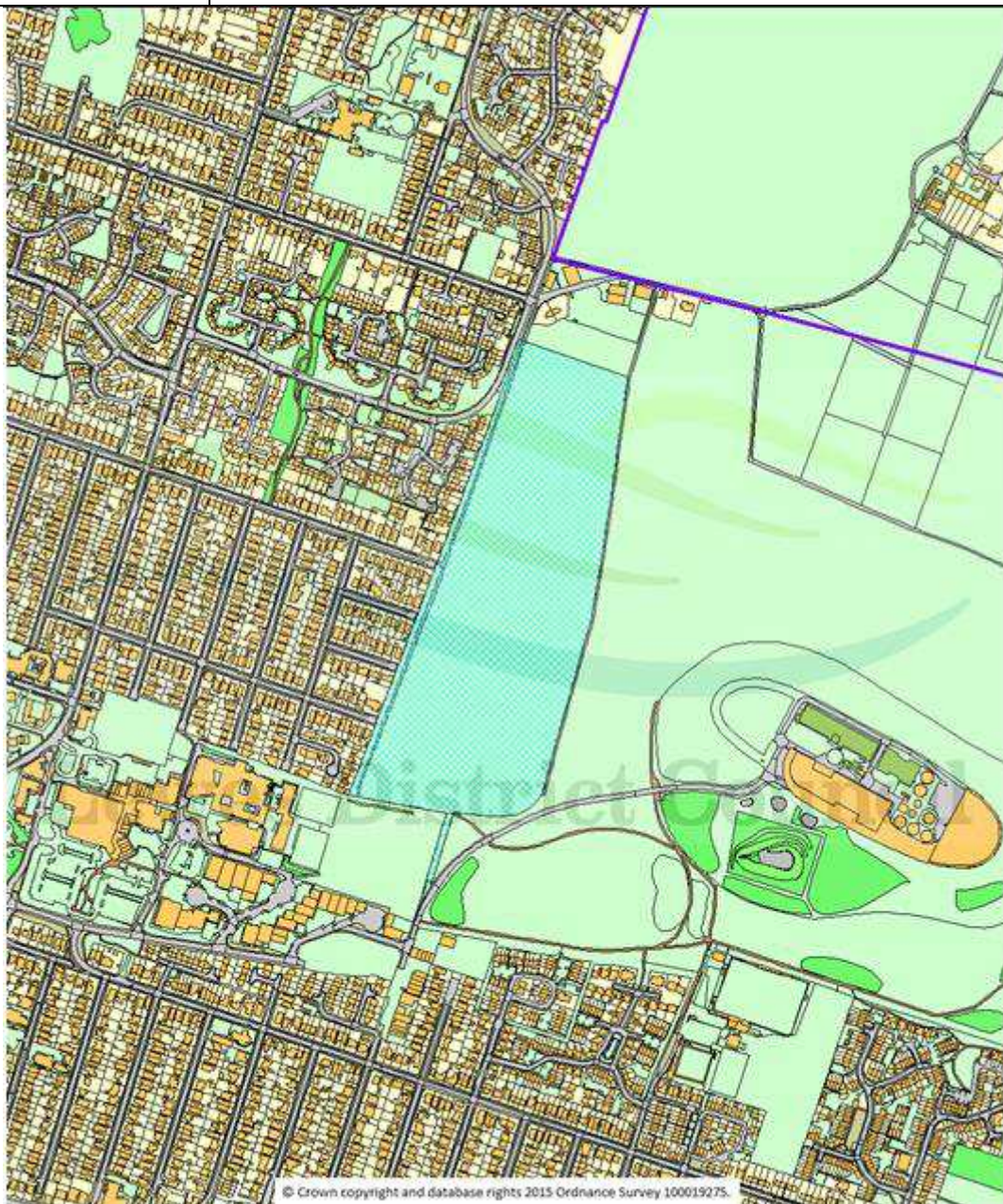


APPLICATION NUMBER:	LW/17/0226	ITEM NUMBER:	5
APPLICANTS NAME(S):	BDW Southern Counties	PARISH / WARD:	Peacehaven / Peacehaven North
PROPOSAL:	Planning Application for full planning application for the development of 143 dwellings (55 affordable), outline planning application for up to 307 dwellings (125 affordable), vehicular, pedestrian and cycle access, internal site roads, parking and public open space, including extension to Peacehaven Centenary Park, and landscaping, all matters other than access reserved (Amended plans to show increase in depth of property type 67 by 1 metre and addendum to transport assessment).		
SITE ADDRESS:	Lower Hoddern Farm Hoddern Farm Lane Peacehaven East Sussex BN10 8AP		
GRID REF:	TQ4101		



1.0 Addendum to previous Report of 11th December 2017

- 1.1 The planning application was previously presented to Planning Applications Committee on 11th December 2017 with a recommendation for approval, subject to conditions and the completion of a S106 Agreement. The application, if approved and commenced would also attract a significant Community Infrastructure Levy payment, in the region of £2.8m. The original report is provided as an appendix at the end of this report.
- 1.2 Members voted to defer the application to allow for further clarity on the highways improvement proposed to be secured as part of the planning application. Specifically, Members required reassurance in relation to the levels of stakeholder involvement particularly Brighton and Hove Buses and East Sussex County Council Highway Authority.
- 1.3 This application was deferred for the above reason only, and as such the remainder of the application was considered to be acceptable to the Members of the Planning Applications Committee, and as such this addendum report considers the highway position only.
- 1.4 Since the deferral of the decision, meetings have taken place with the applicant, Barratt David Wilson Homes, and with Brighton and Hove Buses. Further discussions and clarification has also been provided from ESCC Highway Authority.
- 1.5 It is important to note that in planning terms the proposed development is required to mitigate its own impact on the highway network, it cannot and is not expected to provide a solution to existing congestion on the A259.
- 1.6 The deferral of the application at the December Committee meeting has allowed for further discussion with the applicant and all stakeholders, and has resulted in a significant improvement in the highways offer, compared to the originally submitted application.
- 1.7 The totality of the highways offer has significantly increased from £221,200 to £1,262,000, which is in addition to the Community Infrastructure Levy which will add a further £2.8m towards local infrastructure improvements. This is a significant level of investment which will drastically improve the infrastructure needs of the District.
- 1.8 The applicant will be undertaking the following works as part of their S106 obligations:

Highway Works:-

- Greenwich Way / Sutton Ave junction improvement works to improve capacity and flow
- A new footway connection on Pelham Rise
- A new pedestrian connection from the site to the A259, and accordingly to the coastal bus services, including the 12 and 12X
- A new pedestrian crossing on Arundel Road
- New highways directional signage on A259
- The provision of electric Car Charging Points within the development (10%)

Bus Stop Improvements:-

- The provision of new Real Time bus stops on Pelham Rise
- Enhanced and improved Real Time bus stops on Arundel Road
- Enhanced and improved Local Bus Stops in Peacehaven

Travel Plan:-

- Community Travel Guide
- Community Website
- Car Sharing Scheme
- Travel Plan Co-Ordinator for Peacehaven
- Travel Pack for Residents
- Create Bike User Group
- Establish 'Cycle to Work Week'
- £100 cycle voucher for residents
- Cycle maintenance for residents (£30/resident)
- 12 months bus taster vouchers
- Promotion of Car Sharing
- On site car club
- Off-site car club (Meridian Centre)
- Real Time bus service notice board within site
- 5 x shopping deliveries voucher
- Personalised Travel Planning
- Travel Plan Marketing / Promotional Campaign
- Bond to secure Travel Plan targets

1.9 In addition to the above, the applicant has submitted a bid for the use of CIL monies in February 2018 to carry out the following works:-

CIL:-

- A259 / Telscombe Cliffs Way junction improvements
- A259 / Sutton Avenue junction improvements

1.10 This bid has been supported by the CIL Executive Board and is due to be heard at Cabinet for a final decision on 23 April 2018, and as such we will provide a verbal update on this to the Planning Applications Committee.

1.11 Brighton and Hove Buses has confirmed that it will be increasing the number of buses on the 12X route along the South Coast Road, utilising further CIL monies to fund this. These buses take 48% of the people in only 2% of the vehicles using the A259 in peak hours.

1.12 This means that 52% of people travelling along the A259 in peak hours are occupying 98% of the vehicles.

1.13 Brighton and Hove Buses will be submitting a bid for CIL monies in the latter part of 2018. They will bid for 3 new buses across the life of the development and this will ensure an increased frequency and better quality buses. They are committed to providing:

- New buses which have comfortable seats, USB charging and Wi-Fi to increase the desirability of bus use
- Increasing the frequency of the 12X service from one bus every 20 minutes to one bus every 15 minutes.

1.14 These improvements will significantly enhance the bus provision within the locality on the routes that require upgrade, and offer the added benefit of increasing capacity and importantly usage of the local bus services. Brighton and Hove Buses have done extensive research and consider this the best possible use of the funding to service the development and increase the already significant modal shift onto the buses that has already taken place over recent years.

- 1.15 Given all of the above, it is considered that the applicant has met the requirements of policy SP8 of the adopted Joint Core Strategy, in that the proposal would mitigate the impact of the proposed development on the local highway network. The applicant, together with Brighton and Hove Buses, is committed to providing improvements through S106 obligations which will be in place prior to the first occupation of the new housing, and using CIL monies to improve the A259 and local bus services in the vicinity of the area, which is already in progress.

2.0 Conclusion

- 2.1 Following the deferral of the application on 11th December 2017 the applicant, Brighton and Hove Buses and the District Council have undertaken significant discussions and joint working, and the offer has been significantly improved. Additional clarity has also been provided on the type and level of highway improvements that will be undertaken, and by whom, providing the assurances that we previously requested.
- 2.2 The congestion on the A259 appears to be focused on peak hour/rush hour traffic whereby only 52% of commuters are occupying 98% of the vehicles on the road.
- 2.3 The proposed development will provide attractive and satisfactory alternative options to reduce reliance on the use of the private car, encouraging modal shift and ensuring that there are significant improvements to the highway network.

APPENDIX

1. SITE DESCRIPTION / PROPOSAL

Introduction

1.1 This is a major application for residential development in Peacehaven. The application has attracted considerable public interest since its submission to the Council, and therefore the decision has been taken to hold this meeting of the Planning Applications Committee in Peacehaven, in order that the local community has most opportunity to attend to hear the discussions on the application and the decision which the Committee takes on behalf of the Council.

Site Description

1.2 The application site comprises open land at Lower Hoddern Farm, and has an area of some 12.8 hectares. The site is located on the eastern side of Peacehaven and is bound to the west by existing residential areas in Bramber Close; Southview Road; Bee Road; View Road; Firlie Road and The Bricky, with Pelham Rise forming the boundary to the north-west. A line of trees forms the northern boundary, beyond which are two dwellings and industrial units accessed off Pelham Rise. The eastern edge of the site is bound by a farm track beyond which lies open fields (agricultural land) and the Southern Water Wastewater Treatment Works. To the south the site is bounded partly by the Big Park (Centenary Park) and partly by the grounds of Peacehaven Community School. The site has an informal footpath along its western and southern sides

1.3 Although the site is beyond the Planning Boundary for Peacehaven it is a site allocation for residential development of approximately 450 dwellings in the Joint Core Strategy and the site is on the edge of the existing Planning Boundary. The site is neither located within the South Downs National Park nor does it adjoin it. There are fields to the east and to the north of the application site, including the small industrial units, which separate the site from the South Downs National Park.

1.4 Ground levels across the site drop a small amount from north to south and rise slightly from west to east.

1.5 The land is authorised for use for agricultural purposes. It is also used informally by local residents for recreation purposes including dog-walking.

1.6 The site has pedestrian access to Meridian Centre, with its range of retail, service, community and education facilities, via Southview Road and Horsham Avenue North.

1.7 Part One of the Joint Core Strategy was adopted in May 2016 after extensive consultation, evidence gathering and public examination going back to 2010. In this regard the applicant has submitted a "Pre-Application Stakeholder Engagement Report" which reviews the timescale and consultation which has taken place in relation to the application site since 2010.

Proposal

1.9 The application submitted is a hybrid planning application, which means it includes both 'full' and 'outline' elements. The application divides the site up into three separate phases.

1.10 Phase 1 relates to the northern part of the site adjacent to Pelham Rise and full planning permission is sought for this phase, which includes full details of the development.

1.11 On the southerly Phase 2 and Phase 3 areas, outline planning consent is sought for the development. In these areas the general principles of how the site may be developed have been provided and access to those areas is to be formally determined at this stage. The details of the development of Phases 2 and 3, including landscaping, scale, appearance and layout, are matters reserved for subsequent approval, which would follow any outline permission being granted.

1.12 For outline planning permission 'Access' (to be determined at this stage) means the accessibility to and within the site, for vehicles, cycles and pedestrians from the surrounding area.

1.13 The information submitted in relation to the Phase 2 and Phase 3 areas is indicative of how the site may be developed, and any subsequent reserved matters applications will be in general conformity with the information submitted at this stage.

1.14 The overall proposed housing types and number of dwellings (for all three phases) are below, together with a breakdown of the tenure type:-

Market housing:

- 8 x 1-bedroom flats
- 62 x 2-bedroom flats
- 9 x 2-bedroom houses
- 95 x 3-bedroom houses
- 96 x 4-bedroom houses

Affordable housing:

a. Social Rent:

- 6 x 1-bedroom flats
- 11 x 2-bedroom flats
- 4 x 2-bedroom houses
- 6 x 3-bedroom houses

b. Intermediate (shared ownership):

- 7 x 1-bedroom flat
- 7 x 2-bedroom flats
- 8 x 2-bedroom houses
- 6 x 3-bedroom houses
- 63 to be delivered

c. Other affordable units:

- 62 with tenure to be determined at reserved matters stage.

1.15 In total this amounts to 450 homes in total, 180 of which will be affordable (40%). 847 parking spaces are proposed as part of the scheme.

Phase 1:

1.16 Phase 1 of the proposed development (full application) will include 143 dwellings, of which 55 will be affordable homes (38.5%).

1.17 The primary access road would lead from Pelham Rise, off which would be a number of cul-de-sacs around which would be clusters of dwellings. The primary access would ultimately provide access to the Phase 2 and 3 land on the southern part of the site.

1.18 Housing in this area would be largely two-storey and would be primarily three-bedroom units, but there would be some three-storey flats adjacent to the north boundary and within the main body of the Phase 1 area. Details of the materials, finishes and house styles are included in the application.

