, and requires certain criteria are met, being that (a) the plot is similar in width and depth to the generality of other plots in the area (b) the street scene is not impaired (c) the proposed dwelling(s) is/are compatible in height, mass and detailing with existing dwellings adjacent or in the area.

4.20 The plot widths comply with the generality of other plots in Roderick Avenue and nearby roads. As referred to above, the street scene would not be impaired, and the dwellings would be in keeping with the locality.

4.21 The emerging Lewes District Local Plan Pt 2: Site Allocations and Development Management Policies (Submission Document) (December 2018) contains the following relevant policies:

4.22 Policy DM1, where "*Within the planning boundaries, as defined on the Policies Map, new development will be permitted provided that it is in accordance with other policies and proposals in the development plan....*"

4.23 The site is within the planning boundary and therefore DM1 supports the principle of the proposed development.

4.24 Policy DM25, where *"Development which contributes towards local character and distinctiveness through high quality design will be permitted where the following criteria are met:*

(1) Its siting, layout, density, orientation and landscape treatment respond sympathetically to the characteristics of the development site, its relationship with its immediate surroundings and, where appropriate, views into, over or out of the site;

The siting of the houses would be on the footprint of the existing house (but aligned with the adjacent buildings), of a density consistent with the locality and orientated to front onto the road. Landscaping would be provided, as highlighted in the Design and Access Statement.

(2) its scale, form, height, massing, and proportions are compatible with existing buildings, building lines, roofscapes and skylines;

The scale and form would be two-storey, but with a low eaves line, consistent with adjacent Park Court and other nearby two-storey development. The height would be below that of Park Court and the shallow pitched roof would be hipped to reduce the bulk of the houses.

(3) it incorporates high quality, durable and sustainable materials of an appropriate texture, colour, pattern and appearance that will contribute positively to the character of the area;

The brick and tile materials would be locally sourced and in keeping with predominant facing materials in the locality.

(4) existing individual trees or tree groups that contribute positively to the area are retained;

There are no significant trees on the site.

(5) adequate consideration has been given to the spaces between and around buildings to ensure that they are appropriate to their function, character, capacity and local climatic conditions;

The spacing around the houses would be appropriate, being used for parking at the front and amenity (garden) at the rear.

(6) any car parking or other servicing areas are appropriate to the context and sensitively located and designed so as not to dominate the public realm;

The frontage parking would reflect frontage parking elsewhere along the road and would not dominate the public realm.

(7) there will be no unacceptable adverse impact on the amenities of neighbouring properties in terms of privacy, outlook, daylight, sunlight, noise, odour, light intrusion, or activity levels;

Although the proposal would change development on the site, the amenities of neighbouring properties would not be significantly affected, nor adjacent living conditions reduced.

(8) major developments will promote permeable, accessible and easily understandable places by creating spaces that connect with each other, are easy to move through and have recognisable landmark features;

This is not a 'major development'.

(9) residential developments of 10 or more dwellings should demonstrate how the 'Building for Life 12' criteria have been taken into account and would be delivered by the development.

This is not a development of 10 or more dwellings.

Development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions will not be permitted".

The area would be enhanced by replacing the existing, somewhat dated, house on the site with a modern development of traditional appearance.

4.25 Policy DM25, where " *Accessible, well-designed and easy to use waste and recycling facilities will be needed in new developments....*"

Refuse and recycling storage would be conveniently provided for collection at the front of each house.

5.0 Conclusion

5.1 The proposed development at 18 Roderick Avenue, as demonstrated in this statement, complies with relevant national and local planning policy.

5.2 As the proposal, particularly, complies with the policies of the development plan (the LDLP), it is respectfully requested that, in accordance with planning law, the Council approve the application.

Appendix One: Site Photos



The site, with Park Court to the left and 20 Roderick Avenue to the right.



Looking north, showing other two-storey houses in the vicinity fronting the road and Peacehaven Heights Primary School centre right.



