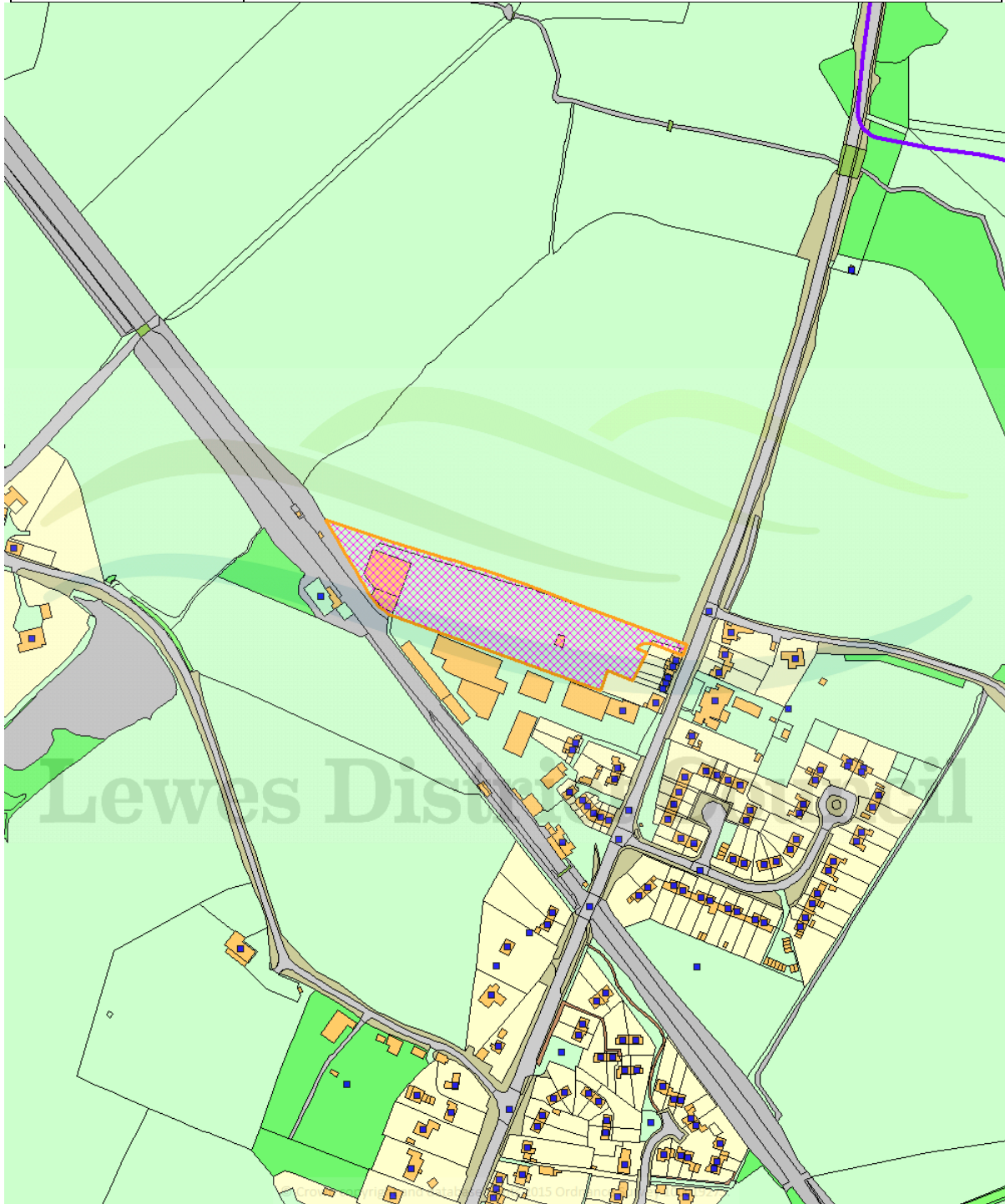


APPLICATION NUMBER:	LW/16/0935	ITEM NUMBER:	8
APPLICANTS NAME(S):	Gold Property Developments Ltd	PARISH / WARD:	Hamsey / Barcombe & Hamsey
PROPOSAL:	Planning Application for Erection of 27 dwellings with associated landscaping, access and parking		
SITE ADDRESS:	Chatfields Yard Cooksbridge Road Cooksbridge East Sussex BN8 4TJ		
GRID REF:	TQ 40 13		



1. SITE DESCRIPTION / PROPOSAL

1.1 The application site is located in the village of Cooksbridge, on the western side of the A275. It is situated on but within the extreme northern boundary of the settlement. The site, which covers an area of approximately 0.9 hectares, was last in use as an open storage area for building materials associated with the building supplies business Covers. Outline planning permission was granted in 2015 (LW/14/0943) for the erection of 25 dwellings to include 25% affordable housing. The current proposal is seeking full permission for the construction of 27 dwellings with 40% affordable housing, together with associated landscaping, access and parking.