1.19 There will be a total of 181 allocated parking spaces and 99 unallocated car parking spaces.

1.20 There will be a Local Equipped Area for Play (LEAP) within the Phase 1 site area.

Phase 2:

1.21 Phase 2 of the proposed development (outline application) comprises 153 new dwellings, of which 50 would be affordable homes (32%).

1.22 Access would be from the Phase 1 primary access road. This would unlock connecting secondary roads and small number of cul-de-sacs to serve the new residential areas. The illustrative Phase 2 layout takes cues from the grid pattern of development to the west (for example following the alignment of Firlie Road and Southview Road) although on the east side of the site the layout would be more 'organic' in nature, helping to give a softer edge where the site adjoins the open fields to the east.

Phase 3:

1.23 Phase 3 of the proposed development (outline application) comprises 154 new dwellings, of which 75 would be affordable housing (48.7%).

1.24 Like Phase 2, the illustrative layout would follow the alignment of existing roads, including Bee Road and Southview Road. The south-eastern corner of the Phase 3 area would be laid out for informal recreation space (2.3ha) which would adjoin The Big Park.

1.25 The southern edge of the Phase 3 area will incorporate a balancing pond as part of the Sustainable Urban Drainage (SuDS) scheme for the whole site, including Phases 1 and 2.

1.26 The application has been subject to extensive discussion between the applicant's Transport Consultants and the Highway Authority, East Sussex County Council. Following such discussions, off-site highway works are proposed, financed by the applicant, which are designed to encourage new (and existing) residents to use public transport rather than the private car. This is in order to control traffic conditions on the A259 to ensure that it meets currently highway legislation and the requirements of the Highway Authority. These measures are as follows:

- Provision of 2 new bus stops near to the site in Pelham Rise;
- Real time bus information boards at the bus stops and within the application site;
- Two additional buses at peak times;
- Introducing a car club with 12 months' free membership for new residents and parking spaces within the site and the Meridian Centre;
- Bus taster tickets 2 x 3 months for new residents;
- Cycle, car sharing and walking promotions for new residents;

- Cycling training for new residents;
- 5 x shopping deliveries for new residents from a selected retailer.
- Sustainable Urban Drainage system management and maintenance plan
- Estate Management Plan

1.27 A Section 106 Agreement would secure the provision of the affordable housing and will secure some of the off-site highway works except those listed on the Regulation 123 List, which will be covered by the CIL payments associated with the development.

2. RELEVANT POLICIES

NPPF

LDLP: – CT01 – Planning Boundary and Countryside Policy

LDLP: – ST03 – Design, Form and Setting of Development

LDLP: – SP1 – Provision of Housing and Employment Land

LDLP: – SP2 – Distribution of Housing

LDLP: – SP6 – Land at Harbour Heights

LDLP: – CP1 – Affordable Housing

LDLP: – CP2 – Housing Type, Mix and Density

LDLP: – CP7 – Infrastructure

LDLP: – CP9 – Air Quality

LDLP: – CP10 – Natural Environment and Landscape

LDLP: – CP11 – Built and Historic Environment & Design

LDLP: – CP12 – Flood Risk, Coastal Erosion and Drainage

LDLP: – CP13 – Sustainable Travel

LDLP: – CP14 – Renewable and Low Carbon Energy

3. PLANNING HISTORY

There have been no previous planning applications on the site for residential development.

4. REPRESENTATIONS FROM STANDARD CONSULTEES

Peacehaven Town Council – Objection

4.1 Council debated the application at a Full Council meeting and unanimously agreed to object for reasons of inadequate local infrastructure, including the A259, surgeries and schools. The Town Council commented that:

4.2 The Council is aware that the land is listed in the Core Strategy, however Spatial Policy 8 (page 80) states that "the development would also be contingent on the delivery of a number of transport infrastructure improvements." Peacehaven Town Council will object to ALL further applications for new homes in Peacehaven until the infrastructure is improved.

4.3 The A259 is up to full capacity and due to concerns of structural safety, unlikely to sustain any further weight and traffic, including public transport. Evidence for the ESCC bid for the Highways Maintenance Challenge Fund and the A259 Newhaven Movement Access and Resilience Package LGF3. The report states that monitoring has now ceased. The Town Council has attached the Structural survey completed by in 2013.

4.4 There is further evidence from a traffic congestion synopsis for the A259 completed in 2016 at Rottingdean. This was an independent commission to provide evidence of queuing vehicles and insufficient infrastructure across the only road which travels through Peacehaven. Attached Rottingdean Traffic Congestion Synopsis + Comments re Woodingdean.

4.5 The ESCC Local Transport Plan 2011-2026 references Air Quality & Congestion (p.27) states that "The A259 is not capable of meeting the demands placed upon it by economic and housing growth. Air quality has deteriorated to the extent that the corridor has been designated as an Air Quality Management Area." The A259 is currently oversubscribed and unsafe and it would not be advisable for ANY further development to take place in the town until this issue has been rectified.

4.6 This development has not taken into consideration additional school places required - a recent retrospective planning application LW/3355/CC for Meridian School has requested that the portacabins stay in situ for the next 5years. This is not acceptable in its current form, not acceptable in light of the proposed development and not sustainable for the future of the town. This leads us to believe there will be no further improvements to the school for the next five years. Attached - ESCC Consultation letter re Meridian School.

4.7 GP and dental surgeries are oversubscribed - The figures on the GP surgeries are weighted because of our disproportionate number of elderly residents. The figures used for calculations are: 7,000 patients at Rowe Ave with 2.5 Doctors and 14,000 patients at Meridian Surgery to 5 Doctors and both surgeries have stated they cannot accept any further applicants.

Brighton & Hove City Council Highways – No objection

4.8 Brighton & Hove City Council (BHCC) has been consulted by Lewes District Council on the above application in its capacity as the neighbouring Highway Authority and welcomes the opportunity to comment on the proposals.

4.9 As BHCC is the neighbouring authority, these comments concern only the highways and transport impacts of the proposed development within the city council's boundary. The comments do not concern any other aspects of the proposals such as design, parking provision or impacts closer to the development site. These shall be covered by East Sussex County Council in its capacity as Highway Authority for the area that the application is located within.

4.10 Were the development to be granted consent, BHCC would request that appropriate conditions are included in relation to requiring the applicant to produce a Construction Environmental Management Plan which sets out how they intend to mitigate the impact construction vehicles will have on the road network including the use of

appropriate routes and the need to produce a travel plan which provides measures and incentives for active and sustainable travel.

ESCC Highways – No objection.

4.11 The following is the full Highway Authority response:

Executive Summary

4.12 The land forming this site was approved as a land allocation subject to effective sustainable transport requirements to assist to reduce private car trips by promoting sustainable travel measures.

4.13 In weighing up the evidence for sustainable travel options and increased bus patronage against the potential traffic impact, the Highway Authority does not object to this application subject to a site travel plan, associated with a wider area sustainable transport strategy, and off-site highway works.

4.14 Any planning consent should be subject to highway conditions, investment into public transport services and infrastructure, and an active site travel plan to commence from first occupation until 5 years after first occupation of the final phase.

4.15 Amendments are required to the layout of the first phase, (which forms the full application), related to parking.

4.16 The application has been supported with a Transport Assessment (TA), further addendum to the TA and a Travel Plan.

a. Highway matters relating to this application are:

- Site and location
- Site access
- Accessibility for non-car users
- Impact of development traffic on the highway network
- Parking, servicing and loading/unloading

4.17 Aside from private car travel, options are available in Peacehaven on cycle routes, pedestrian footways to local amenities and by bus for wider destinations. The distance to the nearest bus stops on Pelham Rise is approximately 450m to the centre of the site providing access to service 14. Further options for bus services can be found at the Meridian centre (123 Lewes to Newhaven, 294 (term only) Saltdean to Newhaven) and on A259, service 12 which offers both a standard and express service (limited stops). Bus service 12 connects between Eastbourne and Brighton and runs 9 buses per hour in the daytime, and 4 per hour in the evenings, and the 14/C to Brighton provides 4 per hour, with less frequency towards Newhaven at 1 per hour. The bus services in and out of town operate through the night. Due to the popularity of the 12 service, this is known to reach full capacity during peak times of the day.

4.18 Dedicated cycle routes along the A259 are available towards Brighton and Newhaven for employment, further/higher education, nearest rail services.

4.19 The location is considered to offer a good level of local level shopping, leisure, education facilities within a reasonable walking distance with level gradients, all routes supported by footways. The choices for travel are of a good standard to encourage their use as an alternative to the private car.

4.20 There are a number of public rights of way surrounding the site, both footpath and bridleway, that connect to C7 Lewes Road, Newhaven town, South Downs Way and the coastal area, not excluding routes across sections of the built up area of Peacehaven. The bridleways provide routes for cyclists for both commuting and leisure, allowing access to villages along the C7 Lewes Road and Lewes town. Similarly, there are routes off-road towards Brighton passing Telscombe, Saltdean and Ovingdean.

4.21 Formal cycle routes are available along the A259 to Seaford via Newhaven eastwards and to Brighton westwards. Journey times from the site to Brighton (pier) by cycle is around 40 mins and to Newhaven (town station) is 20 mins.

4.22 Local employment opportunities are available within the service sector and the industrial estates in the town. The main sources for employment are outside the town, mainly in Brighton. Travel to work figures within the TA, taken from the census, indicate that 83.5% of journeys to work are out of town and 16.5% are contained within Peacehaven.

4.23 The A259 is the only highway connection serving Peacehaven. Peak period congestion and delays have been features of the route for many years. There is a permanent automatic traffic counter at Telscombe Tye recording traffic flows over the past 10 years. The most recent recorded AADT (Annual Average Daily Traffic, calculated as total traffic in a year divided by number of days in the year) is 21,760 vehicles in a 24 hour period, both directions combined. The volume of HGVs on this route is less than 0.5% as there is a restriction for this size of vehicle other than for access. HGVs are routed on the A26 to the A27.

4.24 The total number of residential units completed since 2007 is 996, of which 678 have been within Peacehaven. It is noteworthy that over the same period there has been no material change in peak hour or daily traffic flows at Telscombe Tye (position of the permanent traffic counter).

4.25 Proposed vehicular access is shown from Pelham Rise and intends to be the primary vehicular access into the site. It is shown as simple priority junction with 7.3m width and 10m radii with visibility sightlines in excess of the required 56m from a set-back point of 2.4m (approximately 70m is available). The design of the access is acceptable to support size of development.

4.26 The TA sets out the expected trips for 450 dwelling units derived from interrogation of the TRICS database for similar located edge of town sites. These figures are those accepted when the site was considered at the examination stage of the Lewes Local Plan, and are acceptable for this application.

4.27 The junction proposed has been analysed using PICADY software which takes into account existing flows, proposed flows and junction geometry. The outcome of the analysis demonstrates that the junction would operate within capacity, and queuing for right-turns would not reach a level to warrant a right turn lane. This has been modelled up to year 2030 with no capacity issues in Pelham Rise. The proposed access is deemed to be acceptable for this scale of development.

4.28 There is an emergency access provision to the southeast of the site onto Hoyle Road that pedestrians and cyclists are able to access and is intended to support the construction of the development.

4.29 Connection to the south for cyclists and pedestrians using what is shown as the emergency vehicular access onto Hoyle Road is to be made available to allow a direct route to the South Coast Road for the bus service 12/12X and shops, to Big Park, the industrial estate, and leisure facilities.

4.30 The requirement from the Passenger Transport team is that 2 new bus stops are provided as close to the proposed access as possible, to minimise the walking distance from the site to public transport services to increase attraction, encourage additional patronage and assist travel choice. It is recommended these are positioned south of the proposed access (adjacent to plots 135/143) and a suitable crossing point provided, with tactile paving and dropped kerbs. In particular, this would benefit the occupiers of phase 1 reaching the service 14.

4.31 It is not proposed to divert bus services serving the local area into the site, although it should be noted that this possibility has formed part of discussions for enhancing non-car travel from this site. On balance, it is considered that any further such extension to the 14 bus service, which provides access to other existing residential areas in the north of the town, could compromise overall journey times for current users and risk discouraging overall patronage.

4.32 The application proposes that internal roads are not adopted but would be constructed to adoptable standards with future maintenance secured through a management company. Once constructed, the highway authority would therefore only be responsible for a short section of the access where it connects to the existing adopted highway. It is the Highway Authority's preference for the spine road and turning heads to be adopted, given the scale of the development and access to the open space provision which should not be exclusively for future residents of the proposed development.

4.33 Refuse collection points have been considered within the layout in terms of carrying distances for residents and collectors. The layout accommodates for guidance within Manual for Streets in terms of the recommended maximum distances.

4.34 Outline application for phases 2 and 3 comprising 307 dwellings and public open space.

4.35 The phases 2 and 3 are dependent on the suitability of the access and layout of phase 1 and the layouts provided are indicative at this stage. These subsequent phases will be subject to reserved matters applications. From an accessibility perspective these phases require footway/cycle links to the public open space, to the south Hoyle Road, Firle Road and Southview Road.

4.36 The A259 South Coast Road is the only route into and out of the town of Peacehaven and carries all traffic related to journeys for destinations out of town, including any generated by new development within the town. The potential impacts of this were considered very carefully at the Examination in Public into the Lewes JCS Local Plan where this site was proposed as a 450 unit housing site allocation. The assessment at the time concluded that the transport demands of the allocation could be accommodated without unacceptable impacts provided that the development delivered robust improvements to bus service provision to encourage maximum usage by new residents and increased usage by existing residents in the Peacehaven area. The land forming this site was approved as a land allocation subject to effective sustainable transport requirements to assist to reduce private car trips by promoting sustainable travel measures. The allocation requirements are that the following are met:

In considering this application, the objectives from a highway perspective are:

- 1) To consider this proposal against policies within NPPF section 4
- 2) To achieve nil detriment in terms of impact on the A259
- 3) Ensure highway safety is not compromised as a result of the development

4.37 Of key importance is the operation of the A259 currently which has been the main cause for concern particularly in terms of traffic volumes during peak periods towards the Brighton direction.

4.38 Trip generations from the site proposals has been based on use of the industry standard TRICS database and the proposed mix of privately owned housing and affordable housing. The overall vehicle trip rate is 0.454 trips / dwelling in the AM peak and 0.558 in the PM peak, prior to the effects of the site travel plan and overall sustainable transport strategy. I am of the view that these rates are appropriate in this case, its source presented at Examination in Public when the allocation was considered, given the indicated mix of size and tenure of dwellings proposed.