Looking south, with nearby two-storey housing to the left and two-storey Park Court adjacent to the site centre right.



Park Court is separated from the site by its driveway.



20 Roderick Avenue is separated from the site by its garage.

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PARISH CONSULTATION LETTER

From:	Planning	To:	Peacehaven
Comments to be received by:	16.01.2020.		
Case No:	LW/19/0877		
Case Officer:	Mr Christopher Wright		

Location: Land Rear Of 53 Cissbury Avenue Peacehaven East Sussex
Proposal: Proposed erection of single storey detached bungalow

I am consulting you on the above development. A copy of the above planning application, together with accompanying plans, drawings and other documents, is available on our Public Access website by following the link below:

<http://www.lewes.gov.uk/planning/1139.asp>

We would be grateful to receive any observations no later than 16.01.2020.

Yours faithfully

Mr Christopher Wright
Specialist (Planning)

Phone: 01273 471600
Email: Customerfirst@lewes-eastbourne.gov.uk
Website: lewes-eastbourne.gov.uk

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Land to rear of 53 Cissbury Avenue, Peacehaven

Proposed development of a single two bedroom detached bungalow.

Design and Access Statement

Ref: 02-1119-11

Use:

The existing land was formerly used as commercial greenhouses, this business having ceased more than twenty five years ago. The derelict greenhouses were demolished in early 2000 and since that time the site has been the subject of several planning applications as follows:

LW/00/0823 – Outline application for nine single family dwellings (*status withdrawn*)

LW/00/1973 – Erection of single family dwelling (*status approved and permission lapsed*)

LW/03/1293 – Construction of two storey (with storage in roof space) 15 bedroom nursing home and a single storey 6/8 bedroom respite care home (*status approved and permission expired*)

LW/08/1158 – Erection of five dwellings comprising of one detached four bedroom two storey house & two pairs of three bedroom semi-detached chalet bungalows (*status approved and consent extended under LW/11/1254*)

LW/09/0867 – Amendment to approved plan LW/08/1158- revisions to plot 3, Variation of condition 5 for access road only to extend as far as plot 3. Variation of condition 6 for turning area to be constructed on completion of dwellings to plots 1 & 2. (*status approved and permission lapsed*)

LW/11/1254 – Renewal of extant planning approval LW/08/1158 for erection of five dwellings comprising of one detached four bedroom two storey house & two pairs of three bedroom semi-detached chalet bungalows (*status approved and consent due to expire 06/12/2014*)

LW/13/0612 – Erection of four self-contained two bedroom flats. (*status approved 23 December 2013*)

LW/14/0367 – Erection of two pairs semi-detached two bedroom bungalows. (*status approved 8 July 2014*)

LW/17/0193 – Erection of four self-contained two bedroom flats – renewal of approval LW/13/0612. (*status approved 15 June 2017*)

LW/17/0760 – Erection of two pairs semi-detached two bedroom bungalows. (*status approved 3 January 2018*)

Amount:

The proposal is for the construction of a single two bedroom detached bungalow with a total GIA of 81.76 square metres

Layout:

The layout has been determined by the Lewes District Local Plan and compliance with policy RES13. In designing these new units careful consideration has been given to the effect on properties in the immediate vicinity as well as the living standards of those occupying the flats.

Effect on amenities of neighbouring properties.

This proposal is for a single storey building with a low pitch and no rooms within the roof – the proposed pitch would not be adequate for later conversion without the need for a planning application. As such it is considered that there is no adverse effect on the amenities of neighbouring properties.

Scale:

In order to respect the scale and design of the site, roof pitches have been kept to a minimum, 22.5 degrees.

Landscaping:

The rear gardens would be laid to lawn and the parking and paved areas would be in water permeable block paving. The boundaries to the site would be in timber close boarded fencing.

Appearance:

The site lies on the border with the South Downs National Park and therefore consideration has been given to the design.

