

**Ringmer**

Comments have now been received from ESCC Highways:

*“It is noted that the hedge within the estate road [to be adopted] fronting plots 17 – 20 has now been set back 1m to allow for services and is therefore acceptable.*

*The proposed hedge and shrub planting along the southern boundary of the site [with Bishops Lane] has been repositioned further back and is now shown to be clear of the visibility splay here.*

*However, it is noted that there are a couple hedges within the site which are adjacent to individual access points and still shown as being 1m in height and need to be a maximum of 600mm to enable pedestrians to be seen. I have therefore recommended a condition below to address this point.*

*The Highway Authority has been contacted by developer and the 278 agreement is currently being progressed for the off site highway works. I have attached a copy of the latest agreed 278 drawing, you will note that the plan differs slightly from the layout plan no. PL02N in that this plan does not show the new footway on the northern side of Bishops Lane. However, this does not affect the layout of the site itself.”*

Officer response: Additional condition proposed:

*“The hedges adjacent to the individual accesses within the site shall be cleared of all obstructions exceeding 600mm in height and kept clear thereafter.*

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

Corrections – paragraph 6.19 notes that there are only 5 dwellings that abut the application site. There are in fact 6, as 1 Trinity Field also shares a short section of boundary with the application site.

Paragraph 6.21 - it is noted that the garage serving Plot 14 would be approximately 20 metres from the rear elevation of the neighbouring dwelling, Barncroft. However this does not take into consideration a rear extension that has been added to Barncroft, which actually reduces this distance by 3 metres. Notwithstanding this reduction in distance, the resulting relationship is still deemed acceptable.

Amended plans – have been submitted removing some of the landscaping shown along the southern boundary to ensure that it does not interfere with the proposed drainage trenches which are now also shown to continue all along the southern and eastern boundaries of the site to channel surface water towards the proposed attenuation pond. This does not alter the overall layout of the scheme but does require the list of plans to be updated as follows:

Substitute “CAL/20447 11G Sheet 1” with “CAL/20447 11M Sheet 1” received 8<sup>th</sup> December 2016

Substitute “CAL/20447 11G Sheet 2” with “CAL/20447 11M Sheet 2” received 8<sup>th</sup> December 2016

This amendment has resulted in an additional letter of objection from the occupier of Barncroft. She objects to the further reduction in landscaping and thinks that the application should be deferred until the drainage strategy has been finalised.

Officer Note: The full specification of the drainage and landscaping details are matters that are fully secured through the discharge of conditions attached to the outline consent. It is not considered that there is any reason to defer the determination of this application any further. Sufficient information is now available to understand the proposals in terms of the reserved matters i.e. the layout, scale and appearance and the overarching landscaping proposals.

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**LW/16/0491**  
**Seaford**

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Amended plans received increasing parking provision to 18 spaces. The Highway Authority raises no objection.

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**LW/16/0781**  
**Chailey/Chailey & Wivelsfield**

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ESCC Highways comments have now been received:

*"I have no highway objection to the proposal and recommend highway conditions for the improvements to the access and reinstatement of the footway along the site frontage of the public house.*

*The proposed use would not generate a significant increase in traffic. It would also take away the informal forecourt parking in front of the public house, improve the access and formalize the existing public house car park making it more useable. Therefore the proposal is acceptable to the highway authority."*

Delete conditions 2 and 3 and replace with the following conditions requested by ESCC:

1. The reconstructed access and the reinstated footway shall be in the position shown on the submitted plan (number LKS3A002 revision01) and laid out and constructed in accordance with the attached HT407 form/diagram and all works undertaken shall be executed and completed by the applicant to the satisfaction of the Local Planning Authority prior to occupation of the development hereby permitted.

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

2. Prior to the commencement of development details of the proposed surface water drainage to prevent the discharge of surface water from the proposed site onto the public highway and, similarly, to prevent the discharge of surface water from the highway onto the site shall be submitted to the Local Planning Authority for approval in consultation with the Highway Authority.

Reason: In the interests of highway safety

3. The completed access shall have maximum gradients of 2.5% (1 in 40) from the channel line and 11% (1 in 9) thereafter

Reason: To ensure the safety of persons and vehicles using the access and/or proceeding along the highway.

4. During any form of earthworks and/or excavations that are carried out as part of the development, suitable vehicle wheel washing equipment should be provided within the site, to the approval of the Planning Authority, to prevent contamination and damage to the adjacent roads

Reason: In the interests of highway safety and for the benefit and convenience of the public at large

5. The development shall not be occupied until the parking areas (20 spaces) have been provided in accordance with the approved plans and formally laid out and the areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles

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

6. The development shall not be occupied until cycle parking areas have been provided in accordance with the approved plans and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles

Reason: In order that the development site is accessible by non car modes and to meet the objectives of sustainable development

7. The development shall not be occupied until a turning space for vehicles has been provided and constructed in accordance with the approved plans and the turning space shall thereafter be retained for that use and shall not be used for any other purpose.

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

Add the following Informatives:

1. The applicant's attention is drawn to the need for a Licence Agreement for the reconstruction of the access and reinstatement of the footway. The applicant should contact ESCC on 0345 6080193 prior to commencement of development to complete the agreement and pay the necessary fee.

2. The applicant should be made aware that the creation/alteration of this access will require the compliance with the Traffic Management Act 2004 and that the contractor will have to book road space with the County Council's Network Coordination team (0345 60 80 193).

Update plan list as follows:

Substitute 002 with 002-01 received 6<sup>th</sup> December 2016

Substitute 003 with 003-01 received 6<sup>th</sup> December 2016

One additional letter of objection received:

Plans submitted do not accurately shown the site boundaries. Two Willows will be closer to the proposed development than is shown.

OFFICER NOTE: The agent has been contacted and has confirmed that to the best of her knowledge the submitted plans are accurate. The plans have also been cross referenced with plans submitted by the occupants of Two Willows last year with their own application and appear to match. Officers are therefore content that the submitted plans are accurate in terms of showing the relationship with the neighbouring property.

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**LW/16/0918**  
**Ringmer**

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Ringmer Parish Council – no objection.