4.39 Profiling of Peacehaven work trips from the 2011 census data shows that approximately 51% of journeys are directed westbound towards Brighton, 32% towards Newhaven and 17% remain internal to Peacehaven. These figures represent the journey destinations by all modes and not individual modes of travel. In terms of travel modes 64% travel by car/van; 17% by bus; 7% on foot; and the remainder cycle, motorcycle, taxi, car share, etc. The data shows that 36% of residents are currently using modes of travel other than the car which suggests that there are other viable options to the private car for many work journeys. The relatively high proportion of the current residents using the bus is of particular importance when considering the traffic impact expected from the development.

4.40 The TA states that the additional traffic generated by the site and travelling to/from the east using Newhaven Ring Road would be small, but nevertheless an increase. As a result of the Sustainable Transport Strategy/Travel plan measures, there is scope that these trips are further mitigated through concessions on bus travel, car sharing and cycle training. A strategic highway scheme for the Newhaven Ring Road, to be funded by CIL to improve flows and pedestrian infrastructure is scheduled for the next financial year 2018/2019.

4.41 To the west of Peacehaven, westbound mode choices in the AM peak and eastbound in the PM peak are the critical consideration as any additional private vehicle traffic would add to existing demands. The policy objective is that proposals for this site should offset any such potential increases by its promotion of an effective sustainable Transport Strategy.

Sustainable Transport Strategy/Travel Plan (STS)

4.42 The policy requirement for this application is to provide a development that can mitigate the impact that would be expected from the site. It has been an ongoing concern that traffic on the A259 is operating with stress during peak periods, with queues experienced creating inconvenience. The main objective is that the development proposal creates nil detriment to the current scenario, through the provision of a Sustainable Transport Strategy not solely for the proposed development, but for the wider Peacehaven community to achieve effective trip banking. The mitigation requirement is to provide an environment to offset the trips that could be generated by the development by creating suitable and attractive travel opportunities for new residents that can also benefit existing residents. This strategy does not intend to create a car free or trip free development, but instead to encourage alternative modes through incentives and improvements to existing

public transport and sustainable transport options that influence households in Peacehaven holistically.

4.43 The following have been proposed by the applicant for inclusion within the strategy and reflected within the initial travel plan document, to be secured through a s106 agreement:

- 1) Improvements to existing bus services 14 and 12X, and additional infrastructure of 2 additional bus stops with real time information close to the site entrance, and real time boards within the site itself. The service improvements include 2 additional buses to supplement the peak time services to provide a more efficient and reliable service for households in north Peacehaven (service 14) and increase capacity for passengers boarding on the A259 (service 12/12X).
- 2) Car club for the town, to include initial 12 month membership entitlement for proposed dwellings. This intends to reduce the reliant of car ownership, assists to reduce reliance of second car ownership. Ideally there would be car club spaces within the site and in the Meridian Centre car park for ease of access to other residents in the town. Discounted introductory membership should also be offered to residents within Peacehaven to broaden the benefit of this initiative.
- 3) Bus taster tickets for proposed dwellings for a term of 6 months, with an option for reduced cost travel for a further 12 months, or for a full 12 months. This is a measure to offer financial savings to new residents and influence sustainable travel habits from the outset.
- 4) Cycle promotion, with training and maintenance sessions - there are good dedicated routes out of town towards Newhaven and Brighton which offer sustainable, cost efficient and flexible travel options, and health benefits.
- 5) A travel plan co-ordinator for plan promotion on a general and personal level, and community travel guide/residents information pack
- 6) Promotion of car sharing/taxi sharing
- 7) Promotion of walking
- 8) Taster provision of shopping deliveries x5 from a selected retailer

4.44 The proposed development is largely reliant on these initiatives to promote public transport on a wider level, encourage independent sustainable travel (walk/cycle) with aim to offset the level of trips associated with the development and to minimise single occupancy vehicles on the A259. This is complex to predict and measure, other than to consider the achievement and success of the bus corridor in recent years and demonstrated through the increase in popularity to the point of demand exceeding capacity. Brighton and Hove Buses (BHB) have expressed confidence that the popularity of this service will continue to grow as housing numbers grow, and as such the additional buses are welcomed to mitigate the risk of bus services breaching capacity further and becoming unattractive modes where waiting times increase. BHB positively expect a direct transfer of 50 passengers from car to bus if the service is improved.

4.45 Information provided by BHB states that in May 2007 the 12 and 14 routes were carrying around 73,000 passengers per week; in 2017 they are carrying 122,000 passengers per week, an increase of 67%.

4.46 The number of peak hour buses along the Coast Road has almost doubled since before the bus lane was installed: there are now 25 buses coming into the city between 7.30 and 9am on the 12 and 14 routes compared with only 13 back in 2007. The bus lane enabled the bus company to introduce the hugely popular limited stop 12X route. A survey carried out recently by BHB of the actual number of people coming into the city along the Coast Road found that, in the morning peak, 48% of the people are travelling in just 2% of the vehicles (i.e. buses).

4.47 The A259 road capacity was not compromised by the inclusion of the bus lane as the A259 was formerly largely single lane carriageway prior to its introduction. The benefit is that buses are not delayed by the queues of other vehicles, and thus significantly improving journey times and efficiency.

4.48 Transport demands would be expected to rise with development in the local area. Without further bus service enhancements this could result in increased traffic demands westbound towards Brighton in the AM peak and eastbound from Brighton in the PM peak. The choices for travel for work journeys will seriously favour public transport if it is more regular and more efficient than the private car in terms of cost and time savings (when considering traffic delay, parking, and fuel).

4.49 It is intended that the proposed development should not result in additional traffic on the A259 west of Peacehaven in the critical AM peak westbound and PM peak eastbound directions. The success of travel planning at this site and the overall sustainable transport strategy relies on successful promotion to residents of the dwellings of town based amenities that can be reached from the site on foot, or cycle, and destinations out of town reachable by alternative modes than the private car.

4.50 The applicant has put forward both a site travel plan and a sustainable transport strategy as part of the site proposals. The applicant has predicted modal shift figures resulting from the proposed site travel plan and the sustainable transport strategy which are not considered unreasonable considering the positive transport initiatives and current trends in public transport use which prove that the services available have scope to be seriously considered as a main mode of travel by many and generate a switch from the private car.

4.51 The expectation is a reduction in single car occupancy by 5% and an increase in bus use by 3.5% represented over the whole day by an increase of 487 bus journeys and a reduction of 695 single occupancy car journeys. Including for development trips, there would be an overall reduction in vehicle trips westbound towards Brighton on A259 in the AM peak and eastbound from Brighton in the PM peak. In both cases there is a small increase in the non-critical reverse direction (non-critical because the route and junction performance is dictated by the larger flows in the reverse direction).

4.52 The applicant's proposed site travel plan and sustainable transport strategy would therefore deliver the principal transport objective underpinning the site's inclusion as an allocation in the local plan.

4.53 The site travel plan, accompanied with the investment in bus services and infrastructure and measures listed earlier in the report which would be attractive to other existing residents are significant considerations, if managed as suggested they could achieve the mode shifts required to achieve no worsening in overall operation of the A259. A monitoring methodology will need to be agreed to:

- 1) Establish pre-construction baseline flows on the A259 at agreed points on said road, identifying bus passenger numbers and vehicle flows
- 2) Establish baseline flows on main junctions onto the A259 in Peacehaven, identifying bus passenger numbers and vehicle flows
- 3) Continued monitoring on an annual basis at agreed survey points for at least 5 years after last occupation of final phase, or at defined levels of site development build-out
- 4) To have a financial bond up to the sum of £450,000 secured within the s106 should the STS/Travel Plan not achieve the agreed objectives to fund additional measures

to be agreed and include, though not exclusively, bus tickets, cycle training/maintenance, resident meetings, shopping delivery vouchers. This would be dependent on the outcome of surveys and TP monitoring which would be expected to be carried out annually from initial occupation until 5 years after the final phase is fully occupied.

4.54 The Travel Plan will attract an auditing fee of £10,000 on the basis that the duration is longer than the usual standard travel plan requirements and auditing the monitoring will continue to five years beyond the first occupation of the final phase.

Off-site highway works to be secured by s106 agreement or CIL payments:

- 1) Bus stops x 2, with shelters, kerbing, real time passenger information boards adjacent to site access on Pelham Rise and appropriately positioned pedestrian crossing point with dropped kerbs and tactile paving
- 2) Footway construction on Pelham Rise from site access up to The Bricky junction
- 3) Site tie-in surfacing between site and Firle Road and Southview Road for pedestrian/cycle access
- 4) Roundabout improvements to the Sutton Avenue/A259 junction; and Roderick Avenue/Greenwich Way/Sutton Avenue
- 5) Car club provision in the Meridian Centre.

On-site highway related works to be secured on-site:

- 1) Two real- time passenger information boards in positions to be agreed for phases 2 and 3.
- 2) Car club parking spaces in locations to be agreed
- 3) Links to PROW and public open space, for pedestrians/cyclists where applicable
- 4) Temporary construction access for use throughout all phases of the build out period
- 5) Internal layout to be constructed to adoption standards and include footways and crossing points at key locations.

Summary

4.55 As submitted, this application has been considered in terms of the principle of development which has been agreed in terms of the local plan allocation on the proviso that a strong sustainable transport strategy can partner the development. The applicant has discussed with ESCC the options for proposing this. Through a series of meetings, discussions and subsequent amendments, it is considered that the investments proposed to enhance the public transport have been carefully considered by identifying viable opportunities. Through careful management of a Travel Plan over a period of time extending to at least 5 years beyond last occupation of the final phase and provided that sustainable travel modes are promoted from the outset, good travel habits can be established. It is recognised that these can feasibly extend to beyond the site with bus and car club investment. The detailed element of the application is acceptable in terms of the access, pedestrian connections and internal layout. I would wish to see the revisions to the parking provision to prevent overspill parking on internal roads, and a reduced amount of unallocated parking in areas that are flexible, inclusion of car club bay(s).

4.56 Conditions are recommended to ensure that the development is carried out in accordance with the submitted plans.

British Telecom

4.57 No objection

Environmental Health – No objection

Contaminated Land

4.58 The site is vulnerable to the presence of contamination and the following conditions are recommended: a preliminary risk assessment; Verification report; and unsuspected contamination provisions.

Construction Phases

4.59 In order to manage and mitigate the impacts of the construction phases it would be beneficial that the developer and their construction companies develop a Construction and Environmental Management Plan.

4.60 Such a plan would need to have regard to construction noise, dust management, air pollution control, temporary lighting and construction traffic routing and needs to be a "living document" that reflects the impact of Phase II on Phase I.

4.61 Given the scale of the development the developers and their construction companies are required to apply for Section 61 Consent under the Control of Pollution 1974. The purpose of this consent is to ensure that the appropriate levels of noise control, management and monitoring have been agreed prior to construction works commencing.

4.62 Therefore, should planning permission be granted then the following conditions should be considered: CEMP; Construction hours; Construction Delivery Hours.

Air Quality

4.63 A car or van club would be a practical means of offsetting some of the impact of the development and would encourage potential owners/occupiers not to have a car or a second car, given the proximity of the bus links.

Noise Impact

4.64 The Noise Report undertaken by Hydrock (January 2017) found that proposed development in the vicinity of Pelham Rise would benefit from scheme of robust glazing and adequate acoustic ventilation. Recommended is a planning condition based upon a scheme for protecting the proposed residential development adjacent and facing Pelham Rise, Peacehaven, from noise and road traffic.

4.65 Hydrock recommend that for Phase II of the development a detailed assessment of the potential for industrial and commercial noise affecting the southern end of the site should be undertaken. Recommended is a condition requiring a noise mitigation scheme for protecting the residential properties at the southern end of site from commercial and industrial noise.

Odour

4.66 The proposed housing development is west of the Peacehaven Waste Water Treatment Works. The planning applications have been supported with an odour assessment. The report concluded that it is unlikely for the WWTW to have an adverse impact upon the residential amenity of the proposed development.

Coastal issues

4.67 Much of cliffs along coast between Newhaven and Brighton are protected by sea defences at their toe. However, there are stretches at East Saltdean to Telscombe where there are currently no defences. At the current rates of erosion, taking in climate change, it is likely that within 30 years the A259 may be lost. To protect the A259 a rock revetment is required to be constructed at a cost of many millions of pounds.

4.68 Core Policy 12 - Flood Risk, Coastal Erosion, Sustainable Drainage and Slope Stability - states that its key objective it to reduce the districts vulnerability to the impact of climate change, particularly by seeking to reduce the number of properties, community assets and infrastructure that are at an unacceptable risk of flooding or coastal erosion.

4.69 It could be argued that the development of this size, at this location, increases the number of properties at risk from the impact of coastal erosion, as a critical road serving the community is likely to be loss within the life time of this development and as such this development is not acceptable.

4.70 To offset this additional burden were the development to proceed being placed upon future generations, it could be argued that either through S106 or CIL monies should be harnessed from this development, to be placed within a long term investment fund, that can be then used as a contribution towards a package of Partnership Funding with a specific focus of managing the risk of cliff erosion along this section of the coast in the future.

Parks and Open Spaces Project Co-ordinator – No objection

4.71 A LEAP should be provided in the first phase to give us the reassurance that play facilities will be provided on the development site should the later phases be delayed or not go ahead.

4.72 There is an expectation by the developers that the residents of the new development will use the existing facilities at the Big Park (Centenary Park) and the additional land offered by the developer will be a welcome addition. The increase in population and subsequent visits to the park will have a detrimental effect on the park and cause additional wear and tear on the facilities. To mitigate a figure of £30,000 per annum should be paid for 10 years by the developer to the Town Council solely for the upkeep of the Big Park. This payment could be split over the 3 phases, for example £10,000 paid at occupation of Phase 1 and continued for 10 years. This would be repeated when first occupation occurs of Phases 2 and 3.

Sussex Police Designing Out Crime Officer – No objection

4.73 In general terms the proposals in both the full and outline applications are supported. In all phases the applicant is encouraged to give due consideration to appropriate measures to create a safe and secure environment and to promote crime prevention and community safety, using the principles of Secured by Design and the attributes of safe, sustainable places. These are:

- Access and movement - places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security.
- Structure - places that are structured so that different uses do not cause conflict.
- Surveillance - places where all publicly accessible spaces are overlooked.
- Ownership - places that promote a sense of ownership, respect, territorial responsibility and community.