The design has deliberately kept the ridge line as low as practical so through colour interlocking concrete tiles would be used. The walls would be in a local clay multi-colour stock brick and the windows/doors would be in white upvc with black upvc rainwater and soil pipes

Access:

Access to the site is from an existing vehicular and pedestrian right of way from Cissbury Avenue. At present this is in the form of a track and the proposal would include the provision of a private road with a minimum width of 5 metres and weight capacity of 12.5 tonnes.

Land to rear of 53 Cissbury Avenue, Peacchaven

PLANNING STATEMENT

Document reference 09-1119-10

The existing land was formerly used as commercial greenhouses, this business having ceased more than twenty five years ago. The derelict greenhouses were demolished in early 2000 and since that time the site has been the subject of several planning applications as follows:

LW/00/0823 – Outline application for nine single family dwellings (*status withdrawn*)

LW/00/1973 – Erection of single family dwelling (*status approved and permission lapsed*)

LW/03/1293 – Construction of two storey (with storage in roof space) 15 bedroom nursing home and a single storey 6/8 bedroom respite care home (*status approved and permission expired*)

LW/08/1158 – Erection of five dwellings comprising of one detached four bedroom two storey house & two pairs of three bedroom semi-detached chalet bungalows (*status approved and consent extended under LW/11/1254*)

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LW/17/0760 – Erection of two pairs semi-detached two bedroom bungalows. (*status approved 3 January 2018*)

Following the approvals of LW/17/0193 and LW/17/0760 a pre-planning enquiry was submitted regarding the further proposed development of the site, the subject of this application. Outline drawings were submitted and the planning officer gave the following informal opinion:

I refer to your pre-app enquiry dated 22 February 2018 regarding two additional bungalows at the above site.

In my opinion the proposal is likely to be acceptable, in principle, to the Council. I consider that there is just sufficient gap between the developments already approved (as shown on your drawing) to satisfactorily accommodate the two bungalows. The roofs of the two proposed bungalows should, however, be as per the most recent permission (LW/17/0760), which would reduce the height of the new bungalows.

Every effort should be made to ensure that tree T1 shown on your drawing is retained, together with any other significant trees on the site. These should be shown on the submitted plans, with the crowns of trees accurately shown.

On the previous application LW/17/0760, the Ecology Consultancy report submitted with the application was dated 30 October 2013. An application for the proposed bungalows should be submitted with an up to date ecological report for the site, and the recommendations therein should be included on the application drawings (for example, bird nesting boxes). Other ecological enhancement measures should be included if possible, given that the site is so overgrown and there is considerable local concern about the potential effect on existing wildlife on the site. It will be crucial to ensure that great care is taken that wildlife is not harmed during site clearance.

Other information which could be submitted with the new application could be details of materials, levels, cycle storage facilities for each bungalow and landscape works which, assuming they are satisfactory, would avoid these items being subject to future submission to the Council.

Finally, in the application, the site might more accurately be described as 'land to the rear of 55-57 Cissbury Crescent and 18-20 Cliff Park Close'.

I hope the above comments are helpful. They are given in good faith, but are not binding on the Council and are without prejudice to the Council's final decision on a planning application for the development.

Please let me know if you have any further enquiries, by e-mail or phone on 01273 085475.

Regards.

Steve Howe – Specialist (Planning)

In accordance with the advice given a planning application (LW/19/0183) was submitted which included the following revisions based on the advice of the planning officer:

1. The roof pitch has been lowered to 22.5 degrees to match that of the roof pitch approved for application ref LW/17/0760
2. The tree T1 is not on the applicants land and therefore not within his control. However, suitable root protection measures would be put in place during the construction phase
3. The application includes an up to date ecological report
4. Additional information has been submitted with this application which includes proposed materials, bicycle storage, landscaping works and site levels.

Following the refusal of LW/19/0183, revised plans have been prepared to address the reasons for refusal and this application is based on a reduced scheme

Land to rear of 53 Cissbury Avenue, Peacehaven

Sustainability statement

December 2019

Housing mix, type and density.

