

Report to: Planning Applications Committee

Date: 4th September 2024

Application No: SDNP/23/04864/FUL

Location: 56 Lewes Road, Ditchling, East Sussex, BN6 8TU

Proposal: Proposed demolition of existing chalet bungalow, detached double garage and other outbuildings, and erection of three (C3) dwellings (1 x 4-bed two-storey dwelling, 1 x 3-bed two-storey dwelling, and 1 x 2-bed single storey dwelling) together with associated landscaping, vehicle and cycle parking

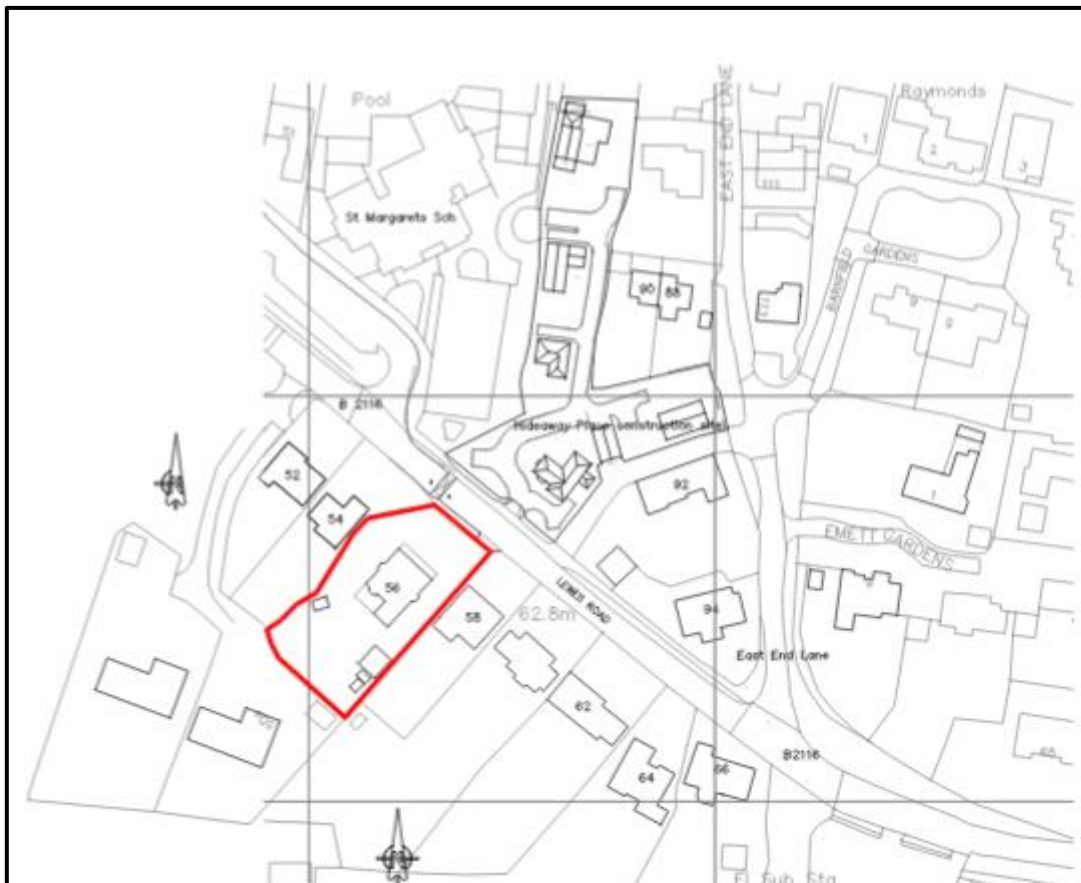
Applicant: Lewes District and Eastbourne Borough Councils
Benjamin Allen Construction Ltd c/o Agent Dowsett Mayhew Planning Partnership Ltd

Ward: Ditchling and Westmeston Ward

Recommendation: Approve subject to conditions and a legal agreement to secure affordable housing contribution.

Contact Officer: **Name:** Larissa Brooks
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Site Location Plan:



1	Executive Summary
1.1	<p>Full planning permission is sought for the demolition of existing chalet bungalow, detached double garage and other outbuildings, and erection of three (C3) dwellings (1 x 4-bed two-storey dwelling, 1 x 3-bed two-storey dwelling, and 1 x 2-bed single storey dwelling) together with associated landscaping, vehicle and cycle parking.</p>
1.2	<p><u>Principle of Development</u></p> <p>The proposed development would fall within the settlement boundary of Ditchling, in a sustainable location close to local amenities and transport networks.</p> <p>The development site is not allocated within the neighbourhood plan and is therefore regarded as a 'windfall' site. The South Downs Local Plan (SDLP) recognises that windfall sites provide a 'consistent delivery ... as a proportion of total dwellings built; therefore, allowance of a modest element of windfall housing supply is justified.' The Local Plan sets a guide of 51 dwellings per year being delivered on windfall sites across the park.</p> <p>As the site is within the settlement boundary, in a sustainable location and would constitute a modest windfall scheme, the principle of development is acceptable.</p>
1.3	<p><u>Affordable Housing</u></p> <p>Affordable housing contribution has been agreed in principle in line with the South Downs National Park Housing Supplementary Planning Document and will be secured through a S106.</p>
1.4	<p><u>Design (incl. Housing Mix)</u></p> <p>The proposed dwellings would maintain the strong linear front build line of the street scene. The proposal would also maintain a minimum one metre separation distance between dwellings and site boundaries which would maintain to some extent the open verdant character aspect of the immediate area. The proposed external materials of the units would comprise flint and brick quoins, clay hung tiles, clay roof tiles and brick, which reflects the materials prevalent within the South Downs Area, including Ditchling itself.</p> <p>As the existing dwelling to be demolished is four bedrooms, there will be no net increase in larger dwellings within the housing stock. The proposed three- and two-bedroom dwellings would provide smaller units that would serve the needs of Ditchling and the wider park area.</p>

1.5	<p><u>Landscape Impact</u></p> <p>On the southern side of Lewes Road, it is common for dwellings to have open countryside to the south, however this plot is unique as it already has two bungalows (50 and 50a Lewes Road) situated to the south of it, making it feel less open than other plots, and giving it a 'backland' nature.</p> <p>CONS6 of the Neighbourhood Plan displays a map showing the important views which are to be maintained. It is not considered that the proposed development would intrude upon these key views, particularly as any long-ranging views would view the site in its context within the 20th century suburban core of Ditchling.</p>
1.6	<p><u>Neighbouring Amenity</u></p> <p>It is not considered that the proposals will result in an adverse impact on neighbouring dwellings or future residents in terms of overlooking, loss of light and noise disturbance, subject to conditions to secure obscure glazed windows and supplementary soft landscaping to strengthen site boundaries.</p>
1.7	<p><u>Ecology and Sustainability</u></p> <p>The submitted Preliminary Ecological Assessment (PEA) states that the current site is of low ecological value.</p> <p>Two buildings on-site were assessed as offering moderate bat roost suitability, thus 2no. bat emergence/ re-entry survey were undertaken. The surveys concluded that a European Protected Species License (EPSL) will need to be obtained from Natural England.</p> <p>The avoidance, mitigation and compensation measures and ecological enhancement measures outlined in sections 5 and 6 of the submitted Ecological Impact Assessment (EIA) shall be secured via condition.</p> <p>The SDNP's sustainable construction consultants were consulted on the proposals and, subject to conditions, raised no objection to the proposals on the basis that the proposals comply with the SDNP's adopted Sustainable Construction Supplementary Planning Document.</p>
1.8	<p><u>Highways and Parking Provision</u></p> <p>ESCC Highways initially objected to the proposals, however amendments to the scheme were sought and that objection has now been withdrawn and replaced with a recommendation to approve, subject to conditions.</p> <p>Eight parking spaces are provided, exceeding ESCC minimum requirements.</p> <p>Electric vehicle charging points and cycle storage are provided for each dwelling.</p>