- Physical protection - places that include necessary, well designed security features.
- Activity - places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.
- Management and maintenance - places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

Sussex Police – No objection

4.74 Sussex Police have assessed this planning application and have determined that a financial contribution for essential policing infrastructure would be required to make this development acceptable in planning terms. Whilst it is accepted that the Lewes District Council Regulation 123 (Nov 2015) lists 'Capital costs associated with policing facilities' to be funded partly or wholly by CIL this does not preclude sites specific contributions to be secured via a S106 legal agreement. The Lewes Infrastructure Delivery Plan (IDP) does not currently include any specific policing infrastructure projects to be funded via Community Infrastructure Levy funds. It is also recognised that there is a significant funding gap between the IDP and funds which could be accrued by CIL. For this reason it is unlikely that any CIL funds could be used to support policing facilities associated with this major planning application. The essential items of capital policing infrastructure outlined in this submission should be tested against the CIL Regulation 122 to determine their merit.

Southern Water Plc – No objection

4.75 In order to protect drainage apparatus, Southern Water requests that if consent is granted, a condition is attached to the planning permission. For example "The developer must advise the local authority (in consultation with Southern Water) of the measures which will be undertaken to protect the public sewers, prior to the commencement of the development."

4.76 Should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

4.77 The results of an initial desk top study indicates that Southern Water currently cannot accommodate the needs of this application without the development providing additional local infrastructure. Should the Local Planning Authority be minded to approve the application, Southern Water would like the following condition to be attached to any permission: "Development shall not commence until a drainage strategy detailing the proposed means of foul disposal and implementation timetable, has been submitted to and approved in writing by, the local planning authority in consultation with the sewerage undertaker. The development shall be carried out in accordance with the approved scheme and timetable."

4.78 The applicant/developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development.

4.79 There are no public surface water sewers in the area to serve this development. Alternative means of draining surface water from this development are required. This should not involve disposal to a public foul sewer. The planning application form makes reference to drainage using Sustainable Urban Drainage Systems (SUDS).

4.80 The applicant will need to ensure that arrangements exist for the long term maintenance of the SUDS facilities.

4.81 Should this application receive planning approval, the following condition should be attached to the consent: "Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water."

Southern Gas Networks

4.82 No objection

Housing Needs And Strategy Division – No objection

Number of affordable dwellings

4.83 We are happy with the 125 affordable units proposed to be delivered. The planning application as a whole (phases 1, 2 and 3) is for a total of 450 dwellings, 180 of which are scheduled to be affordable. 40 per cent of 450 dwellings equates to 180 affordable dwellings. Therefore, we are satisfied that 40 per cent affordable housing will be delivered overall, and are generally satisfied with the phasing of the affordable dwellings for this application.

Dwelling mix

4.84 If the affordable dwellings proposed for the development are to be more aligned with the housing need for Peacehaven as indicated by the Housing Register figures, ideally a higher percentage of 1 bedroom flats would be sought and a relatively lower percentage of 3 bedroom houses would be sought.

Tenure split

4.85 We are generally satisfied with the principle of the planning application providing a 50/50 tenure split where a 75/25 split is proved not to be deliverable following consultation with a range of housing providers.

Size of dwellings

4.86 The 1 bedroom, 2 bedroom, and 3 bedroom dwellings appear to be of a smaller size than the Council's expected minimum standards.

4.87 Ideally, we would like to see the 2 bedroom flats developed to be able to house 4 persons, at a size of 70 square metres, as set out in Technical housing standards - nationally described space standard (DCLG, March 2015).

Natural England – No objection

4.88 The proposed development is for a site within or close to a nationally designated landscape namely South Downs National Park. Natural England advises that the planning authority uses national and local policies, together with local landscape expertise and information to determine the proposal.

4.89 We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species.

Biodiversity enhancements

4.90 This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes.

Landscape enhancements

4.91 This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature.

ESCC Archaeologist – No objection

4.92 The proposed development is within an Archaeological Notification Area defining an area of intensive prehistoric and Roman occupation and activity. The areas immediately to the east of this site were subject to a major archaeological excavation in advance of the construction of a waste water treatment works, and a significant amount of archaeological remains was recorded. These remains clearly extend into the application site, and this has been confirmed by a geophysical survey and evaluation trial trenching.

4.93 The results of the trial trenching are awaited, but remains relating to human burial and settlement have been encountered. The results indicate that the whole of the development area contains archaeology, and thus a programme of full open area excavation in advance of any site set up or construction work will be required, which can be secured by condition.

ESCC SUDS – No objection subject to conditions

4.94 Based on the modelling results reviewed, concerns with regards to the existing overland flow route in respect of the 1 in 100 plus 40% (baseline and post development) still stand.

4.95 The hydraulic modelling results shows that the post development scenario had resulted in increased flood depth and hazard for the properties between View Road and Bee Road. The post-development results also show hazardous flood depths on the proposed road and existing footpath.

4.96 It is recommended that either the existing flow path is retained as it is or it is diverted safely. The current resulting hazard on the proposed road (danger for most people and flood depths of 1.86m during the 1 in 100 plus 40% rainfall event) is not acceptable.

4.97 This does not mean the site cannot be developed, but that the proposals need to consider this when determining the development density and layout.

4.98 If there is flexibility in the number of houses within Phases 2 and 3, then the layout for those phases will need to be developed in a way that retains or diverts the surface water flow path safely.

4.99 We would prefer retention, but diversion onto dedicated green areas where water can flow would be acceptable as long it is demonstrated that this can be done safely when the reserved matters application is made.

4.100 This can be addressed by condition, but should also be demonstrated with the reserved matters application.

High Weald Lewes Havens Clinical Commissioning Group - Objection

4.101 The impact of the population increase from an additional 450 houses is likely to cause great pressure on both practices, in terms of physical and clinical capacity, and could potentially destabilise the existing primary care services in Peacehaven.

Peacehaven Focus Group

4.102 Objection

- Erroneous base data regarding queuing traffic at Telscombe and Rottingdean traffic lights.
- The Transport Assessment does not seek to make improvements to Telscombe Cliffs Way junction, at the Sutton Avenue roundabout or the Newhaven Ring Road.
- The Transport Assessment does not take into account the Churchill Homes Development including crossing for elderly people.
- Increased traffic on Pelham Rise and Roderick Avenue at peak times, and especially outside the 'Annex Stores' and the roundabout at Greenwich Way.
- Extra traffic will cause bottlenecks and delays.
- Re-phasing the traffic lights will not resolve congestion
- The single primary access road from Pelham Rise may compromise emergency vehicle access
- A second access road is required on the ground of the single access being inadequate and for safety reasons
- Building 450 homes with no infrastructure is unacceptable
- Schools are overcrowded
- New doctors' surgeries are required
- CIL monies may deliver these, but it could take many years

Ramblers (Sussex Area)

4.103 Objection

4.104 It is too large and on the edge of South Downs National Park and, therefore, will have an adverse visual impact on this protected landscape. It will add to the continuous urbanisation of the coastal fringe between Brighton and Newhaven. There will be further traffic congestion on the A259 and adjacent roads with no possibility of these roads being made to carry additional capacity.

Rowe Avenue Surgery

4.105 Objection

- Air pollution on A259
- Traffic on A259
- Traffic generation
- Highway hazards
- Not sustainable
- Lack of infrastructure
- Lack of schools places

- Lack of doctors and dentists

East Sussex County Council Landscape Architect –

4.106 No objection

4.107 The proposed street pattern, layout and density of the development would reflect the character and layout of the adjacent urban area.

4.108 The distinctive grid layout, which is particularly characteristic of the original development of Peacehaven, is reflected by the continuation of South View Road and Bee Road in the southern, Phase 3, part of the proposed site masterplan. The overall site landscape strategy plan to provide a main boulevard, tree lined streets and semi-private courtyards is supported.

4.109 The provision of generous garden areas will make an important contribution to the green infrastructure of the site as will the green nodes.

4.110 There are some detailed design considerations which need to be addressed to ensure the success of the landscape master plan and detailed planting proposals as follows:

4.111 The proposed native hedge on the eastern boundary would not be characteristic of the open downland character which prevails to the east of the site. A more informal mixed native shrub planting, as is suggested elsewhere in this boundary, would be more appropriate.

4.112 It is recommended that the proposed development can be supported subject to consideration of the provision of adequate landscape buffers and detailed design of hard and soft landscape treatments as outlined above.

Trees and Landscape Officer –

4.113 No objection

4.114 Phase 1, 2 and 3 collectively: Overall the scheme is broadly in alignment with the points and issues raised at the pre-application meeting last year. There are some minor problems and/or issues but it should be the case that these can be readily resolved.

4.115 A detailed planting plan is absent. A list of species is presented with an indication on the plans where planting will be located, but there is no detail as to what species goes where. There is also no mention of BS:8545: 2014 trees from the nursery to independence in the landscape. This issue can be dealt with as a reserved matter.

4.116 A detailed landscape management plan incorporating all three phases appears to be absent. This is considered to be an essential element to ensure that open spaces, the soft landscaping in communal areas, ecological issues etc. are maintained and maintained in a way that supports stated short and long term objectives. Again, this can be dealt with via a planning condition.

4.117 It is strongly advised to put in steps to set up a separate management company to implement the above management plan on an indefinite basis. This is likely to be part of an s106 Agreement.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

5.1 A petition containing 285 signatures has been submitted in objection to the proposed development, with the following preamble:-

“We the undersigned do not agree and furthermore object to the above referenced planning application. We feel that the strain on the A259 and very poorly maintained road will become worse. We feel that there are not enough surgeries to cope with the increased demand. Residents of Peacehaven are already being forced to send their children to other senior schools outside the area due to over demand. The infrastructure in Peacehaven is not available to support more housing developments.”

5.2 1029 representations have been received from neighbouring and local residents including the former MP Simon Kirby, objecting to the application for the following reasons:-

- Building in countryside
- Conservation significance
- Contextual significance
- Contrary to policy
- District plan used wrong traffic data
- Drainage
- Effect on AONB
- Effect of air pollution on A259
- Impact on Newhaven Air Quality Management Area
- Effect on town centre viability
- Effect upon wildlife
- Loss of habitat
- Flooding
- Highway hazards
- Roads and pavements in disrepair
- Historical significance
- Inadequate access
- Dangerous access
- Insufficient information
- Lack of doctors and dentists
- Lack of infrastructure
- Lack of school places
- Loss of open space
- Loss of trees
- Encroachment onto green space
- Green space helps prevent climate change
- Green space is needed for walking, playing and seeing nature
- Noise and disturbance
- Not sustainable
- Out of character
- Over development
- Overbearing building/structures
- Overlooking/loss of privacy
- Overshadowing
- Parking issues
- Smell/fumes
- Traffic generation
- No extra capacity on A259

- Traffic on A259
- A self-build project would be preferred
- No electric power supply in garages for electric cars
- Small town should be built in-land
- No Police station
- No electrical supply in garages for electric cars
- A second route in and out of Peacehaven is required
- Increasing crime
- No local employment opportunities
- Peacehaven has been easy pickings for developers for years
- Building company profits should not come before the needs of people
- The nearest 12X bus stop is 20 minutes' walk at Roderick Avenue
- The 14 bus service needs to be more attractive

5.3 The transport measures proposed should include:

- Newer, more comfortable buses, distinctly branded as Metro 14.
- New shelters with seats and real-time displays where none currently exist.
- Improve road surfaces on the 'Peacehaven Loop'.
- Do not increase on-running to Newhaven: the greatest demand is westwards towards Brighton.
- Bring Peacehaven back within the City Saver boundary.
- Ensure bus priority westwards onto the A259 from Telscombe Cliffs Way.
- And finally, for the benefit of all A259 eastbound services at peak times, introduce bus priority eastbound on the dual carriageway between Roedean School and Ovingdean roundabout.

6. PLANNING CONSIDERATIONS

6.1 The main consideration in the determination of the application is whether the application complies with policy SP8 of the Joint Core Strategy. The report below considers all aspects of the application against SP8.

6.2 Flowing from the above, issues for consideration include the principle of development, including all three phases; the accessibility and environmental impact of the development in terms of transport and the impact on the A259; and the detailed design, layout and amenity impact of the Phase 1 area development.

6.3 The application has been divided into phases for the following reasons. The applicant intends to build out Phase 1 first, with the primary access off Pelham Rise, but the construction traffic and plant will access the site via a secondary route at the south of the site off Hoyle Road (through the Meridian Industrial Estate). This will enable the Phase 1 housing to be occupied, whilst Phase 2 is under construction. Then the Phase 3 area will be built out, allowing the construction and plant traffic to gradually back out of the application site at the south end, without encroaching or causing disturbance for new residents of the then already built Phase 1 and Phase 2 areas.

6.4 Provision will be made within the S106 Agreement to ensure that the 2.3ha area of informal open space (provided within the Phase 3 area) would still be provided, in the event that the applicant does not build out Phases 2 and/or 3 of the overall scheme.

Principle:

6.5 The local planning authority is required to have a district wide 5-year housing land supply in order to comply with central Government policy as contained in the National Planning Policy Framework (NPPF). Paragraph 49 of the NPPF states that, "relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites."

6.6 The land allocation in the Joint Core Strategy (JCS), referred to in policy SP8 of the JCS, establishes the significant contribution the site will make towards meeting the 5-year housing land supply. This allocation was confirmed after extensive public consultation and Examination in Public, and is the adopted planning policy of the Council. The JCS specifies a number of criteria to be met if planning permission is to be granted.

6.7 This site allocation for up to 450 homes is therefore critical, in principle, to the ability of the District to meet its 5-year housing supply targets. Should the development not be permitted without sound planning reasons, it would considerably reduce the ability of the Council to refuse housing developments elsewhere, which would otherwise be unacceptable in themselves (such as on unallocated sites within the countryside, where new development is not normally permitted).

6.8 The proposal in this instance would deliver 40% affordable housing, across the whole site which would directly help meet local housing needs, with different percentages of affordable housing in the three phases, as detailed above.

6.9 The comments from the Housing Policy team are noted and the applicant has confirmed that registered providers of affordable housing are satisfied with the size of the affordable units proposed, as evidenced in supporting documents.