The proposed single bungalow is part of a larger development which will provide two pairs semi-detached bungalows, one detached bungalow and four self-contained flats all of which are two-bedroom properties.

The density is reflective of the immediate area and the mix provides both starter homes and retirement homes by virtue of their design and layout.

The proposed detached bungalow is on the level part of the overall development site and will provide suitable accommodation for disabled persons.

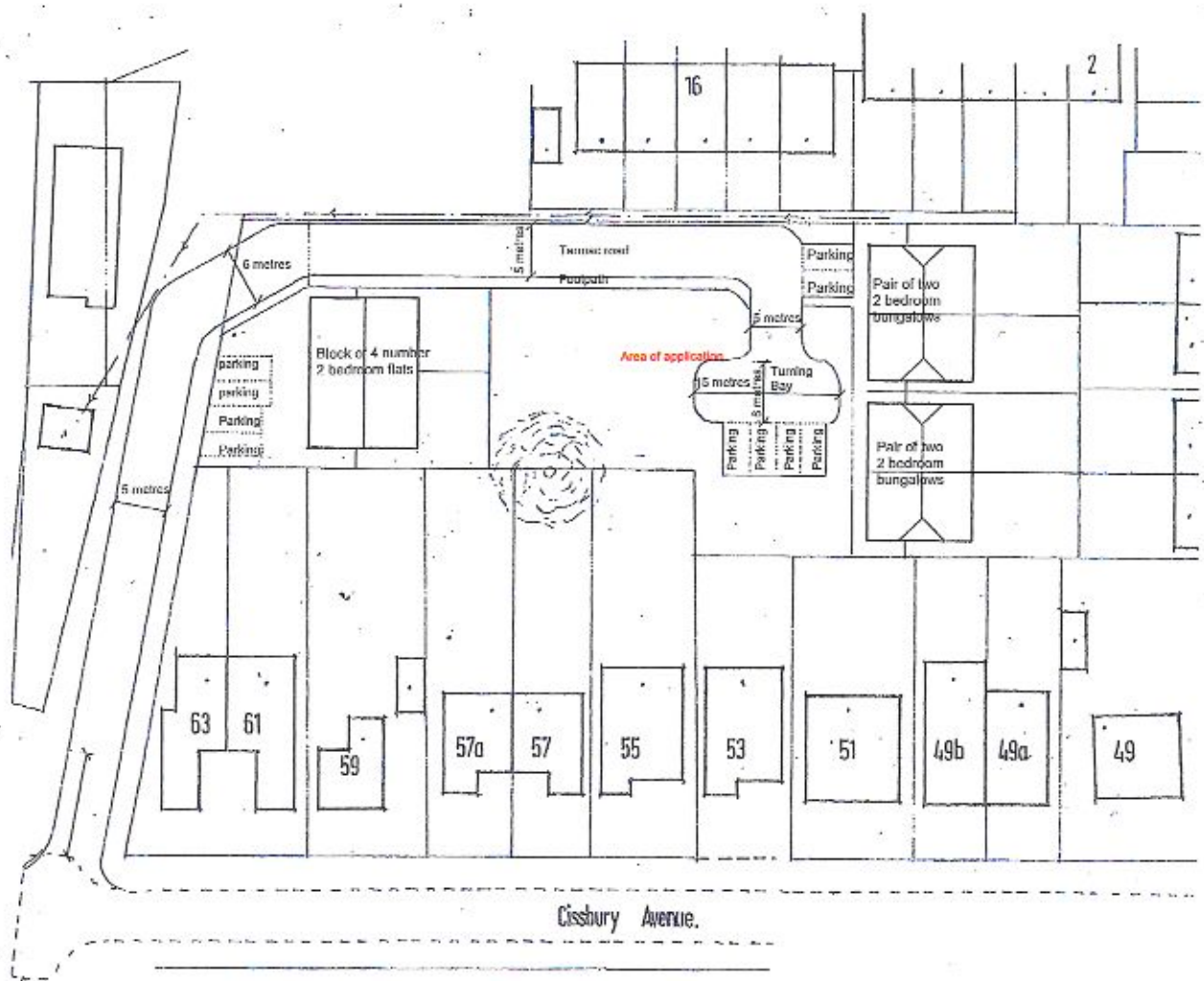
Natural environment and landscape character.