1.9	<p><u>Drainage</u></p> <p>The site sits in Flood Zone 1. SuDS (Sustainable Drainage Systems) details are to be secured via condition.</p>
1.10	Approval is recommended subject to conditions.
2.	Relevant Planning Policies
2.1	<p><u>National Planning Policy Framework (NPPF)</u></p> <ul style="list-style-type: none"> • NPPF02 - Achieving sustainable development • NPPF03 - Plan-making • NPPF04 - Decision-making • NPPF05 - Delivering a sufficient supply of homes infrastructure • NPPF08 - Promoting healthy and safe communities • NPPF09 - Promoting sustainable transport • NPPF11 - Making effective use of land • NPPF12 - Achieving well-designed places • NPPF 15 - Conserving and enhancing the natural environment
2.2	<p><u>South Downs Local Plan 2019 (SDLP)</u></p> <ul style="list-style-type: none"> • Core Policy SD1 - Sustainable Development • Core Policy SD2 - Ecosystems Services • Strategic Policy SD4 - Landscape Character • Strategic Policy SD5 - Design • Strategic Policy SD8 - Dark Night Skies • Strategic Policy SD9 - Biodiversity and Geodiversity • Development Management Policy SD11 - Trees, Woodland and Hedgerows • Strategic Policy SD19 - Transport and Accessibility • Development Management Policy SD21 - Public Realm, Highway Design and Public Art • Development Management Policy SD22 - Parking Provision • Strategic Policy SD25 - Development Strategy • Strategic Policy SD26 - Supply of Homes • Strategic Policy SD27 - Mix of Homes • Strategic Policy SD28 - Affordable Homes • Strategic Policy SD45 - Green Infrastructure

	<ul style="list-style-type: none"> • Strategic Policy SD48 - Climate Change and Sustainable Use of Resources • Strategic Policy SD49 - Flood Risk Management • Development Management Policy SD50 - Sustainable Drainage Systems • Development Management Policy SD51 - Renewable Energy • Development Management Policy SD54 - Pollution and Air Quality
	<p><u>Ditchling, Streat and Westmeston Neighbourhood Plan (2018) (NP)</u></p> <ul style="list-style-type: none"> • DS1 – Development Strategy • HSG 2 – Site Density and Layout • HSG 5 – Ensure Infrastructure Capacity • TRANS 1 – Provide Off-Street Parking • TRANS 2 - Carry Out Traffic Calming Adjacent to Housing Developments • CONS 1 – Permit Development within Established Boundaries • CONS 2 – Set Standards for Design of New Development • CONS 6 – Conserve Landscape and Important Views • CONS 8 – Preserve Dark Night Skies • CONS 9 – Protect and Enhance Habitats and Biodiversity • CONS 14 – Identify Non-Designated Heritage Assets

3.	Site Description
3.1	<p>The existing plot at 56 Lewes Road is occupied by a 1910s detached chalet bungalow that is set back from the road, roughly in the middle of the plot. The bungalow has a steeply pitched gable ended roof with an eaves height of 2.7m and a maximum ridge height of 8.5m. Other buildings on the site include a double garage to the south of the dwelling, a summer house to the west, and additional shed/storage structures also situated south. The dwelling sits on the southern side of Lewes Road, within the settlement boundary of Ditchling and not within the Conservation Area. It is not listed nationally or locally. There are no Tree Preservation Orders on site.</p> <p>Typically, the southern side of Lewes Road is bordered by a formal and more linear arrangement of dwellings than that seen on the north side, including a sizeable proportion of large, detached two-story dwellings. In contrast the northern side is bordered by an irregular arrangement of dwellings, the majority of which are detached chalet style properties.</p>

The plot is bounded to the east and west by a 1.8m high close-boarded fence. To the south, the boundary is less defined comprising hedging and shrubs. The northern boundary is relatively open, with the vehicular access positioned on the eastern side, and the remaining boundary line delineated with low-level post and rail timber fencing. The plot sits between the adjacent residential plots – no.54 to the west and no. 58 to the east. Both are two-storey detached dwellings.

To the south of the plot lies the residential properties no.50 and 50a Lewes Road which are accessed via a private drive to the west. These feature a bungalow / chalet style. To the north of the plot is the Lewes Road (B2116) and beyond this are further residential dwellings as well as the Ditchling C of E Primary School.

The current dwelling has four bedrooms and approximately 190 square metres of floorspace over 1.5 floors. Materials of the existing dwelling include white painted brick at ground floor; clay tiles for the roof and clay hung tiles for the gable ends.

4. Proposed Development

4.1 The application seeks Full Planning Permission for the demolition of the dwelling at 56 Lewes Road and associated structures and the erection of three new detached dwellings as follows:

Plot 1

Plot 1 would have a curtilage of approx. 317.6sqm. It would comprise two storeys with an eaves height of approx. 5.1m and a ridge height of 8.1m. The front and rear elevations of the dwelling would be faced with flint and brick quoins at ground floor level with clay hung tiles at first floor. The side elevations would be faced with brick at ground floor and clay hung tiles at first floor. The roofs would be hipped and finished with handmade Lifestyle Ashbury restoration roof tiles. Internally, the dwelling would have a floorspace of 160.6sqm. At ground floor, it would feature an entrance hall, W/C/utility room, study room and open plan living/kitchen/dining space. At first floor, it would have three double bedrooms, one with ensuite, one single bedroom, and one family bathroom. It has a rear garden of some 168sqm.

Plot 2

Plot 2 would have a total curtilage of 249sqm. It would comprise two storeys, with an eaves height of some 5.1m and a total ridge height of 7.7m. Externally, the dwelling would be faced with brick at ground floor level and clay hung tiles at first floor, The front elevation would feature a large bay window at ground floor. The roofs would be hipped and finished with handmade Lifestyle Ashbury restoration roof tiles. Internally, the dwelling would have a floorspace of approx. 119sqm. At ground floor level, the dwelling would comprise a small entrance hall, W/C/utility room, and an open plan living/kitchen/dining space. At first floor, the dwelling would

comprise two double bedrooms (one with ensuite), one single bedroom and a family bathroom. The plot has a rear garden of some 122sqm.