6.10 In respect of the mix of unit sizes, it should be noted that there will be flexibility within the Phase 2 and Phase 3 areas, for which outline planning permission is sought, to adjust the mix of unit sizes in order to respond appropriately to local demand at that time.

Criteria In Policy Sp8 Of The Joint Core Strategy:

6.11 This section of the report systematically covers the listed criteria in policy SP8 of the JCS.

SP8: i) The primary vehicular access point shall be taken from Pelham Rise;

6.12 It is noted that the primary access to the site will be via Pelham Rise, and therefore this criterion is complied with.

SP8: ii) The provision of safe and convenient pedestrian and cycle access to Southview Road, Firle Road and the Peacehaven Centenary Park;

6.13 The scheme will have high levels of cycle and pedestrian connectivity with existing streets such as Firle Road and Southview Road, with a dedicated green corridor along the western side of the application site and a secondary access to the Hoyle Road industrial estate and the A259 beyond. The application site will also have direct pedestrian and cycling links to the Big Park and shown in part 4 of the Design and Access Statement

6.14 The above design factors are welcomed and it is noted that the highway authority raises no objection to these aspects of the proposals.

SP8: iii) The provision of equipped children's play spaces throughout the development;

6.15 The detailed plans for development of the Phase 1 area indicate an equipped children's play space (LEAP) and an area of green amenity space near to the eastern boundary of the site. In terms of SP8 iii) this is acceptable in the Phase 1 area. The provision within phases 2 and 3 will be secured through the subsequent reserved matters approvals, should this application be granted. This provision is illustrated on drawing nos. 2445-C-1005-N and 2445-A-1012-C.

SP8: iv) The provision of 2 hectares of public amenity space at the south east corner of the site, allowing for the potential expansion of the Peacehaven Centenary Park;

6.16 Although the layout of the Phase 2 and 3 areas will be a reserved matter for subsequent formal determination, the application has indicated an area of green space within the Phase 2 area and this could be provided with children's play equipment. In the Phase 3 area an informal amenity space of 2.3 hectares is to be provided, and this will link into the Big Park. This amenity area could also be provided with play equipment and is illustrated on drawing nos. 2445-C-1005-N and 2445-A-1012-C.

SP8: v) The provision of a comprehensive landscaping scheme, incorporating a significant new tree belt along the eastern boundary of the site;

6.17 It is considered that the details to confirm to the requirements of this criterion are acceptable.

6.18 The applicant proposes to retain the existing trees and vegetation fronting Pelham Rise and running along the north edge of, but just outside of the application site. Behind these tree lines, primarily at the north edge of the site and alongside the cycle/walking routes down the eastern side of the site, native shrub planting, ground cover planting and long wildflower grass areas are proposed. Avenue tree planting is proposed on each side of the primary access point and at important corners of junctions within the layout. This will help punctuate the main route into the site and would help create a softer and greener environment for the new housing. Species proposed include Fastigate Hornbeam and Rowan.

6.19 Front gardens will be delineated with hedgerow planting such as Privet and Barberry. New tree planting including Midland Hawthorn is proposed where the back gardens of properties abut each other and in key locations such the parking areas and communal amenity spaces.

6.20 The intention behind the policy requirement for a new tree belt along the eastern boundary is to reduce the visual impact of the development from views from the east, and to provide a 'soft edge' where the development meets the open fields. Since the application was submitted much consideration has been given to this requirement by both the East Sussex County Landscape Architect and by Lewes District's Tree & Landscape Officer. It has been concluded that a continuous tree line would actually appear as a harsh linear and man-made feature in the landscape in itself, and would not have the desired effect of softening the new urban edge which would be created.

6.21 As a result, the applicant has put forward proposals whereby the new residential buildings will not be aligned with the site boundary but will be interspersed with parking places, areas of back garden and the larger open space in the south-east corner of the Phase 3 land. The urban edge will also include some boundary tree planting and native hedgerow planting.

6.22 These proposals will, it is considered, result in a non-linear edge to the development. The proposed tree species include Field Maple, Holm Oak, Common Beech and Mountain Ash. This will allow for filtered views into the application site, whilst providing an organic and more natural edge to the development. These details are provided on drawing no. L5 Rev C.

6.23 The applicant proposes to set up a management company in order to ensure that future residents of the development contribute towards ongoing maintenance of the strategic and communal planting areas. This maintenance regime will be a requirement of the S106 Agreement, if permission is to be granted.

SP8: vi) The identification, delivery and funding of a co-ordinated package of multi-modal transport measures to mitigate the impacts of development on the A259 coast road to the satisfaction of the local planning authority, in consultation with the local highway authority and adjacent highway authority;

6.24 This criteria strikes at the main issue of concern to Peacehaven residents, which is the additional traffic generated by the development onto the A259 South Coast Road, particularly at peak times. The issue is highlighted by the fact that Peacehaven is only accessible by the A259, and that there are no alternative road routes into and out of the town. Congestion builds up both into and out of Peacehaven, particularly at peak hours due to the relatively high incidence of commuting into and out of Brighton for employment purposes.

6.25 In order to address this issue, the Highway Authority with support from Brighton and Hove City Council and Lewes District Council has been to promote and encourage bus travel along the A259. This has been achieved by the provision of a bus priority lane towards Brighton, which has helped speed up bus journey times. The bus priority lane was largely provided with finance from developers from earlier housing schemes in Peacehaven, over the last 15 years or so.

6.26 It is clear that there are existing issues relating to congestion on the A259 at peak times of the day. The proposed development is not expected to resolve these existing issues, but it can seek to ensure that the development results in nil detriment, that is to say that the existing situation is not materially worsened. In order to meet the requirements of SP8 vi) the applicant has identified multi-modal transport measures which, along with encouraging walking and cycling, include improvements to the bus routes near to the application site. The applicant has demonstrated, to the satisfaction of East Sussex County Council as the Highway Authority, that the proposed measures and improvements will have a wider influence that just on residents of the application site. This wider influence, or "trip banking" concept, means that, according to the forecasts, even additional vehicular traffic from the application site will be off-set by existing Peacehaven residents switching to more sustainable transport uses.

6.27 The applicant is proposing to provide 2 new bus stops near to the site in Pelham Rise; real time bus information boards at the bus stops and within the application site; two additional buses at peak times; introducing a car club to 12 months' free membership for new residents and parking spaces within the site and the Meridian Centre for car club vehicles; bus taster tickets 2 x3 months; cycle, car sharing and walking promotions; cycling training; and 5 x shopping deliveries for new residents from a selected retailer.

6.28 Both the on-site and off-site improvements detailed above can be secured by S106 Agreement and CIL payments the effectiveness of the sustainable transport strategy will be monitored at Phase 1 stage, and will be subject to further modification as necessary at such time as the Phase 2 and Phase 3 areas are considered.

6.29 Some of the off-site highway improvements that are recommended by the highway authority will need to be secured via successful bidding for the CIL monies generated by the proposed development. These projects include the suggested roundabout improvements to the Sutton Avenue/A259 junction; and Roderick Avenue/Greenwich Way/Sutton Avenue.

6.30 The highways improvements agreed measures have been carefully tested by the Highway Authority through computer modelling. Based on evidence, it is considered that the measures will succeed in influencing the travel choices of residents, and that traffic congestion will not worsen as a result of the development. The internal layout is to be constructed to adoption standards and includes footways and crossing points at key locations.

6.31 The Highway Authority is the Council's professional advisors on traffic generation issues, and therefore it is considered that full weight must be given to their advice on this application.

SP8: vii) The development will provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water;

6.32 The site is within Flood Zone 1 and therefore at low risk from fluvial and tidal flooding. The site, and therefore the proposed development, has also been concluded to be at low or negligible risk from all other assessed sources of flooding. Whilst a section of the site has been categorised as being at high risk from surface water flooding, the mapping is indicative of the 'worst case' scenario as it makes no allowance for the existing drainage system that crosses the site and serves the neighbouring residential development. As such, the level of risk identified is considered as being residual only in the event of a failure of the upstream system.

6.33 Southern Water does not, as a matter of practice, adopt SUDS features. The applicant's consultants are therefore in negotiations with a private company to adopt the surface water drainage system on the development under an 'Inset Agreement'. This company has also expressed an interest in maintaining infiltration pond. The land would still, it has been suggested, be transferred to the Town Council, but with rights of access reserved for maintenance activities. The full package of maintenance will be secured through the s106 agreement

SP8: viii) The development is subject to a programme of archaeological works in order to enable any archaeological deposits and features to be recorded;

6.34 The results of the trial trenching, which has been undertaken, are being written up, but remains relating to human burial and settlement have been revealed. The results indicate that the whole of the development area contains archaeology,.

6.35 As such, a programme of full open area excavation (in advance of any site set up or construction work) will be required, which is to be secured by condition.

SP8: ix) Contributions to other off-site infrastructure improvements arising from and related to the development;

6.36 The proposed development will generate a substantial Community Infrastructure Levy (CIL). This liability will be spread across the three phases of the proposed development.

6.37 CIL monies can be used for a variety of particular purposes, in line with the Council's Regulation 123 List. Projects can include education and health facilities and coastal management projects and the Town Council will also benefit from a substantial contribution. Sussex Police can benefit from CIL monies as well. The availability of CIL monies to finance improvements in infrastructure provisions depends on successful bids for a share of the money from the public service agencies concerned. For this reason, it would not be reasonable to refuse permission on the basis that local infrastructure, such as schools, health facilities or the police, are considered to be deficient to cater for the proposed development.

6.38 Off-site highway works to be secured by s106 agreement or CIL payments comprise:

- 1) Bus stops x 2, with shelters, kerbing, real time passenger information boards adjacent to site access on Pelham Rise and appropriately positioned pedestrian crossing point with dropped kerbs and tactile paving (s106)
- 2) Additional bus services at peak times
- 3) Footway construction on Pelham Rise from site access up to The Bricky junction (s106)
- 4) Site tie-in surfacing between site and Firle Road and Southview Road for pedestrian/cycle access (s106)
- 5) Roundabout improvements to the Sutton Avenue/A259 junction; and Roderick Avenue/Greenwich Way/Sutton Avenue (CIL)
- 6) Car club provision in the Meridian Centre.

6.39 On-site highway related works to be secured on-site comprise:

- 1) Two real-time passenger information boards in positions to be agreed for phases 2 and 3.
- 2) Car club parking spaces in locations to be agreed
- 3) Links to PROW and public open space, for pedestrians/cyclists where applicable
- 4) Temporary construction access for use throughout all phases of the build out period
- 5) Internal layout to be constructed to adoption standards and include footways and crossing points at key locations.

6.40 It is noted that on CIL base level rates associated with phase 1 only, would result in a payment of approximately £906,000, of which £435,000 would be available for County Council matters. The Regulation 123 List confirms that the A259 improvement works would amount to approximately £300,000, meaning that there would be sufficient money available to front load these works, subject to a bid being received from the County Council. We will work collaboratively with County to ensure that timescales and bid are aligned to enable this provision early within the development timescale.

SP8: x) The provision of a comprehensive noise and odour assessment in consultation with the utility provider which confirms that acceptable noise and odour standards can be met within the proposed homes and amenity areas.

6.41 The applicant has submitted an odour assessment by specialist consultants. The report evaluates the likely impacts of the nearby Southern Water (SW) Waste Water Treatment Works (WTW) & Sludge Recycling Centre (SRC) on the proposed site at "sensitive receptors".

6.42 The method followed considered available information and evidence as the basis to produce an evaluation of the likely impacts. Analysis of the available information by the Council's Environmental Health Officer indicates that there are no significant contributions

from the WTW or SRC likely to cause odour nuisance to the detriment of occupiers of the development. .

6.43 In terms of noise impact, future residents may be susceptible to industrial noise and disturbance from the Hoyle Road industrial area, and also from traffic noise along Pelham Rise. The applicant has submitted a Noise Planning Report by Hydrock, in accordance with SP8 policy requirements. The reports covers the potential impact of noise on the detailed Phase 1 application area, and in accordance with Environmental Health recommendations, conditions are recommended in order to ensure suitable glazing and ventilation systems for the elevations of properties opposite Pelham Rise within the Phase 1 full planning application area. A noise assessment together with mitigation measures as necessary, will be required at such time as Phases 2 and 3 come forward and when the specific details of the layout are determined as reserved matters.

6.44 The applicant has taken steps within the layout of the Phase 1 detailed application area to ensure that there will be no mutual overlooking between properties in the development or loss of privacy for existing neighbouring homes. This has been achieved by way of the layout and arrangement of back gardens together with suitable separation of the new dwellings from the existing neighbouring homes.

Energy and water efficiency:

6.45 Core Policy 14 of the Joint Core Strategy requires planning applications relating to Core Strategy strategic site allocations such as Lower Hoddern Farm, to be accompanied by an Energy Strategy. These Energy Strategies should seek to incorporate decentralised and renewable or low carbon technologies into the development proposal. Where a strategic site is developed in phases, the Energy Strategy will guide the development of infrastructure for renewable and/or low carbon technologies in a coordinated way.

6.46 The applicant has submitted an Energy and Water Statement together with an addendum. The document states that the north-south orientation and layout of the housing will maximise southerly light and heat and that the properties will achieve a high level of air-tightness, in line with current Building Regulations, in order to conserve heat and energy. The proposed flats will be fitted with continuous mechanical extract systems.

6.47 Photovoltaic arrays are proposed on the south-facing roof slopes of the new houses and flats, and the new fixtures, appliances and fitting will reduce the consumption of potable water.

6.48 Opportunities around the use of district heating for the site area as part of the wider assessment for the site, both with and without gas fired CHP generating the base load for the development, have been explored by the applicant.

6.49 Following the completion of a number of calculations around different options for the site, district heating (with and without CHP) across the site is not considered by the applicant to be a feasible option. The site costs and consumer choice constraints have rendered it not viable.

Phase 1 Detailed Application Considerations:

6.50 Phase 1 of the proposed development will include 143 dwellings, of which 55 will be affordable homes (38.5%). The primary access road off Pelham Rise will enter the site and curving to the right heading south towards the Phase 2 site area. This main access will be boulevard style with landscaping and tree planting on both sides. The buildings fronting the main access route include-

- DESIGN, FORM AND SCALE

6.51 Building types:

A - Abingdon - 3-bedroom two storey house with tall pitched roof accommodating the master bedroom, some having a pitched roof garage to the side;

AL - Alderney - 4-bedroom two storey houses with front and rear gables and adjoining garages to the side;

E - Ennerdale - 3-bedroom two storey house with pitched roof and garage to the side;

F - Folkstone - 3-bedroom two storey house with pitched roof and garage to the side, often arranged as a semi-detached pair with a gable fronted Ennerdale or as a terrace of five properties (Type EF), or twinned with another Folkestone to make a semi-detached pair; H = Hesketh; and

W - Woodvale - 3-bedroom two storey houses with tall pitched roofs accommodating the master bedroom and having a pitched roof single garage attached to the side or garages linked to property type E).