The proposed dwelling is set within an existing approved development and as such it will have no negative impact on the natural environment or landscape.

Renewable and low carbon energy.

The new dwelling will meet the current levels for thermal insulation set by the Building Regulations. Additionally, there will be a charging point for an electric hybrid vehicle.

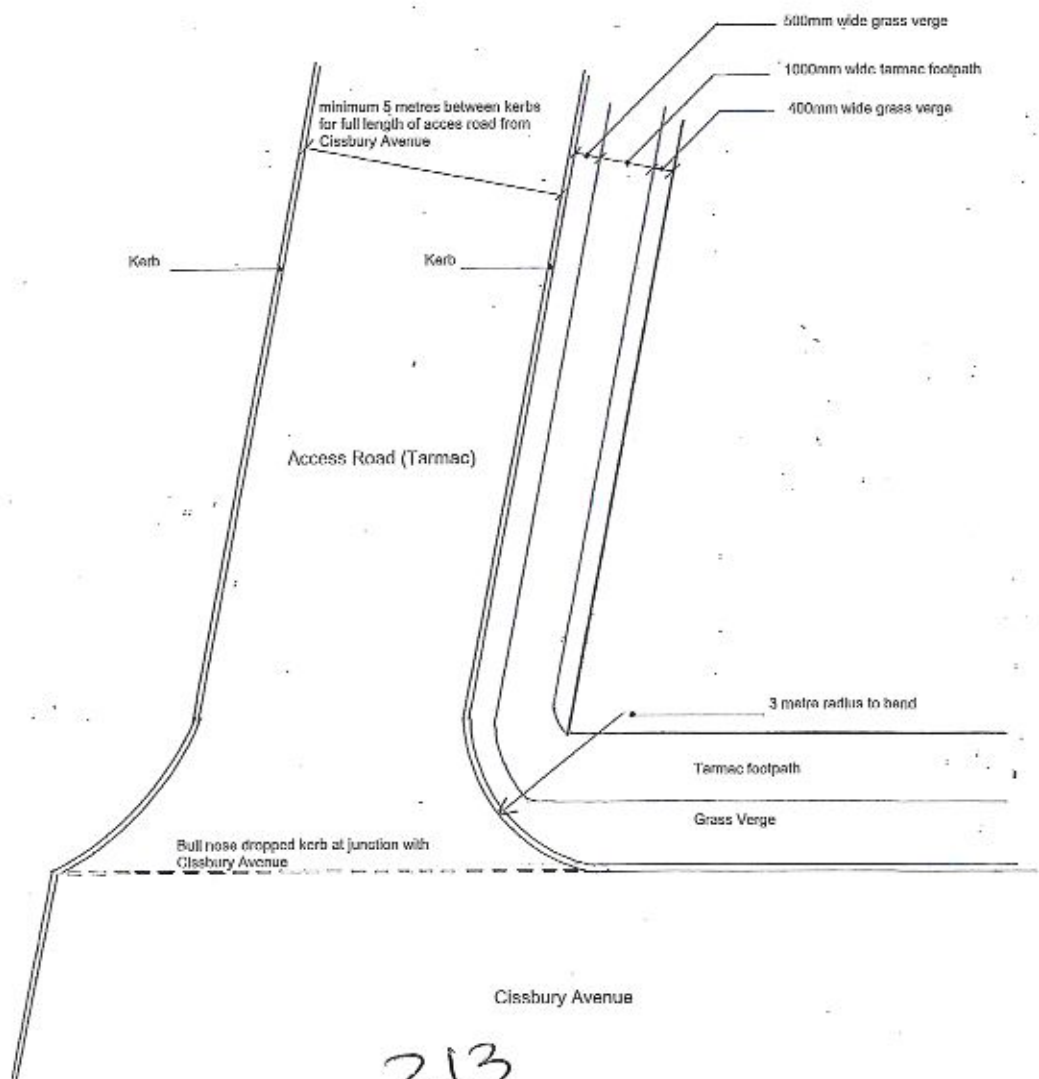
The new dwelling will be designed to achieve a water consumption of no more than 110 litres per person per day.