Plot 3

Plot 3 would have a total curtilage of some 581sqm. The dwelling would be a single storey bungalow, with an eaves height of approx. 2.5m, and a max height of 4.6m. The flat part of the roof will feature a sedum roof, with the remaining area of roof space on the north easter portion of the building being a dual pitched gable ended roof laid with Lifestyle Ashbury restoration roof tiles and two photovoltaic panels on the eastern roof slope. The north, south, and western elevations of the dwelling would be faced with flint and brick quoins, with the eastern elevation faced in brick. Internally, the bungalow would have an internal GIA of 102.5sqm. It would comprise a large hallway, utility room, family bathroom, two double bedrooms (one with ensuite) and an open plan living/kitchen/dining space. The garden area is approx. 297.9sqm.

All dwellings feature rainwater harvesting tanks, air source heat pumps and electric vehicle charging points. The proposed patio areas serving the gardens will be permeable to assist in surface water drainage.

5. Relevant Planning History:

- 5.1 SDNP/22/04969/HOUS - Erection of single storey side and front extension and associated works (Approved)
SDNP/22/05914/LDP - Demolition of rear utility, w.c, bay window and covered area and construction of a rear single storey extension with 3 sets of French doors and a lead roof (Approved)

6. Consultations:

6.1 Ditchling Parish Council

Objection - 4 bed homes are contrary to policy HSG1 of the Ditchling, Streat, and Westmeston Neighbourhood Plan which supports dwellings of 3 bedrooms or fewer. Parking provision is inadequate for residents and does not account for visitors, delivery vehicles or rubbish collection. There is effectively no parking in this part of Lewes Road and it is dangerous to allow any parking or waiting of vehicles due to the proximity of the traffic calming features (speed bumps) and volume of traffic connected to school pick up and drop off times. It is also noted that the neighbouring residents have raised objections about the loss of peaceful enjoyment of their properties due to the proposed layout of the development which would present overlooking issues.

Further comment 28/02: It is noted that the amended plans submitted in response to objections raised by the Highways Department have not fully resolved the concerns raised with regarding access, parking spaces and accessibility for larger vehicles such as delivery vans and rubbish

collection lorries. The Parish Council's original objection stands as submitted.

Sustainable Drainage (SuDS)

No comment.

ESCC Archaeology

Although this application is situated within an Archaeological Notification Area, based on the information supplied, I do not believe that any significant archaeological remains are likely to be affected by these proposals. For this reason I have no further recommendations to make in this instance.

Contaminated Land

I am not aware of any land contamination issue at the site. However, I note that some demolition activities are involved at the site. Considering the sensitive use of the site, I recommend the following conditions and informative (n.b. see conditions and informatives section).

SDNPA Sustainable Construction Consultants

No objection subject to conditions.

ESCC Highways

The plans are now considered acceptable for planning purposes and indicate suitable access, onsite parking and turning areas. The additional plans/documents provided include: Document entitled "Revised Access Arrangement" by I-Transport dated 15th May which contains a Road Safety Audit. Drawing Nos: - ITS19778-GA-001.E – tracking and visibility; block plan 23/2070 09A and site layout plan 23/2070 11a. Thus, the highway objection dated 21st February 2024 is withdrawn and recommended highway conditions can be found at the end of this report.

Ecology

No comments received.

NatureSpace Partnership

It is considered that the proposed development would present a low risk to great crested newts and/or their habitats. However, as the development is within the red Impact Risk Zone, as modelled by district licence mapping, I recommend that the following informative should be attached to planning consent (see informatives).

7.	Other Representations:
7.1	46 objections received. (n.b., more than one objection from the same person has only been counted once, unless different points were raised in each objection. Points raised which are not planning considerations have not been considered further). Issues raised:

	<ul style="list-style-type: none"> • Overdevelopment – concerns that the site is too small for three dwellings • Houses will not be affordable • Flooding and localised drainage issues • Impacts to ecology, particularly bats • Impact on infrastructure • Design and impact on street scene/ character of village • Proposed houses are positioned too close to neighbouring dwellings • Ditchling has fulfilled its quota for housing as set out in the neighbourhood plan • Loss of a heritage asset • Highway concerns, inadequate parking provision • Amenity concerns including loss of light, overlooking and overshadowing • Construction phase noise disturbances • Impact on long-range views • Impact on Dark Night Skies Reserve • Housing mix – 4-bedroom dwelling does not comply with policy in the neighbourhood plan • Proposals do not comply with SD30 – OFFICER NOTE: SD30 is not a consideration to this application as this policy only applies to proposals outside of development boundaries. <p>All other points raised will be assessed within the appraisal section of this report.</p>
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8.	Appraisal:
8.1	<p><u>Key Considerations:</u> Sec 38 (6) of the Planning Compulsory Purchase Act 2004 requires that regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.</p> <p>The NPPF also advises that there is a presumption in favour of sustainable development.</p> <p>The main considerations relate to:</p> <ul style="list-style-type: none"> • Principle of development

- Affordable housing
- Housing mix
- Design and landscape impact
- Impact on neighbouring amenity
- Living conditions for future occupants
- Impact on highways
- Sustainability and impact on ecosystem services
- Drainage
- Impact on the Dark Night Skies Reserve
- Loss of a non-designated heritage asset

8.2

Principle of Development

Policy SD1 of the South Downs National Park Local Plan instructs a presumption in favour of sustainable development to be adopted when making planning decision. The concept of sustainable development is framed in context with the core purposes of the National Park, these being:-

- i) to conserve and enhance the natural beauty, wildlife and cultural heritage of the area; and
- ii) to promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.

The site falls within the settlement boundary of Ditchling. Policy SD25 supports the principle of development within settlement boundaries where it is:

- a) Of a scale and nature appropriate to the character and function of the settlement in its landscape context;
- b) Makes best use of suitable and available previously developed land in the settlement; and
- c) Makes efficient and appropriate use of land.

Similarly, Policy DS1 of the Ditchling, Streat and Westmeston Neighbourhood Plan states:

The principle of development is supported within the settlement boundary, particularly where this:

- (a) meets identified housing requirements;
- (b) supports its role as a service centre for the Plan area; and
- (c) provides facilities supporting its role as a gateway to the National Park.

Policy SD26 sets out housing need within the National Park. Individual targets are provided for the delivery of new housing within the plan period in specific settlements throughout the Park, with a target of 15 dwellings being set for Ditchling. Whilst it is acknowledged that this target has been met as stated by objectors, section 2.4, para. 2 of the Ditchling, Streat and Westmeston Neighbourhood Plan states that 'the parish is required to