6.52 These buildings will use materials palette A, comprising Stonewold Slate Grey roof tiles, Brookhurst yellow facing brickwork, Warnham red stock brick features, and off-white render.

6.53 The buildings grouped in the north-east part of the Phase 1 area will also use palette A.

6.54 Type BAF - 3-storey buildings comprising affordable flats with parking and cycle storage at ground floor level);

Type 66 - a semi-detached pair or a terrace of six 3-bedroom affordable houses; and

Type 67 - 2-bedroom pitched roof houses on two storeys.

6.55 The buildings arranged to the east of the main boulevard will comprise property types A; AL; and W. These properties will use materials palette B comprising Redland DuoPlain Rustic Brown roof tiles; Warnham red multi-stock facing brick; blue engineering brickwork features; and off-white render (only at first floor level for property type AL).

6.56 The properties behind the main access route to the west, near to The Bricky, will comprise property types A, E and W. These will use materials palette C: Redland DuoPlain Rustic Brown roof tiles; Nutcombe multi main facing brick; Warnham red stock brick features; and off-white render.

- LAYOUT AND PARKING

6.57 Seven secondary roads off the main access route are proposed and car parking will be provided in garages, in front of the properties, communal parking areas and in lay-bys. There will be a total of 181 allocated parking spaces and 99 unallocated car parking spaces.

6.58 The layout is considered to be acceptable, following the linear grid pattern which characterises Peacehaven and becoming more organic and less linear across the site to the east, providing a more natural integration with the open countryside beyond.

6.59 The levels of parking are considered to be acceptable. The highway authority preference would be for open fronted garages, but it is considered that in terms of design the provision of more traditional enclosed garages will be preferable aesthetically.

6.60 The number of unallocated spaces would ideally be reduced to 79 in order to allow for car club parking spaces. It is considered that this detail can be agreed through S106 Agreement negotiations.

- AMENITY

6.61 Waste and recycling facilities are shown on the details plans for the flats within the Phase 1 area. These will be secure, communal facilities at ground floor level. The family homes will have back gardens where wheelie bins can be kept. A condition is recommended to ensure that refuse and recycling provision in place prior to the occupation of the new homes.

6.62 In terms of noise impact, future residents may be susceptible to disturbance from traffic noise along Pelham Rise. In accordance with Environmental Health recommendations, conditions are recommended in order to ensure suitable glazing and ventilation systems for the elevations of properties opposite Pelham Rise within the Phase 1 full planning application area.

6.63 The applicant has taken steps within the layout of the Phase 1 detailed application area to ensure that there will be no mutual overlooking between properties in the development or loss of privacy for existing neighbouring homes. This has been achieved by way of the layout and arrangement of back gardens together with suitable separation of the new dwellings from the existing neighbouring homes, particularly by virtue of the green corridor along the western side of the application site.

6.64 The detailed floor plans submitted show that the new homes will have generous back gardens and an internal layout that will provide satisfactory standards of accommodation for future residents. Living areas are mostly to the rear or the side of the properties, with openings directly into the garden areas. The larger homes will have dining rooms as well, and the bedrooms will be on the upper floors. The floor plans also show that there will be W.C. facilities on the ground floors, as well as family bathrooms and some bedrooms with en-suite shower and W.C. facilities.

Conclusion

6.65 The application site has been allocated for housing (policy SP8 of the Joint Core Strategy) to partly meet Lewes Districts housing needs, and this land allocation has been established following extensive consultation and publicity through the preparation of the Joint Core Strategy. The site allocation requires certain criterion being met, which are discussed in sequence in this report. After careful consideration, with input from the Highway Authority, it has been concluded that all criterion have been met in this application.

6.66 The application is therefore recommended for approval, subject to a Section 106 Agreement and conditions, to ensure that the development is carried out with the 'mitigation' measures to limit the impact of the development in place.

7. RECOMMENDATION

7.1 In view of the above approval is recommended subject to conditions and completion of the S106 Agreement in accordance with the agreed Heads of Terms:

Affordable housing at 40%;

A Travel Plan for each phase of the development;
SUDS Management Plan and Maintenance Strategy;
Recycling contribution;

Estate Management Plan to include:

1. Phasing of EMP delivery
2. Maintenance of street lighting and signage
3. Maintenance of water features
4. Street furniture and the public realm maintenance
5. Public open space maintenance
6. Public and private footpaths (incl. cycle paths) maintenance
7. Play areas, play equipment and parks maintenance
8. Details of the parties to be responsible for the carrying out of any works required by the EMP
9. Frequency of Site inspection
10. Graffiti removal
11. Litter picking
12. Scheme(s) for the maintenance of planting within the parts of the development not within the curtilages of residential properties; and

On-site highway related works to include:

1. Two real- time passenger information boards in positions to be agreed for phases 2 and 3
2. Car club parking spaces in locations to be agreed
3. Links to Public Rights of Way (PROW) and public open space, for pedestrians and cyclists where applicable, together with a phasing programme
4. Temporary construction access for use throughout all phases of the build out period
5. Internal layout to be constructed to adoption standards and include footways and crossing points at key locations.

Off-site highway works to be secured by s106 agreement:

- 1) Bus stops x 2, with shelters, kerbing, real time passenger information boards adjacent to site access on Pelham Rise and appropriately positioned pedestrian crossing point with dropped kerbs and tactile paving
- 2) Provision of additional bus services at peak hours to serve both the development and existing residents
- 3) Footway construction on Pelham Rise from site access up to The Bricky junction
- 4) Site tie-in surfacing between site and Firle Road and Southview Road for pedestrian/cycle access
- 5) Car club provision in the Meridian Centre.

7.2 CIL monies, subject to successful bidding, may be used for projects including:

- 1) Roundabout improvements to the Sutton Avenue/A259 junction; and Roderick Avenue/Greenwich Way/Sutton Avenue
- 2) Education facilities projects
- 3) Healthcare Facilities Projects
- 4) Police and emergency services facilities
- 5) Community Safety Projects including capital costs associated with policing facilities

The application is subject to the following conditions:

General Planning Conditions:

1. For each development phase including the full application and outline application areas shown on Drawing 2445-C-1005-N full details of the external facing materials to all buildings in that phase including sample boards shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of above ground level works in that phase. The development shall only be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: To ensure a satisfactory appearance to the development in keeping with the locality having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

2. For each development phase including the full application and outline application areas shown on Drawing 2445-C-1005-N, no development above ground level works shall commence until an external lighting strategy to include full details of lighting, including street lighting, security lighting and lighting to individual buildings for each phase, has been submitted to and approved by the Local Planning Authority. The lighting shall be installed in accordance with the approved details prior to the first occupation of each phase unless otherwise agreed in writing by the local planning authority.

Reason: To ensure a satisfactory appearance to the development and in order to safeguard the amenities of neighbouring residential properties having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

3. Within 3 months following the date of commencement within each development phase including the full application and outline application areas shown on Drawing 2445-C-1005-N, details of street furniture for each phase of development shall be submitted to the Local Planning Authority for written approval. The street furniture for each phase shall be implemented in accordance with the approved details prior to first occupation of the buildings within that phase and maintained for the lifetime of the development or as otherwise approved by the Local Planning Authority.

Reason: To ensure a satisfactory public realm and setting for the development, and to comply with retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

4. Unless otherwise agreed in writing by the Local Planning Authority all temporary buildings relating to the implementation of the planning permission within the detailed application Phase 1 area, and both the Phase 2 and Phase 3 outline application areas, shall be located within enclosed construction compounds on the application site. The temporary buildings shall be no higher than 6m. No development shall commence on the site within the detailed application Phase 1 area, or the Phase 2 and Phase 3 outline application areas, until details of the location and extent of the proposed construction compounds for the relevant phases have been submitted to and approved in writing by the Local Planning Authority. The compounds shall be located in accordance with the approved details before any development commences.

Reason: To ensure a satisfactory appearance to the development and in order to safeguard the amenities of neighbouring residential properties having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

5. Notwithstanding anything contained in the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any amendment or replacement thereof), prior to the commencement of any building or engineering operations for the development within either the Phase 1 detailed application area or Phase 2 and Phase 3 outline application areas, a Construction Environment Management Plan (CEMP) shall be submitted to and approved in writing by the Planning Authority. The CEMP shall include the following information for each phase of the development, and each phase of development shall be implemented in accordance with the approved details unless otherwise agreed in writing by the local planning authority:-

- 1) the temporary arrangements for access and turning for construction traffic together with reinstatement as necessary at the end of each construction period;
- 2) the size of vehicles (contractors and deliveries);
- 3) the routing of vehicles (contractors and deliveries) and traffic management (to allow safe access and turning for construction vehicles);
- 4) the temporary arrangements for parking of vehicles associated with deliveries, site personnel, operatives and visitors;
- 5) a contractors' parking and Travel Plan;
- 6) facilities for the loading and unloading of plant and materials;
- 7) the location(s) for storage of plant and materials used during construction;
- 8) the location(s) of any site huts/cabins/offices
- 9) details of temporary lighting during construction;
- 10) details of the proposed security arrangements for the site including temporary site security fencing and site hoardings;
- 11) hours of construction;
- 12) hours of deliveries;
- 13) details of the precautions and facilities put in place to guard against the deposit of mud and substances from the application site on the public highway, to include washing facilities by which vehicles will have their wheels, chassis and bodywork effectively cleaned and washed in order to be free of mud and similar substances prior to entering the public highway;
- 14) details outlining the proposed range of dust and dirt control measures and noise mitigation measures during the course of construction of the development, having regard to Section 61 consent under the Control of Pollution Act 1974;
- 15) details of off-site monitoring of the CEMP; and
- 16) assurance that the construction will be undertaken in accordance with the Considerate Constructor's Scheme.

Reason: In the interests of the residential amenities of the neighbours and to secure safe and satisfactory means of vehicular access to the site during construction, having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

6. Deliveries to and from the application site in association with the development hereby permitted shall be restricted to between the hours of 0800 and 1800 Mondays to Fridays and from 0830 until 1300 on Saturdays. No deliveries in association with the development hereby permitted shall be carried out at any time on Sundays or on Bank/Statutory Holidays.

Reason: In the interests of the residential amenities of the neighbours having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

7. No development of any phase including the full application and outline application areas shown on Drawing 2445-C-1005-N, shall take place until details of electric vehicle charging points have been submitted to and approved in writing by the local planning authority. The electric vehicle charging points shall be installed in accordance with the approved details prior to the first occupation of each phase unless otherwise agreed in writing by the local planning authority.

Reason: To encourage the uptake of electric vehicles in the interests of reducing harmful emissions and minimising the impact of the development on the nearby Air Quality Management Areas in both Newhaven and Rottingdean, in accordance with policies CP9, CP13 and CP14 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework 2012.

8. No development of any phase including the full application and outline application areas shown on Drawing 2445-C-1005-N, shall take place (or at other dates or stages in the development as may be agreed in writing with the Local Planning Authority), until the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

1. A site investigation scheme to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

2. The site investigation results and the detailed risk assessment (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely in accordance with Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy and without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with National Planning Policy Framework, sections 120 and 121].

9. If remediation measures in associated with land contamination are necessary, no development of any phase including the full application and outline application areas shown on Drawing 2445-C-1005-N, shall take place (or other dates or stages in the development as may be agreed in writing with the Local Planning Authority) until a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely in accordance with Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy and without

unacceptable risks to workers, neighbours and other offsite receptors [in accordance with National Planning Policy Framework, sections 120 and 121].

10. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and the National Planning Policy Framework.

11. No development of any phase including the full application and outline application areas shown on 2445-C-1005-N, shall take place (or other dates or stages in the development as may be agreed in writing with the Local Planning Authority) until the applicant has secured the implementation of a programme of full open area excavation in advance of any site set up or construction work, in accordance with a written scheme of investigation which has been submitted to, and approved by the Local Planning Authority. A written record of any archaeological works undertaken shall be submitted to the Local Planning Authority within 3 months of the completion of any archaeological investigation unless an alternative timescale for submission of the report is first agreed in writing with the Local Planning Authority.

Reason: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy and in accordance with National Planning Policy contained in the National Planning Policy Framework 2012.

12. No development above ground of any phase including the full application and outline application areas shown on Drawing 2445-C-1005-N, shall take place until the following details have been submitted to and approved in writing by the local planning authority:

- 1) a detailed planting plan including both the positions and species of tree planting, having regard to BS:8545: 2014 "Trees from the nursery to independence in the landscape";
- 2) a detailed landscape plan for each phase identifying all planting outside of the private domestic gardens and including a plan identifying all communal areas to be managed separately;

The development and all hard and soft landscape works shall be carried out in accordance with the approved details prior to the first residential occupation of any dwelling within each of the Phase 1, Phase 2 and Phase 3 areas, and retained as such for the life of the development unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of visual amenity, neighbour amenity and to ensure a satisfactory appearance to the development in accordance with retained policy ST3 and Core Policy 11 of the Lewes District Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

13. Prior to the occupation of any new building within either of the Phase 2 or Phase 3 outline application areas, or in accordance with a phasing programme to be submitted to and approved in writing with the Local Planning Authority, provision shall be made for real-time local bus service information boards in accordance with details to be submitted to and approved in writing by the local planning authority.

Reason: In order to encourage and promote the use of sustainable transport and minimise dependence on private car use in the interests of the environment and the amenity of the area in accordance with Spatial Policy 8 and Core Policy 13 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to National Planning Guidance contained in the National Planning Policy Framework 2012.

14. No development shall take place on the site until an agreed pre-commencement condition survey of the surrounding highway network has been submitted and approved in writing by the Local Planning Authority. Any damage caused to the highway as a direct consequence of the construction traffic shall be rectified at the applicant expense of the applicant.