Parking bays in block paving



Land to rear of 53 Cissbury Avenue
New dwelling
Access to dwelling
Scales 1/100 and 1/500 at A3
Drawing number 02-1119-08
Building Technical Services



Block of flats approved under planning reference LW/17/0193

Garden

Garden

Proposed 1800mm high close boarded timber fence

Cypress Tree

Hatched area - tree root protection zone during construction

Soakaway

Garden

New drain run

Kitchen

CPD

Bedroom 1

Living room

Bedroom 2

Bicycle store

Refuse and recycle bins

Level access to front door from parking space

Lawn

Charging point for electric cars

Parking space

Lawn

Turning bay

Lawn

Public foot path

ACCESS ROAD

Verge

Existing 225mm diameter public sewer

LAND TO REAR OF 53 CISSDURY AVENUE, PEACEHAVEN
PROPOSED NEW DWELLING - LAYOUT
SCALE 1/100 AT A3

DRAWING NUMBER 02-1118-01
BUILDING TECHNICAL SERVICES (07760390953)



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Planning Policy Comments

Consultation Date: Wed 16 Oct 2019

Environmental Health

Comment Date: Mon 02 Dec 2019

I have read through the documents relating to this planning application and have noted concerns raised by local residents. My principal concerns related to the use of the proposed place of worship early in the morning and possible noise impacts which may affect the nearest residents, who are situated adjacent to the rear of the building in Hodder Avenue.

I had a telephone conversation this morning with the applicant Mr Kiani, who confirmed that worship in the early mornings would consist of private prayer which will generate little or no noise, and that no calls to prayer will be made at any time. The main hall will be used for worship, which means the rear of the premises will not be used early in the mornings and therefore unlikely to risk any impacts upon residents in respect of noise. I am also aware that the current use of the Telscombe Civic Centre has attracted no concerns or complaints as a result of worship being held there for some years.

In conclusion, I do not expect the proposed use to disturb the surrounding community and I do not feel the need to recommend any conditions on the proposed use of a currently redundant building.

ESCC Highways

Comment Date: Fri 29 Nov 2019

I do not consider it necessary to provide formal Highway Authority comments and advise you to consult the minor planning application guidance (2017).

Comment Date: Tue 03 Dec 2019

Additional comments provided on request 3/12/19:

Peak hours are unlikely to be affected due to the prayer timetable, and parking would be short term as prayers do not generally go on for very long (15-30 mins). Also like many other places of worship, the catchment area is likely to be local. The impact is not likely to be severe when comparing the current lawful use.

Main Town Or Parish Council

Comment Date: Thu 24 Oct 2019

Resident Objections online and Objections from public attending the Planning meeting.

Serious concerns and Objections due the lack of satisfactory parking for users coming from all areas along the Coast from Brighton to Newhaven. When the premise was previously used as a social club the customers could use the Stonehouse (Carvary) carpark opposite. Recently this has changed and to use the carpark without using the Stonehouse facilities means you will accrue a fine. The only place to park now would be on residential streets and double yellow lines along the Coast Road. The lack of parking is a concern for disturbance reasons between the hours of 5am -10pm, which actually would be from approx 4.30am until after 10pm to enable users to get to and from car.

Approve LW/19/0683 - Subject to proof of satisfactory parking arrangements.