	<p>allocate a <i>minimum</i> of 15 new housing units over the plan period. This figure excludes dwellings that may come forward on unallocated sites.” Note, therefore, that this is a minimum and not a ‘cap.’</p> <p>The development site is not allocated within the neighbourhood plan and is therefore regarded as a 'windfall' site. The South Downs Local Plan recognises that windfall sites provide a 'consistent delivery ... as a proportion of total dwellings built; therefore, allowance of a modest element of windfall housing supply is justified.' The Local Plan sets a guide of 51 dwellings per year being delivered on windfall sites across the Park. Policy SD19 states that development proposals will be permitted provided that they are located and designed to minimise the need to travel and promote the use of sustainable modes of transport. The dwellings would be sited in a sustainable and central location within the village. The site is well served by local amenities in the nearby area, including the Ditchling C of E Primary School just opposite the application site, and the Mid Sussex Health Centre, Village Hall and Post Office on Lewes Road and two public houses which can all be reached within a 10-minute walking distance. There are also local shops and cafes within the village. I note objector’s concern regarding impact on local infrastructure, however I do not consider a minor dwelling scheme such as this to have a detrimental impact on resources within the area.</p> <p>To conclude, as the site is within the settlement boundary, in a sustainable location and would constitute a modest windfall scheme, the principle of development is acceptable subject to compliance with relevant National, Local Plan and Neighbourhood Plan policies, to be further assessed below.</p>
8.3	<p><u>Affordable Housing</u></p> <p>Although there is only to be a net gain of two new dwellings, SD28 1(b) refers to gross capacity where there is a requirement for a proportion of affordable housing. In this case, the gross capacity is three dwellings and so a financial contribution would be sought as part of the proposals. The applicant has confirmed that they will be providing an affordable housing contribution in line with SDNPA recommendations outlined in the SPD.</p> <p>Any approval granted would be subject to the following planning obligation:</p> <ul style="list-style-type: none"> • Off-site affordable housing contribution of £52,966, to be secured through a section 106 agreement.
8.4	<p><u>Housing Mix</u></p> <p>The proposed development would provide four-, three- and two-bedroom dwellings. Para. 7.21 of the South Downs Local Plan note that the Housing and Economic Development Needs Assessment (HEDNA) and the Strategic Housing Market Assessment (SHMA) identify a need for a mix of dwelling sizes across the National Park, with a much greater level of need for small and medium-sizes homes, and limited need for larger houses of four or more bedrooms. As the existing dwelling is four bedrooms, there</p>

	<p>will be no net increase in larger dwellings within the housing stock. The proposed three- and two-bedroom dwellings would provide smaller units that would serve the needs of Ditchling and the wider park area. Policy HSG1 of the Ditchling, Streat and Westmeston Local Plan also supports the provision of one-, two- and three-bedroom dwellings. Smaller units may be more likely to be occupied by older residents, supporting downsizing which would in turn free up larger existing units for family use. This is noted in para. 7.42 of the South Downs Local Plan. The proposals are therefore considered to comply with SD27 of the SDLP and HSG 1 of the NP.</p>
8.5	<p><u>Design and Landscape Impact</u></p> <p>It is noted there are objections relating to overdevelopment of the site. This is partially explored in the ‘Living Conditions for Future Occupants’ part of this report. The SDNP do not have a policy specifically relating to density, but rather developments are considered upon their landscape impact. Similarly, the NP does not set out a measurement for density, but rather HSG 2 states that (<i>inter alia</i>) ‘Housing proposals should be developed at the maximum density appropriate to the location, while retaining the character of the Beacon villages,’ and also states that gardens should be provided for every unit and car parking provided in accordance with highway authority standards. These points will now be assessed further.</p> <p>Policies SD4 and SD5 of the South Downs Local Plan seeks to conserve and enhance landscape character, local character and the visual integrity and identity of the National Park whilst avoiding harmful impact upon, or from, any surrounding uses and amenities. Development <i>inter alia</i>, will be required to complement landscape character, contribute to local distinctiveness, and incorporate architectural design appropriate to its setting in terms of height, massing, density, roof form and relevant detailing.</p> <p>NPPF paragraph 135 requires that developments add to the overall quality of the area, not just for the short term but over the lifetime of the development, whilst being visually attractive and sympathetic to the local character. Great weight is also given to conserving and enhancing the landscape and scenic beauty of National Parks, which have the highest status of protection.</p> <p>CONS2 of the Neighbourhood Plan sets standards for design of new development, requiring new development is of a high standard of design in harmony with the distinctive character of the area.</p> <p>The proposed dwellings would maintain the strong linear front build line of the street scene. The proposal would also maintain a minimum 1 metre separation distance between dwellings and site boundaries which would maintain to some extent the open verdant character aspect of the immediate area. The current dwelling is unique to the south side of Lewes Road as it is more open in its character with larger separation distances between the neighbouring properties, nos. 54 and 58.</p>

Due to the varied nature of properties within the immediate street it is not considered that the replacement of a large, detached dwelling with two smaller detached properties would appear deleterious within the street scape. The bungalow, plot 3, would of a modest height thus would have minimum impact on the street scape. Para. C.12.1.7 of the South Downs Design Guidance SPD states that 'the main building material in the South Downs Area, (particularly in the last two centuries) has traditionally been red brick, with some local variations and a variety of local stones, including flint. A combination of brick and stone is also commonly found. Hanging clay tiles, painted brick, timber cladding and some renders have also been used to a lesser or greater extent depending on location.' The proposed external materials of the units would comprise flint and brick quoins, clay hung tiles, clay roof tiles and brick, which reflects the materials prevalent within the South Downs Area, including Ditchling itself. Of particular note, CONS2 of the Neighbourhood Plan states that 'Development which reflects local building styles and detailing, and which uses traditional materials such as brick, tile and flint, will be given particular encouragement.'

Plot 3 will feature a green sedum roof which will help to blend the development into the landscape. Furthermore, the proposed dwellings would reflect the traditional design, height, and roof form of immediately adjacent properties. Parking spaces are situated north of each plot which is typical for the area. It is considered that in this sense the proposal would retain the street scape character of Lewes Road.

Para. 7.13 of the South Down Local Plan notes that 'many...villages and towns are characterised by relatively densely clustered, small buildings. Therefore, it is important to make efficient use of land that does become available and is suitable for development.' Policy HSG 2 of the Ditchling, Streat and Westmeston Plan maintains that 'housing proposals should be developed at the maximum density appropriate to the location, while retaining the character of the Beacon villages.' Many of the plots on the south side of Lewes Road have open countryside to the south, however this plot is again unique as it already has two bungalows (50 and 50a Lewes Road) situated to the south of it, making it feel less open than other plots, and giving it a 'backland' nature. Furthermore, the newly developed site 'Hideaway Place' opposite the site features an access road running through. It is therefore not considered that the proposed development will look out of character with the surrounding street scene and built form.

It is considered that the use of glazing has been kept to a minimum, particularly at first floor level, without compromising the need for habitable rooms to enjoy good levels of access to natural light and ventilation. As per the SDNP Design Guidance SPD, all habitable rooms have adequate lighting.

The proposals are supported by a landscaping plan which will increase the amount of greenery on the site – full details of soft and hard landscaping shall be secured via condition. Plots are proposed to be separated with hedging and post and rail fencing, which is supported as it is a local

characteristic seen along Lewes Road. Waste and recycling storage is proposed at the entrance of the site. This will be screened by soft landscaping thus it is not considered there will be an adverse impact on the street scene.

It is therefore considered that the design of the development adopts a landscape led approach as required by policy SD5 of the SDLP.

8.6 Impact on Neighbouring Amenity

CONS2(i) states that new development should does not result in unacceptable levels of light, noise, air or water pollution.