Reason: In the interests of highway safety and in the interests of safeguarding amenity in accordance with retained policy ST3 and Core Policy 13 of Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

15. No part of the development shall be occupied until provision has been made within the site in accordance with plans and details to be submitted to and approved by the Local Planning Authority, to prevent surface water draining onto the public highway.

Reason: In the interests of highway safety and in the interests of safeguarding amenity in accordance with retained policy ST3 and Core Policy 13 of Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

16. Prior to the occupation of any new building within the site visibility splays of 56 metres by 2.4 metres shall be provided at the primary vehicular access to the site from Pelham Rise, in accordance with the approved plans. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 600mm.

Reason: In the interests of highway safety and in the interests of safeguarding amenity in accordance with retained policy ST3 and Core Policy 13 of Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

17. Prior to the occupation of any new building within each phase of the development hereby approved, or in accordance with a phasing programme to be submitted to and approved in writing with the Local Planning Authority, the car parking spaces, allocated, unallocated and car club parking spaces shall be constructed and provided in accordance with details submitted to and approved in writing by the Local Planning Authority. The parking areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles associated with residents and visitors to the development hereby permitted.

Reason: To provide a satisfactory level of parking provision and in the interests of highway safety and the safeguarding of amenity in accordance with retained policy ST3 and Core Policy 13 of Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

18. Prior to the occupation of any new building within each phase of the development hereby approved, or in accordance with a phasing programme to be submitted to and approved in writing with the Local Planning Authority, full details of the covered and secure cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority. The area

shall thereafter be retained for that use and shall not be used other than for the parking of cycles associated with residents and visitors to the development hereby permitted.

Reason: To provide alternative travel options and encourage use of alternatives to the use of the private car, in the interests of sustainability in accordance with current sustainable transport policies including retained policy ST3 and Core Policy 13 of Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

19. Prior to the occupation of any new building within each phase of the development as shown on Drawing 2445-C-1005-N hereby approved, or in accordance with a phasing programme to be submitted to and approved in writing with the Local Planning Authority, the road(s), footways, turning and parking areas serving the development shall be constructed, surfaced, and drained in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure satisfactory standards of access for the proposed development and in the interests of highway safety and the safeguarding of amenity in accordance with retained policy ST3 and Core Policy 13 of Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

20. No development of any phase including the full application and outline application areas shown on Drawing 2445-A-1008-F, shall take place until the details of measures to be undertaken in order to protect the public sewers have been submitted to, and agreed in writing, by the local authority. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing.

Reason: In the interests of amenity and to ensure the development is undertaken in a manner which reduces any potential risk to public infrastructure in accordance with retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Policy contained in the National Planning Policy Framework 2012.

21. Should any sewer be found during construction works, the developer shall carry out an investigation of the sewer in order to ascertain its condition, the number of properties served by the sewer, and potential means of access necessary before any further works commence on site.

Reason: In the interests of amenity and to ensure the development is undertaken in a manner which reduces any potential risk to public infrastructure in accordance with retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Policy contained in the National Planning Policy Framework 2012.

22. No development of any phase including the full application and outline application areas shown on Drawing 2445-C-1005-N, shall take place until a drainage strategy detailing the proposed means of foul and surface water sewerage disposal and a timetable for implementation of the submitted strategy, have been submitted to and approved in writing by the local planning authority (in consultation with the sewerage undertaker). The development shall be carried out in

accordance with the approved details and timetable unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of amenity and to ensure the development is undertaken in a manner which reduces any potential risk to public infrastructure in accordance with retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Planning Policy contained in the National Planning Policy Framework 2012.

Phase One Detailed Planning Application Conditions:

23. The development within the Phase 1 detailed application area component shall be begun within three years of the date of the permission.

Reason: To comply with the provisions of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004

24. Prior to the commencement of development within the Phase 1 detailed application area details of the proposed temporary access road across the Phase 2 and Phase 3 outline application areas, including details of the timeframe and methods for its construction, removal and restoration, shall be submitted to the Local Planning Authority for approval in writing. The temporary access road shall be constructed in accordance with the approved details and timeframe and removed following completion of works on site also in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of the residential amenities of the neighbours and to secure safe and satisfactory means of vehicular access to the site during construction, having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

25. Notwithstanding plots numbers 1, 2, 3, 4, 140, 141, 142 and 143 of the detailed application area, Phase 1, as shown on as shown on Plan 2445-C-1009-E, no dwelling within the detailed application site shall be occupied until the access road (spine road) has been constructed and made available for use.

Reason: To ensure the satisfactory means of access to the development for future occupiers, in the interests of the residential amenities of residents and to secure safe and satisfactory means of vehicular access to the site during construction, having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

26. The buildings within plot numbers 1, 134, 135 and 143 of the detailed application area, Phase 1, as shown on drawing 2445-C-1005-N, shall not be occupied until details of acoustic glazing and means of mechanical ventilation to the west-facing elevations of those buildings, to BS 8223:2014 "Guidance on sound insulation and noise reduction for buildings - Code of Practice", have been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of amenity and in order to achieve a satisfactory standard of accommodation and safeguard residents from road noise emanating from Pelham Rise, having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint

Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

27. The development hereby permitted within the detailed application area shall be carried out in complete accordance with the approved plans listed below, unless otherwise agreed in writing by the Local Planning Authority:

PLAN TYPE	DATE RECEIVED	REFERENCE
Design & Access Statement	16 March 2017	
Location Plan	14 March 2017	1000-B
Landscaping	14 March 2017	APPENDIX C
Landscaping	14 March 2017	STRATEGY (2)
Additional Documents	14 March 2017	ARCHAEOLOGICAL DBA
Travel Plan	14 March 2017	COMMUNITY TRAVEL GUIDE
Travel Plan	14 March 2017	
Additional Documents	14 March 2017	REGENERATION STATEMENT
Additional Documents	14 March 2017	ENERGY & WATER
Planning Statement/Brief	14 March 2017	PLANNING STATEMENT
Additional Documents	14 March 2017	STAKEHOLDER ENGAGEMENT
Additional Documents	14 March 2017	UTILITY STRATEGY REPORT 1
Additional Documents	14 March 2017	UTILITY REPORT PLANS
Additional Documents	14 March 2017	LANDSCAPE & VISUAL IMPACT
Biodiversity Checklist	14 March 2017	
Additional Documents	14 March 2017	AFFORDABLE HOUSING
Additional Documents	14 March 2017	LANDSCAPE &VIAM APPENDIX A
Travel Plan	14 March 2017	AMENITIES
Additional Documents	14 March 2017	ECOLOGICAL APPRAISAL
Noise Detail	14 March 2017	NOISE PLANNING REPORT
Additional Documents	14 March 2017	ODOUR ASSESSMENT REPORT
Additional Documents	14 March 2017	GEOPHYSICAL SURVEY REPORT

Proposed Floor Plan(s)	14 March 2017	2060-C HOUSE TYPE A
Proposed Roof Plan	14 March 2017	2060-C HOUSE TYPE A
Proposed Elevation(s)	14 March 2017	2061 -D HOUSE TYPE A
Proposed Floor Plan(s)	14 March 2017	2062-A HOUSE TYPE A
Proposed Elevation(s)	14 March 2017	2063-B HOUSE TYPE A
Proposed Floor Plan(s)	14 March 2017	2070-E HOUSE TYPE E
Proposed Elevation(s)	14 March 2017	2071-E HOUSE TYPE E
Proposed Floor Plan(s)	14 March 2017	2072-D HOUSE TYPE E & F
Proposed Elevation(s)	14 March 2017	2073-D HOUSE TYPE E & F
Proposed Floor Plan(s)	14 March 2017	2074-E HOUSE TYPE F
Proposed Elevation(s)	14 March 2017	2075-E HOUSE TYPE F
Proposed Floor Plan(s)	14 March 2017	2076-C HOUSE TYPE E & F
Proposed Elevation(s)	14 March 2017	2077-C HOUSE TYPE E & F
Proposed Elevation(s)	14 March 2017	2078-C HOUSE TYPE E & F
Proposed Floor Plan(s)	14 March 2017	2080-D PLOT 127
Proposed Elevation(s)	14 March 2017	2081-D PLOT 127
Proposed Elevation(s)	14 March 2017	2090-C TYPICAL GARAGES
Proposed Floor Plan(s)	14 March 2017	2090-C TYPICAL GARAGES
Proposed Layout Plan	14 March 2017	1008-F PARKING
Proposed Layout Plan	29 August 2017	1005-N
Proposed Floor Plan(s)	14 March 2017	2010-C HOUSE TYPE RA
Proposed Elevation(s)	14 March 2017	2011-D HOUSE TYPE RA
Proposed Floor Plan(s)	14 March 2017	2020-C HOUSE TYPE W
Proposed Elevation(s)	14 March 2017	2021-D HOUSE TYPE W
Proposed Elevation(s)	14 March 2017	2022-D HOUSE TYPE W
Proposed Floor Plan(s)	14 March 2017	2023-C HOUSE TYPE W
Proposed Elevation(s)	14 March 2017	2024-D HOUSE TYPE W
Proposed Floor Plan(s)	29 August 2017	2030-D HOUSE TYPE 67

Proposed Elevation(s)	29 August 2017	2031-D HOUSE TYPE 67
Proposed Floor Plan(s)	29 August 2017	2040-D HOUSE TYPE 58/59/67
Proposed Elevation(s)	29 August 2017	2041-D HOUSE TYPE 58/59/67
Proposed Floor Plan(s)	29 August 2017	2042-A HOUSE TYPE 58/59/67
Proposed Elevation(s)	14 March 2017	2043-A HOUSE TYPE AL
Proposed Floor Plan(s)	14 March 2017	2050-C HOUSE TYPE W1
Proposed Elevation(s)	14 March 2017	2051-D HOUSE TYPE W1
Proposed Layout Plan	14 March 2017	1007-C STOREY HEIGHTS
Proposed Layout Plan	29 August 2017	1010-E AFFORDABLE TENURE
Proposed Floor Plan(s)	14 March 2017	2110-B TYPE 66 AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	2111-B TYPE 66 AFFORDABLE
Proposed Elevation(s)	14 March 2017	2112-B TYPE 66 AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	2113-B TYPE 66 AFFORDABLE
Proposed Elevation(s)	14 March 2017	2114-B TYPE 66 AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	2120-D TYPE 69 AFFORDABLE
Proposed Elevation(s)	14 March 2017	2121-D TYPE 69 AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	2130-C TYPE 67 AFFORDABLE
Proposed Elevation(s)	14 March 2017	2131-C TYPE 67 AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	2140-C TYPE 58,59, 67 AFFORDABL
Proposed Elevation(s)	14 March 2017	2141-C TYPE 58,59, 67 AFFORDABL
Proposed Elevation(s)	14 March 2017	2142-C TYPE 58, 59, 67 AFFORDABL
Street Scene	14 March 2017	1022-D
Proposed Layout Plan	29 August 2017	1006-N PHASE 1
Proposed Layout Plan	29 August 2017	1009-E MATERIALS
Street Scene	29 August 2017	1021-E
Proposed Floor Plan(s)	14 March 2017	3000-A FLAT BLK AFFORDABLE
Proposed Elevation(s)	14 March 2017	3001-A FLAT BLK AFFORDABLE

Proposed Section(s)	14 March 2017	3001-A FLAT BLK AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	3002-A FLAT BLK AFFORDABLE
Proposed Elevation(s)	14 March 2017	3002-A FLAT BLK AFFORDABLE
Proposed Section(s)	14 March 2017	3002-A FLAT BLK AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	3003-A FLAT BLK AFFORDABLE
Proposed Elevation(s)	14 March 2017	3003-A FLAT BLK AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	3004-A FLAT BLK AFFORDABLE
Proposed Elevation(s)	14 March 2017	3005-A FLAT BLK AFFORDABLE
Proposed Section(s)	14 March 2017	3005-A FLAT BLK AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	3006-D FLAT BLK AFFORDABLE
Proposed Elevation(s)	14 March 2017	3006-D FLAT BLK AFFORDABLE
Landscaping	14 March 2017	PHASE 1

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

Phase Two Outline Planning Application Conditions:

28. Within 5 years of the date of this permission an application for approval in writing of the following reserved matters shall be submitted to the Local Planning Authority for approval and the development shall be begun not later than 8 years from the date of the permission or 3 years from the final approval of all of the reserved matters:

- (1) appearance
- (2) landscaping
- (3) layout
- (4) scale

Reason: These matters were not submitted for consideration as part of the application and to comply with the provisions of the Town and Country Planning Act 1990(as amended) and Compulsory Purchase Act 2004.

29. Prior to the occupation of any new building within Phase 2 outline application area, or in accordance with a phasing programme to be submitted to and approved in writing with the Local Planning Authority, provision shall be made for real-time local bus service information boards in accordance with details to be submitted to and approved in writing by the local planning authority.

Reason: In order to encourage and promote the use of sustainable transport and minimise dependence on private car use in the interests of the environment and the amenity of the area in accordance with Spatial Policy 8 and Core Policy 13 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to National Planning Guidance contained in the National Planning Policy Framework 2012.

30. No development shall take place within the Phase 2 outline application area until evidence to demonstrate that the layout will not compromise the effective operation of the Sustainable Urban Drainage System, taking into account the development of the Phase 1 area and without compromising the development of the Phase 3 area, has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of amenity and to manage flood risk in accordance with Core Policies 11 and 12 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

31. Prior to the first residential occupation of any new building within the Phase 2 outline application area, photographic evidence shall be submitted to the local planning authority for written approval, in order to confirm that the drainage systems have been constructed in accordance with the agreed detailed drainage designs.