The supporting text for SD5, para 5.35 states that the privacy and amenity of existing neighbours and future occupiers should be respected. Proposals should ensure good natural light for new and, where relevant, existing buildings and their occupiers. Proposals affecting residential properties in particular should not be unduly overbearing, or compromise others' reasonable privacy, unless outweighed by innovative design solutions that mitigate these impacts.'

Due to the positioning and orientation of plots 1 and 2 to the side of the neighbouring properties (nos. 54 and 58), it is unlikely that there would be any overshadowing from the proposed development. Furthermore, the eastern elevation of adjacent property no.54 features two windows at first floor level which both serve non-habitable rooms, and the window positioned between the ground and first floor on the western elevation at no.58 only serves the stairs.

For plot 1, no windows are proposed on the first-floor west elevation, and only two windows are proposed on the first-floor east elevation, both of which serve bathrooms and thus are likely to be obscure glazed – this is to be secured via condition.

For plot 2, again no windows are proposed on the first-floor west elevation which ensures that there will be no overlooking into plot 1. Only one window is proposed on the east elevation which serves a bathroom, minimising the potential for overlooking onto no. 58.

There is an existing level of overlooking onto neighbouring gardens, as is common within suburban areas. The proposals do not exacerbate this.

The dwelling at plot 3 is a bungalow and so would have limited impact upon neighbouring properties. The current informal hedging on the southern boundary would not be sufficient to act as screening between Plot 3 and 50a Lewes Road. It is understood that this boundary would be supplemented with more formal hedging, which would reduce the risk of overlooking for both parties – this will be secured via condition as part of the soft landscaping plan. The modest height would ensure it would be largely screened from view and therefore not represent an overbearing

element or cause any significant increase in overshadowing towards neighbouring properties.

Whilst the proposals would result in a change for neighbouring properties at nos 54 and 58, it is not considered that the dwellings would have an overbearing impact due to the maintaining of a minimum of 1 metre separation distance between dwellings and site boundaries, and the fact that plots 1 and 2 are set back slightly from the neighbouring properties. It is proposed that each dwelling is fitted with an air source heat pump (ASHP). To ensure no noise nuisance occurs, a condition requiring the ASHPs to comply with MSC standards shall be applied.

Given the above assessment, it is considered that the proposed development complies with policy SD5 of the SDLP in terms of impact upon neighbouring amenities.

8.7 Living Conditions for Future Occupants

It is noted that there were a number of objections relating to over-development of the site. Consideration of minimum space standards is integral to understanding whether the site is over-developed. Furthermore, policy HSG 2 of the NP considers density partly in relation for a developments ability to both provide amenity space and adequate parking provisions. This section will assess whether the minimum space standards have been met, as well as if adequate outdoor amenity area has been provided.

Para. 126 of the National Design Guide (2021), which is a companion to the Revised National Planning Policy Framework, states that 'well-designed homes and communal areas within buildings provide a good standard and quality of internal space. This includes room sizes, floor-to-ceiling heights, internal and external storage, sunlight, daylight and ventilation.'

The Technical Housing Standards -Nationally Described Space Standard (2015) defines minimum levels of Gross Internal Area (GIA) that should be provided for new residential development, based on the amount of bedrooms provided and level of occupancy. The table below shows the GIA provided for each of the proposed unit along with the amount of GIA required for the unit.

Plot no.	Unit Type	GIA Required (m ²)	GIA Provided (m ²) (approx.)
1	Two-storey, four bedroom, eight person	124	161.7
2	Two-storey, three-bedroom, five person	93	119

3	One-storey, two-bedroom, four person	70	103.3
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The proposed units all exceed minimum space standards in terms of GIA.

Individual room sizes should meet or exceed the minimum room size requirements also set out in the space standards document, these being:

- 7.5 m² for single bedrooms with a width of at least 2.15m
- 11.5 m² for double bedrooms with 1 double (or twin bedroom) being at least 2.75m wide and every other double (or twin) bedroom being at least 2.55m wide.

These minimum sizes have been met.

As previously mentioned, all primary habitable rooms would have good levels of access to natural light and ventilation. All properties would have step free access from the parking spaces and would have a clear and rational internal layout which would be easily navigable and accessible. plot 3 would have bedrooms at ground floor level. A parking spaces for plot 3 is positioned directly outside the front bedroom, however as this is typical for bungalows it is not considered this would be an issue.

The adopted Design Guide SPD C.10.1 Private Gardens states that: "house with 2 or more bedrooms should usually have an amenity space of at least 60% of the internal floor space of the house". This would equate to

- Plot 1 – 97m²
- Plot 2 – 71.9m²
- Plot 3 – 62m²

Of usable private amenity space for each house. Each plot exceeds these minimum requirements.

8.8

Impact on Highways

TRANS2 of the Neighbourhood Plan states that applications for housing development may need to be accompanied by appropriate transport infrastructure improvements (e.g. footways and pedestrian crossings, cycle routes, bus stop improvements) required for and related to the development.

Paragraph 115 of the NPPF (2023) states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

SD21 states that 'Development proposals will be permitted provided that they protect and enhance highway safety and follow the principles set out in the document, Roads in the South Downs, or any future replacement'. Supporting text for SD22 para. 6.44 states that 'The provision of vehicle and cycle parking for new development should be in accordance with the local parking guidance applicable to that area'.

Following on from the receipt of amended plans, the highway objection dated 21st February 2024 is withdrawn and conditions are recommended.

The applicant has amended the plans with no alterations to the adjacent buildout on Lewes Road with the new access repositioned approximately three metres to the west of the existing access. The audit raised an issue with the positioning of the existing give way markings at the existing adjacent buildout. As a result, the applicant has shown the give way markings to be relocated [to the east] along Lewes Road which will also result in the necessary reprovision of associated white line hatch markings.

ESCC has some concerns over the existing issues of striking of the buildout and worn white hatching. We acknowledge the RSA findings and that the striking of the build out is not associated with the development. The changes to the current highway layout, as a result of this development, may have an impact on the existing situation taking into account the distance between the buildout and proposed give way markings would be lengthened and increase in turning traffic at this point with this proposal.

However, following consideration by ESCC Road Safety team the highway authority would accept the proposal as submitted subject to the relocated hatch [and give way] markings and new reflective bollards provided on the refuge/buildout to reduce the potential for vehicle strikes which may increase.

These can be itemised through the condition for the construction of the access with all details to be submitted and agreed prior to commencement of development and dealt with through a s171 Licence Agreement with ESCC.

Safe and secure cycle storage facilities are equally important at new development as cycling has the potential to replace short car journeys. ESCC guidance states that a minimum of 2 spaces should be provided for 2-,3- and 4-bedroom dwellings. The proposals meet and exceed these requirements.

Electric vehicle charging points are provided for each dwelling.

The proposals therefore comply with TRANS2 of the NP, para. 115 of the NPPF, and SD21 and SD22 of the SDLP.

OFFICER NOTE – conditions 8 and 9 recommended within the ESCC consultation comments have not been included within the recommended conditions in section 10 as the details will be covered within the Construction Management Plan (condition labelled Highways 8).

8.9

Sustainability and Impact on Ecosystem Services

Policy SD2 of the South Downs Local Plan states that development proposals will be permitted where they have an overall positive impact on the ability of the natural environment to contribute goods and services.

Policy SD9 states that development proposals will be permitted where they conserve and enhance biodiversity and geodiversity, giving particular regard to ecological networks and areas with high potential for priority habitat restoration or creation.

SD48 states that The Authority will encourage all new development to incorporate sustainable design features, as appropriate to the scale and type of development, and sets out minimum standards to be achieved for both energy efficiency and water consumption.

CONS2 of the Neighbourhood Plan states that (inter alia):

New development, extensions, alterations and replacements should be to a high standard of design in harmony with the distinctive character of the area, where:

- c. it incorporates measures to protect and enhance wildlife;
- g. it incorporates sustainable urban drainage principles where possible and adequate flood protection and mitigation measures;
- h. it adopts sustainable construction methods and measures to enhance energy efficiency.

The site is in a Red Zone for Great Crested Newts, however, due to the nature of the site and lack of suitable habitat within the nearby vicinity, it is felt that the proposed development would present a low risk to great crested newts and/or their habitats. NatureSpace had no objections to the proposals where GCNs were concerned.

Two ecology reports were submitted with the application. Firstly, a Preliminary Ecological Assessment (PEA) by Lizard Ecology (2022) was undertaken to establish the sites ecological value. This also included a Preliminary Bat Roost Assessment. The report concluded that the site held negligible value to dormice, reptiles, amphibians, badgers and invertebrates. Mitigation measures for hedgehogs, breeding birds and bats were recommended, including further bat surveys in the form of emergency/re-entry surveys.

A further study in the form of an Ecological Impact Assessment (EIA) was then undertaken, also by Lizard Ecology (2023), in order to address the initial findings of the PEA and to establish the required avoidance, mitigation and compensation measures. The report concluded that once these have been taken into account, the impacts of the planned

	<p>development upon biodiversity will be negligible and non-significant. The applicants will need to obtain a European Protected Species License prior to works commencing for works affecting bats, and the other measures are to be secured via condition.</p> <p>The ecological reports recommend enhancements, including bat roosting features (in addition to those required as compensation) and bird nesting features. Habitat enhancements should also be incorporated, to achieve biodiversity net gain.</p> <p>It is noted that the application was submitted prior to the introduction of mandatory Biodiversity Net Gain, as outlined in national policy. However, policy SD9 of the SDLP has an aim to achieve a net gain in biodiversity. Therefore, further detail on ecological compensation and enhancement measures, including how a measurable net gain will be achieved, should be submitted to the LPA for approval in writing prior to the commencement of development.</p> <p>The SDNP's sustainable construction consultants were consulted on the proposals and, subject to conditions, raised no objection to the proposals on the basis that the proposals comply with the SDNP's adopted Sustainable Construction SPD.</p> <p>The proposals therefore also comply with SD2, SD9, and SD48.</p>
8.10	<p><u>Drainage</u></p> <p>Policy SD50 of the SDLP states that development proposals will be permitted where they ensure that there is no net increase in surface water run-off, taking account of climate change.</p> <p>The site is in Flood Zone 1. Land within flood zone 1 has a low probability of flooding from rivers and the sea. Permeable tarmac and block paving would be used for hard surfaces, measures that would help control surface water discharge from the site by providing increased permeability to allow for infiltration – specific material details of hard landscaping will be secured via condition. The flat roof area at plot 3 would also be maintained as a green roof, assisting drainage, and creating habitat.</p> <p>The application is supported by a drainage statement. The statement recommends that the foul sewage from the proposed dwellings discharge into the existing public foul sewer in Lewes Road. With regard to the disposal of surface water, the Statement recommends this discharge to a soakaway, suggested location at the rear end of the site. The suitability of a soakaway would need to be confirmed through further testing on site and so is to be secured via condition.</p>
8.11	<p><u>Impact on the Dark Night Skies Reserve</u></p> <p>Policy SD8 of the Local Plan and CONS8 of the Neighbourhood Plan states that proposals will only be permitted where they conserve and enhance the intrinsic quality of the dark night skies, and proposals must</p>

demonstrate that all opportunities to reduce light pollution have been taken and must ensure that the measured and observed sky quality in the surrounding area is not affected.

The use of glazing has been kept to a minimum, particularly at first floor level, without compromising the need for habitable rooms to enjoy good levels of access to natural light and ventilation. As per the SDNP Design Guidance SPD, all habitable rooms have adequate lighting. No rooflights are proposed. A condition shall be applied requiring the solar panels on plot 3 to have an anti-reflective coating.

It is therefore considered that the proposed development would not compromise the dark sky reserve status of the National Park and, as such, accords with policies SD8 and CONS8.

8.12

Loss of a non-designated heritage asset

SD12 of the SDLP states that 'The significance of non-designated heritage assets must be carefully assessed and the desirability of their conservation will be weighed against wider public benefits as planning applications are considered and determined.' Similarly, CONS 14 of the NP draws our attention to the local list of non-designated heritage assets which has been formulated for the district. For Ditchling, these are:

- Baldwins
- 103 East End Lane
- 1 and 3 High Street
- 5 High Street
- 39-41 High Street
- Lodge Hill Cottage

The above buildings have been designated as of local interest due to their evidential, historical, aesthetic and/or communal value.

Numerous objections were received by members of the public who were concerned that the dwelling to be demolished, no.56 Lewes Road, holds historical importance as being The Old School House. Your officer has researched this but could not find any evidence to support this claim.

Looking into the history of the schools within the area, The Former Baptist free school, (now houses – 28-32 East End Lane) closed in 1836 and was known as 'The Old Meeting House School.' This is likely to have some historical value. When this school closed, a National School was built near the church in 1836 and extended in 1886. When St Margaret's Church of England Primary School moved to new premises off Lewes Road in 1983, the old building became Ditchling Museum. Neither relate to the application site in question.

	<p>Furthermore, The Ditchling Historic Character Assessment Report (2005) states that 'Lewes Road lies south of the Anglo-Saxon and south-east of the later medieval and postmedieval settlement. It represents largely residential development along Lewes Road, newly set out east of its junction with Fieldway as a result of a turnpike road Act of 1812. As such it lies outside the historic core of the village, but in part overlies Leasing Hill/The South Down, which may have functioned as the medieval village green. Today the area is of spacious residential character. <u>There are no listed buildings or other important unlisted buildings.</u> Historic boundaries are limited to those surviving from the former fieldscape. With the loss of more substantial Eastfield House (now the location of the village hall), the earliest buildings surviving buildings comprise semi-detached and terraced houses either side of The Twitten. <u>More substantial semi-detached and detached Edwardian houses are found along the south side of Lewes Road,</u> and the inter-war period saw this extend to the north side of Fieldway. Post-1945 infill includes the new primary school.' Had 56 Lewes Road been of notable historic importance, it is fair to assume that it would have been included and assessed within this extensive Urban Survey of the Ditchling area.</p> <p>Therefore, in the absence of evidence to attest otherwise, and given that the dwelling is not locally or nationally listed, it is not considered that its demolition would result in the loss of a non-designated heritage asset.</p>
8.13	<p><u>Human Rights Implications:</u></p> <p>The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been considered fully in balancing the planning issues; and furthermore, the proposals will not result in any breach of the Equalities Act 2010.</p>