Reason: In the interests of amenity and to manage flood risk in accordance with Core Policies 11 and 12 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

32. The development within the outline application area shall be carried out in general conformity with the approved Parameter Plans listed below, unless otherwise agreed in writing by the Local Planning Authority:

PLAN TYPE	DATE RECEIVED	REFERENCE
Design & Access Statement	16 March 2017	
Location Plan	14 March 2017	1000-B
Landscaping	14 March 2017	APPENDIX C
Landscaping	14 March 2017	STRATEGY (2)
Additional Documents	14 March 2017	ARCHAEOLOGICAL DBA
Travel Plan	14 March 2017	COMMUNITY TRAVEL GUIDE
Travel Plan	14 March 2017	
Additional Documents	14 March 2017	REGENERATION STATEMENT
Additional Documents	14 March 2017	ENERGY & WATER
Planning Statement/Brief	14 March 2017	PLANNING STATEMENT
Additional Documents	14 March 2017	STAKEHOLDER ENGAGEMENT
Additional Documents	14 March 2017	UTILITY STRATEGY REPORT 1
Additional Documents	14 March 2017	UTILITY REPORT PLANS
Additional Documents	14 March 2017	LANDSCAPE & VISUAL IMPACT

Biodiversity Checklist	14 March 2017	
Additional Documents	14 March 2017	AFFORDABLE HOUSING
Additional Documents	14 March 2017	LANDSCAPE &VIAM APPENDIX A
Travel Plan	14 March 2017	AMENITIES
Additional Documents	14 March 2017	ECOLOGICAL APPRAISAL
Noise Detail	14 March 2017	NOISE PLANNING REPORT
Additional Documents	14 March 2017	ODOUR ASSESSMENT REPORT
Additional Documents	14 March 2017	GEOPHYSICAL SURVEY REPORT
Proposed Layout Plan	14 March 2017	1008-F PARKING
Proposed Layout Plan	29 August 2017	1005-N
Proposed Layout Plan	14 March 2017	1007-C STOREY HEIGHTS

Reason: For the avoidance of doubt and in the interests of proper planning and to ensure the development keeps within the parameters assessed.

Phase Three Outline Planning Application Conditions:

33. Within 5 years of the date of this permission an application for approval in writing of the following reserved matters shall be submitted to the Local Planning Authority for approval and the development shall be begun not later than 8 years from the date of the permission or 3 years from the final approval of all of the reserved matters:

- (1) appearance
- (2) landscaping
- (3) layout
- (4) scale

Reason: These matters were not submitted for consideration as part of the application and to comply with the provisions of the Town and Country Planning Act 1990(as amended) and Compulsory Purchase Act 2004.

34. No development shall take place within the Phase 3 outline application area until the applicant has demonstrated that by way of a contemporary noise impact assessment based upon BS4142:2014 and BS8233:2014, ProPG: Planning and Noise Professional Practice Guidance on Planning and Noise - New Residential Development: 2017 and Planning Noise Advice Document: Sussex 2015, together with details of mitigation measures, to be submitted to and approved by the local planning authority, that the occupiers of the new buildings (with particular emphasis on those buildings backing onto the southern boundary of the application site indicated by Plot Numbers 417 to 434 inclusive on drawing no. 2445-A-1008-F) will be safeguarded from any noise and disturbance arising due to the proximity of the properties to the nearby industrial uses in Newton Road, Greenwich Way and Hoyle Road. The development shall be implemented in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of amenity and in order to achieve a satisfactory standard of accommodation and safeguard residents from noise and disturbance emanating from industrial uses in Newton Road, Greenwich Way and Hoyle Road, having regard to retained policy ST3 and Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

35. Prior to the occupation of any new building within Phase 3 outline application area, or in accordance with a phasing programme to be submitted to and approved in writing with the Local Planning Authority, provision shall be made for real-time local bus service information boards in accordance with details to be submitted to and approved in writing by the local planning authority.

Reason: In order to encourage and promote the use of sustainable transport and minimise dependence on private car use in the interests of the environment and the amenity of the area in accordance with Spatial Policy 8 and Core Policy 13 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to National Planning Guidance contained in the National Planning Policy Framework 2012.

36. No development shall take place within the Phase 3 outline application area until evidence to demonstrate that the layout will not compromise the effective operation of the Sustainable Urban Drainage System, taking into account the development of the Phase 1 and Phase 2 areas, has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of amenity and to manage flood risk in accordance with Core Policies 11 and 12 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

37. Prior to the first residential occupation of any new building within the Phase 3 outline application area, photographic evidence shall be submitted to the local planning authority for written approval, in order to confirm that the drainage systems have been constructed in accordance with the agreed detailed drainage designs.

Reason: In the interests of amenity and to manage flood risk in accordance with Core Policies 11 and 12 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

38. The development within the Phase 3 outline application area shall be carried out in general conformity with the approved Parameter Plans listed below, unless otherwise agreed in writing by the Local Planning Authority:

PLAN TYPE	DATE RECEIVED	REFERENCE
Design & Access Statement	16 March 2017	
Location Plan	14 March 2017	1000-B
Landscaping	14 March 2017	APPENDIX C
Landscaping	14 March 2017	STRATEGY (2)
Additional Documents	14 March 2017	ARCHAEOLOGICAL DBA

Travel Plan	14 March 2017	COMMUNITY TRAVEL GUIDE
Travel Plan	14 March 2017	
Additional Documents	14 March 2017	REGENERATION STATEMENT
Additional Documents	14 March 2017	ENERGY & WATER
Planning Statement/Brief	14 March 2017	PLANNING STATEMENT
Additional Documents	14 March 2017	STAKEHOLDER ENGAGEMENT
Additional Documents	14 March 2017	UTILITY STRATEGY REPORT 1
Additional Documents	14 March 2017	UTILITY REPORT PLANS
Additional Documents	14 March 2017	LANDSCAPE & VISUAL IMPACT
Biodiversity Checklist	14 March 2017	
Additional Documents	14 March 2017	AFFORDABLE HOUSING
Additional Documents	14 March 2017	LANDSCAPE & VIAM APPENDIX A
Travel Plan	14 March 2017	AMENITIES
Additional Documents	14 March 2017	ECOLOGICAL APPRAISAL
Noise Detail	14 March 2017	NOISE PLANNING REPORT
Additional Documents	14 March 2017	ODOUR ASSESSMENT REPORT
Additional Documents	14 March 2017	GEOPHYSICAL SURVEY REPORT
Proposed Layout Plan	14 March 2017	1008-F PARKING
Proposed Layout Plan	29 August 2017	1005-N
Proposed Layout Plan	14 March 2017	1007-C STOREY HEIGHTS

Reason: For the avoidance of doubt and in the interests of proper planning and to ensure the development keeps within the parameters assessed.

INFORMATIVE(S)

1. This development may be CIL liable and correspondence on this matter will be sent separately, we strongly advise you not to commence on site until you have fulfilled your obligations under the CIL Regulations 2010 (as Amended). For more information please visit <http://www.lewes.gov.uk/planning/22287.asp>

2. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission

for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

3. The applicant is advised as follows, in accordance with Southern Water recommendations:

No development or new tree planting should be located within 3 metres either side of the centreline of the foul sewers.

No new soakaways should be located within 5m of a public sewer.

All existing infrastructure should be protected during the course of construction works.

4. The applicant is advised of the recommendations of East Sussex County Council highway authority as follows:

The access off Pelham Rise shall have maximum gradients of 4% (1 in 25) from the channel line, or for the whole width of the footway/verge whichever is the greater and 11% (1 in 9) thereafter.

5. The layout for Phases 2 and 3 should be developed in a way which retains the existing overland surface water flow route from the existing development, through the application site to the play area and wastewater treatment works. Any proposed infiltration basin should be outside the existing flow route. If the existing overland flow route cannot be retained as existing, it should be diverted through green areas safely, outside of any proposed infiltration basins. The diversion of the overland flow path should be supported by detailed 2d hydraulic modelling which takes into account the proposed site levels to demonstrate there will be no increase in flood risk on or offsite.

6. The layout for Phase 2 should take into account the amount of space needed to manage surface water runoff generated by Phase 1 of the proposed development. Detailed design information (drainage layout, long sections, cross sections and hydraulic calculations) for Phase 1 of the development should clearly demonstrate that the designed system is managing rainfall events up to the 1 in 100 (plus climate change) without increasing flood risk on or offsite. This should also show that any exceedance flows from the Phase 1 drainage system will not introduce a hazard to the Phase 2 development.

This decision is based on the following submitted plans/documents:

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Design & Access Statement	16 March 2017	
Location Plan	14 March 2017	1000-B
Landscaping	14 March 2017	APPENDIX C
Landscaping	14 March 2017	STRATEGY (2)
Additional Documents	14 March 2017	ARCHAEOLOGICAL DBA
Travel Plan	14 March 2017	COMMUNITY TRAVEL GUIDE
Travel Plan	14 March 2017	
Additional Documents	14 March 2017	REGENERATION STATEMENT

Additional Documents	14 March 2017	ENERGY & WATER
Planning Statement/Brief	14 March 2017	PLANNING STATEMENT
Additional Documents	14 March 2017	STAKEHOLDER ENGAGEMENT
Additional Documents	14 March 2017	UTILITY STRATEGY REPORT 1
Additional Documents	14 March 2017	UTILITY REPORT PLANS
Additional Documents	14 March 2017	LANDSCAPE & VISUAL IMPACT
Biodiversity Checklist	14 March 2017	
Additional Documents	14 March 2017	AFFORDABLE HOUSING
Additional Documents	14 March 2017	LANDSCAPE &VIAM APPENDIX A
Travel Plan	14 March 2017	AMENITIES
Additional Documents	14 March 2017	ECOLOGICAL APPRAISAL
Noise Detail	14 March 2017	NOISE PLANNING REPORT
Additional Documents	14 March 2017	ODOUR ASSESSMENT REPORT
Additional Documents	14 March 2017	GEOPHYSICAL SURVEY REPORT
Proposed Floor Plan(s)	14 March 2017	2060-C HOUSE TYPE A
Proposed Roof Plan	14 March 2017	2060-C HOUSE TYPE A
Proposed Elevation(s)	14 March 2017	2061 -D HOUSE TYPE A
Proposed Floor Plan(s)	14 March 2017	2062-A HOUSE TYPE A
Proposed Elevation(s)	14 March 2017	2063-B HOUSE TYPE A
Proposed Floor Plan(s)	14 March 2017	2070-E HOUSE TYPE E
Proposed Elevation(s)	14 March 2017	2071-E HOUSE TYPE E
Proposed Floor Plan(s)	14 March 2017	2072-D HOUSE TYPE E & F
Proposed Elevation(s)	14 March 2017	2073-D HOUSE TYPE E & F
Proposed Floor Plan(s)	14 March 2017	2074-E HOUSE TYPE F
Proposed Elevation(s)	14 March 2017	2075-E HOUSE TYPE F
Proposed Floor Plan(s)	14 March 2017	2076-C HOUSE TYPE E & F
Proposed Elevation(s)	14 March 2017	2077-C HOUSE TYPE E & F
Proposed Elevation(s)	14 March 2017	2078-C HOUSE TYPE E & F

Proposed Floor Plan(s)	14 March 2017	2080-D PLOT 127
Proposed Elevation(s)	14 March 2017	2081-D PLOT 127
Proposed Elevation(s)	14 March 2017	2090-C TYPICAL GARAGES
Proposed Floor Plan(s)	14 March 2017	2090-C TYPICAL GARAGES
Proposed Layout Plan	14 March 2017	1008-F PARKING
Proposed Layout Plan	29 August 2017	1005-N
Proposed Floor Plan(s)	14 March 2017	2010-C HOUSE TYPE RA
Proposed Elevation(s)	14 March 2017	2011-D HOUSE TYPE RA
Proposed Floor Plan(s)	14 March 2017	2020-C HOUSE TYPE W
Proposed Elevation(s)	14 March 2017	2021-D HOUSE TYPE W
Proposed Elevation(s)	14 March 2017	2022-D HOUSE TYPE W
Proposed Floor Plan(s)	14 March 2017	2023-C HOUSE TYPE W
Proposed Elevation(s)	14 March 2017	2024-D HOUSE TYPE W
Proposed Floor Plan(s)	29 August 2017	2030-D HOUSE TYPE 67
Proposed Elevation(s)	29 August 2017	2031-D HOUSE TYPE 67
Proposed Floor Plan(s)	29 August 2017	2040-D HOUSE TYPE 58/59/67
Proposed Elevation(s)	29 August 2017	2041-D HOUSE TYPE 58/59/67
Proposed Floor Plan(s)	29 August 2017	2042-A HOUSE TYPE 58/59/67
Proposed Elevation(s)	14 March 2017	2043-A HOUSE TYPE AL
Proposed Floor Plan(s)	14 March 2017	2050-C HOUSE TYPE W1
Proposed Elevation(s)	14 March 2017	2051-D HOUSE TYPE W1
Proposed Layout Plan	14 March 2017	1007-C STOREY HEIGHTS
Proposed Layout Plan	29 August 2017	1010-E AFFORDABLE TENURE
Proposed Floor Plan(s)	14 March 2017	2110-B TYPE 66 AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	2111-B TYPE 66 AFFORDABLE
Proposed Elevation(s)	14 March 2017	2112-B TYPE 66 AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	2113-B TYPE 66 AFFORDABLE

Proposed Elevation(s)	14 March 2017	2114-B TYPE 66 AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	2120-D TYPE 69 AFFORDABLE
Proposed Elevation(s)	14 March 2017	2121-D TYPE 69 AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	2130-C TYPE 67 AFFORDABLE
Proposed Elevation(s)	14 March 2017	2131-C TYPE 67 AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	2140-C TYPE 58,59, 67 AFFORDABL
Proposed Elevation(s)	14 March 2017	2141-C TYPE 58,59, 67 AFFORDABL
Proposed Elevation(s)	14 March 2017	2142-C TYPE 58, 59, 67 AFFORDABL
Street Scene	14 March 2017	1022-D
Proposed Layout Plan	29 August 2017	1006-N PHASE 1
Proposed Layout Plan	29 August 2017	1009-E MATERIALS
Street Scene	29 August 2017	1021-E
Proposed Floor Plan(s)	14 March 2017	3000-A FLAT BLK AFFORDABLE
Proposed Elevation(s)	14 March 2017	3001-A FLAT BLK AFFORDABLE
Proposed Section(s)	14 March 2017	3001-A FLAT BLK AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	3002-A FLAT BLK AFFORDABLE
Proposed Elevation(s)	14 March 2017	3002-A FLAT BLK AFFORDABLE
Proposed Section(s)	14 March 2017	3002-A FLAT BLK AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	3003-A FLAT BLK AFFORDABLE
Proposed Elevation(s)	14 March 2017	3003-A FLAT BLK AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	3004-A FLAT BLK AFFORDABLE
Proposed Elevation(s)	14 March 2017	3005-A FLAT BLK AFFORDABLE
Proposed Section(s)	14 March 2017	3005-A FLAT BLK AFFORDABLE
Proposed Floor Plan(s)	14 March 2017	3006-D FLAT BLK AFFORDABLE
Proposed Elevation(s)	14 March 2017	3006-D FLAT BLK AFFORDABLE
Landscaping	14 March 2017	PHASE 1