9.	Recommendations
9.1	It is recommended that the application be Approved subject to the conditions set out below.

10.	Conditions:
10.1	<p>Full planning permission</p> <p>The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.</p> <p>Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>

10.2	<p>Approved plans</p> <p>The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Plans Referred to in Consideration of this Application".</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p>
10.3	<p>Highways 1</p> <p>No development shall commence until the vehicular access serving the development has been constructed in accordance with plans and details to include construction, surface water drainage, gradient and alterations to carriageway lineage/hatching and replacement bollards [on the adjacent traffic refuge] that shall have been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway</p>
10.4	<p>Highways 2</p> <p>No development shall be occupied until the existing access shown on the submitted plans has been stopped up and the kerb and/or verge reinstated in accordance with details submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority.</p> <p>Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.</p>
10.5	<p>Highways 3</p> <p>No part of the development shall be first occupied until visibility splays of 2.4 metres by 26 metres have been provided at the proposed site vehicular access onto Lewes Road [B2116] in accordance with the approved plans. The splays shall thereafter be maintained and kept free of all obstructions over a height of 600mm.</p> <p>Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.</p>
10.6	<p>Highways 4</p> <p>The development shall not be occupied until parking areas have been provided in accordance with the approved plans and the areas shall thereafter be retained for that use.</p> <p>Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.</p>

10.7	<p>Highways 5</p> <p>The proposed parking spaces shall measure at least 2.5m by 5m (add an extra 50cm where spaces abut walls or fences).</p> <p>Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.</p>
10.8	<p>Highways 6</p> <p>The development shall not be occupied until cycle parking storage has been provided in accordance with details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use</p> <p>Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development.</p>
10.9	<p>Highways 7</p> <p>The development shall not be occupied until a turning space for vehicles has been provided and constructed in accordance with the approved plans and the turning space shall thereafter be retained for that use and shall not be obstructed.</p> <p>Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.</p>
10.10	<p>Highways 8</p> <p>No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters:</p> <ul style="list-style-type: none"> • the anticipated number, frequency and types of vehicles used during construction, • the method of access, egress, turning and routeing of vehicles during construction • the parking of vehicles by site operatives and visitors, • the loading and unloading of plant, materials and waste, • the storage of plant and materials used in construction of the development, • the erection and maintenance of security hoarding, • the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction on the public highway (including the provision of temporary Traffic Regulation Orders), • arrangement of holding areas for construction vehicles • details of public engagement both prior to and during construction works.

	Reason: In the interests of highway safety and the amenities of the area.
10.11	<p>Sustainable Construction</p> <p>Prior to the commencement of the development hereby permitted, detailed information in a Design Stage Sustainable Construction Report in the form of:</p> <ul style="list-style-type: none"> a) Design-stage SAP 10 assessment for each dwelling b) Design-stage plan and specification for 3no. electric vehicle (EV) charge points. c) Design-stage BRE water calculator. d) Product specification for EV, ASHP, waste facilities, and materials; and e) Grown in Britain or FSC certificates for all timber used in construction. f) Sustainable materials and building design details. <p>Demonstrating that the development will:</p> <ul style="list-style-type: none"> a) Reduce predicted CO₂ emissions by at least 12% due to energy efficiency measures and onsite renewable energy, compared with the maximum allowed by Part L1A 2021 b) Provide 3no. electric vehicle (EV) charge points, in a suitable location to ensure simultaneous charging, with a minimum power rating output of 7kW and a universal socket. c) Have predicted water consumption of no more than 110 litres per person per day. d) Have separate internal bin collection for recyclables matching local waste collection service; and e) Have a private compost bin. f) The building and landscaping are designed to adapt to climate change including overheating risk. g) The green roof on plot 3. <p>And providing evidence demonstrating a selection of sustainable materials shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be built in accordance with these agreed details.</p> <p>Reason: To ensure the development demonstrates a high level of sustainable performance to address mitigation of, and adaptation to, predicted climate change.</p>
10.12	<p>Materials</p> <p>Before any works above foundation level commences for the development hereby approved, a schedule of external materials, including details of</p>

	<p>their sustainability credentials, shall be submitted to and approved in writing by the Local Planning Authority, and the approved materials shall be used in the implementation of the development and thereafter so retained.</p> <p>Reason: In the interest of visual amenity in accordance with policies SD5 and SD25 of the South Downs Local Plan and policy CONS2 of the Ditchling, Streat and Westmeston Neighbourhood Plan.</p>
10.13	<p>Drainage</p> <p>No development approved by this permission shall be commenced until details of surface water drainage, which shall follow the principles of sustainable drainage as far as practicable, have been submitted to and approved by the Local Planning Authority. Thereafter all development shall be undertaken in accordance with the approved details and no occupation of any of the development shall be take place until the approved works have been completed. The surface water drainage system shall be retained as approved thereafter.</p> <p>Reason: To ensure satisfactory surface water drainage.</p>
10.14	<p>Permitted Development Rights Removal</p> <p>Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no works defined within Part 1 of Schedule 2, classes A-F inclusive of that Order (including the formation of any additional windows or other openings), shall be erected or undertaken on the site.</p> <p>Reason: In order to control future development of the site in the interest of visual and residential amenity and surface water permeability in accordance with polices SD2. SD5, SD8, SD25 and SD50 of the South Downs Local Plan and policies CONS2 and CONS4 of the Ditchling, Streat and Westmeston Neighbourhood Plan.</p>
10.15	<p>Refuse and Recycling Storage</p> <p>The development hereby permitted shall not be brought into use until details of refuse and recycling storage shall be submitted to and approved in writing by the Local Planning Authority. The approved refuse and recycling storage facilities shall be implemented prior to the occupation of the development and thereafter be retained.</p> <p>Reason: To preserve the residential and visual amenities of the locality in accordance with SD4 and SD5.</p>
10.16	<p>Air Source Heat Pumps</p>

	<p>The air source heat pump hereby permitted shall comply with the MCS Planning Standards, or an equivalent standard, and shall be retained as such thereafter.</p> <p>Reason: To protect the amenity of adjacent occupiers.</p>
10.17	<p>Anti-reflective Coating for Solar Panels</p> <p>Prior to the installation of the new solar panels, they shall be treated with an anti-reflective coating. The panels shall thereafter be maintained in this condition.</p> <p>Reason: To reduce the reflection from these panels to protect the landscape of the National Park.</p>
10.18	<p>Ecology 1</p> <p>All ecological measures and/or works shall be carried out in accordance with the details contained in the submitted Ecological Impact Assessment by Lizard (June 2023), including the requirement for a protected species licence, as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.</p> <p>Reason: To ensure that the measures considered necessary as part of the ecological impact assessment are carried out as specified, and to provide a net gain for biodiversity as required by paragraphs 180 and 186 of the National Planning Policy Framework, Section 40 of the Natural Environment and Rural Communities Act 2006, and policies SD2 and SD9 of the South Downs Local Plan.</p>
10.19	<p>Ecology 2</p> <p>No development shall take place until an ecological design strategy (EDS) addressing enhancement of the site to provide biodiversity net gain, including the recommendations in the Ecological Impact Assessment report (Lizard, dated June 2023) and additional habitat creation / enhancement measures, has been submitted to and approved in writing by the local planning authority. The EDS should include information on the extent and location / area of proposed works on appropriate scale maps / plans; the type and source of materials to be used where appropriate, e.g. native species of local provenance; timetable for implementation; details of any initial aftercare and long-term maintenance.</p> <p>Reason: To ensure that the measures considered necessary as part of the ecological impact assessment are carried out as specified, and to provide a net gain for biodiversity as required by paragraphs 180 and 186 of the National Planning Policy Framework, Section 40 of the Natural Environment and Rural Communities Act 2006, and policies SD2 and SD9 of the South Downs Local Plan.</p>

10.20	<p>Obscure Glazing</p> <p>The first floor windows in the east elevation of the development hereby permitted (plots 1 and 2) shall be obscure glazed and non-opening, unless the parts of the window/s which can be opened are more than 1.7 metres above the floor of the room in which the window is installed, and thereafter permanently retained as such.</p> <p>Reason: To safeguard the privacy of the occupiers of the adjoining property and to comply with policy SD5.</p>
10.21	<p>Hard and Soft Landscaping</p> <p>No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme for landscaping, which shall include hard surfacing, means of enclosure, planting of the development, indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development.</p> <p>Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies SD4 and SD5.</p>
10.22	<p>Hard and Soft Landscaping 2</p> <p>All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. All hard landscaping and means of enclosure shall be completed before the development is occupied.</p> <p>Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies SD4 and SD5.</p>
10.23	<p>Land Contamination 1</p> <p>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 a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority. The remediation strategy shall be implemented as approved and a verification report shall be submitted to the Local Planning Authority.</p> <p>Reason: To ensure that risks from any land contamination to the future users of the land and neighbouring land are minimised, together with those</p>

	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.
10.24	<p>Land Contamination 2</p> <p>No soils shall be imported within the development site until the developer has submitted details of the chemical testing and assessment of the soils which demonstrates the suitability of the soils for the proposed use. The assessment shall be undertaken by a suitably qualified and competent person and full details shall be submitted to and approved in writing by the local planning authority.</p> <p>Reason: To protect the amenity of the locality.</p>
10.25	<p>Land Contamination 3</p> <p>The building to be demolished may contain asbestos. Accordingly, prior to demolition, a Demolition asbestos survey should be undertaken by a competent person in accordance with the current guidance and practice. A copy of the report should be provided to the local planning authority together with a mitigation plan that removes the risk to future occupiers of exposure to asbestos.</p> <p>Reason: To ensure that risks from asbestos to the future users of the land and neighbouring land are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.</p>

11.	<p>Informatives:</p> <p>Breeding Birds</p> <p>The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this Act.</p> <p>Highways</p> <p>This Authority's requirements associated with this development proposal [including provision of the new vehicular access] will need to be secured through a Section 171 Legal Licence/Agreement between the applicant and East Sussex County Council. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the licence/agreement being in place.</p> <p>The applicant is advised of the requirement to enter into discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within</p>
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the highway, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway. The applicant should contact East Sussex Highways (0345 6080193).

The applicant is advised that the erection of temporary directional signage should be agreed with East Sussex Highways (0345 6080193) prior to any signage being installed.

Contaminated Land

(a) The applicant is hereby reminded of the Control of Asbestos Regulations 2012 when carrying out demolition and other works associated with the development hereby permitted. For more information please visit <http://www.hse.gov.uk/Asbestos/regulations.htm>

(b) All waste material arising from any site clearance, demolition, preparation and construction activities should be stored, removed from the site and disposed of in an appropriate manner.

NatureSpace – Great Crested Newts

The applicant is reminded that, under the Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended), it is an offence to (amongst other things): deliberately capture, disturb, injure, or kill great crested newts; damage or destroy a breeding or resting place; intentionally or recklessly obstruct access to a resting or sheltering place. Planning permission for a development does not provide a defence against prosecution under this legislation. Should great crested newts be found at any stage of the development works, then all works should cease, and a professional and/or suitably qualified and experienced ecologist (or Natural England) should be contacted for advice on any special precautions before continuing, including the need for a licence.

11.	Plans:		
11.1	This decision relates solely to the following plans:		
	<u>Plan Type</u>	<u>Date Received</u>	<u>Reference:</u>
	PLANS – 01A	24.01.24	SITE LOCATION PLAN
	PLANS – 10A	13.05.24	PROPOSED BUILDING AREA COMPARISON
	PLANS – 11A	13.05.24	PROPOSED SITE LAYOUT PLAN
	PLANS – 13B	19.08.24	PROPOSED PLOT 1 GROUND & FIRST FLOOR PLANS

	PLANS - 14	16.11.23	PROPOSED PLOT 1 ROOF PLAN & SECTION
	PLANS – 15A	13.05.24	PROPOSED PLOT 1 ELEVATIONS
	PLANS – 16A	13.05.24	PROPOSED PLOT 2 GROUND & FIRST FLOOR PLANS
	PLANS – 17A	13.05.24	PROPOSED PLOT 2 ROOF PLAN & SECTION
	PLANS – 18A	13.05.24	PROPOSED PLOT 2 ELEVATIONS
	PLANS – 19A	13.05.24	PROPOSED PLOT 3 GROUND FLOOR PLAN
	PLANS – 21A	13.05.24	PROPOSED PLOT 3 ELEVATIONS
	PLANS – 09A	13.05.24	PROPOSED BLOCK PLANS
	PLANS – ITS19778- GA-001 E	13.05.24	PROPOSED SITE ACCESS ARRANGEMENT – SWEPT PATH ANALYSIS – DELIVERY VEHICLE
	APPLICATION DOCUMENTS -	16.11.23	DRAINAGE STATEMENT
	APPLICATION DOCUMENTS -	16.11.23	ECOLOGICAL IMPACT ASSESSMENT
	APPLICATION DOCUMENTS -	16.11.23	ENERGY STATEMENT
	APPLICATION DOCUMENTS -	16.11.23	PRELIMINARY ECOLOGICAL APPRAISAL
	APPLICATION DOCUMENTS -	16.11.23	SUSTAINABILITY ASSESSMENT CHECKLIST
	APPLICATION DOCUMENTS -	13.05.24	ITRANSPORT - REVISED ACCESS ARRANGEMENTS WITH ROAD SAFETY AUDIT
	APPLICATION DOCUMENTS -	19.12.23	PART G WATER CALCULATION – PLOT 1
	APPLICATION DOCUMENTS -	19.12.23	PART G WATER CALCULATION – PLOT 2

	APPLICATION DOCUMENTS -	19.12.23	PART G WATER CALCULATION – PLOT 3
	APPLICATION DOCUMENTS -	19.12.23	SAP DATA – PLOT 1
	APPLICATION DOCUMENTS -	19.12.23	SAP DATA – PLOT 2
	APPLICATION DOCUMENTS -	19.12.23	SAP DATA – PLOT 3

12.	Appendices
12.1	None.

13.	Background Papers
13.1	None.