1.2 The rectangular site is boarded to the north with a TPO'd tree belt, which screens the site from the open countryside to the north. To the south is the railway and Covers yard. To the east are a number of residential properties whose rear gardens face west onto the site. The site was last used for the open storage of building materials, with a large area adjacent to the eastern boundary reserved for employees and neighbours parking. The site is covered in hardstanding with two large sheds adjacent to the western boundary. A former vehicular access on to the A275 is situated in the north east corner of the site adjacent to Elm Cottage.

1.3 The proposed development, albeit with two additional dwellings, is very similar to the previously approved scheme. Access into the site will be obtained from the old access adjacent to Elm Cottage and will consist of a single point of access. The road will pass along the southern boundary, adjacent to the remaining Covers site and end in a turning head at the western end of the site. The housing, which is largely in the form of pairs of semi detached dwellings (there are two blocks of three dwellings), either face onto the new access road, and have north facing gardens, or face east-west and have similarly aligned gardens (at the western part of the site). Parking would be provided in the form of open parking either to the front or side of the dwellings, with some parking for visitors along the southern boundary, together with 9 spaces located to the rear of the existing dwellings facing onto the A275 which will be for those existing residents.

1.4 The development will provide 2 x 1 bed flats, 2 x 2 bed flats, 5 x 2 bed houses, 6 x 3 bed houses and 12 x 4 bed houses, of which 40% will be affordable, the mix of which will be determined in consultation with the Head of Housing Strategy and the Registered Landlord and secured through the legal agreement.

2. RELEVANT POLICIES

LDLP: – CP13 – Sustainable Travel

LDLP: – HNPH1 – Brownfield Developments

LDLP: – HNPH3 – Protect the Character of the SDNP

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

LDLP: – CP1 – Affordable Housing

LDLP: – CP2 – Housing Type, Mix and Density

LDLP: – CP4 – Economic Development and Regeneration

LDLP: – CP11 – Built and Historic Environment & Design

LDLP: – HNP6 – Local Housing Needs

LDLP: – HNP7 – Excellence in Design

LDLP: – HNP8 – Design & Materials

3. PLANNING HISTORY

LW/14/0126 - Alterations to site layout and revised elevation treatment to existing timber store - **Approved**

LW/14/0943 - Outline application for the erection of up to 25 dwellings including affordable housing - **Approved**

LW/03/1934 - Erection of a bike shed made from 'hit & miss' boarding with onduline roof - **Approved**

LW/03/1756 - Retrospective Advertisement application for the retention of two non-illuminated pole mounted signs, one non-illuminated sign fixed to fence fronting main road and non-illuminated flag - **Split**

LW/02/0307 - Advertisement application for two fascia signs - **Approved**

LW/02/0237 - Demolition of part of offices and erection of new office link and alterations - **Approved**

LW/00/1991 - Erection of a steel framed monopitch building to store timber - **Approved**

LW/00/1417 - Demolition of part of existing offices and erection of new office at rear. - **Approved**

LW/00/0664 - Section 73A Retrospective application for the retention of a portacabin where shed was sited and resiting of shed - **Approved**

LW/99/1340 - Demolition of part of existing offices and the erection of new office at rear of existing offices - **Refused**

LW/98/1124 - Demolition of part of offices & erection of new office at rear - **Withdrawn**

LW/98/0851 - Use of land for ancillary car parking - **Approved**

LW/98/0502 - Raise the height of maintenance building by 1.8M - **Approved**

LW/97/0353 - Erection of steel framed building for vehicle workshop - **Approved**

LW/96/0554 - Erection of steel portal frame building as mechanics workshop and external wash down area - **Refused**

LW/96/0098 - Erection of steel portal framed building as timber store - **Approved**

LW/95/1114 - Renewal of temporary planning permission LW/92/0521 for the continued use of a stored site cabin as workshop/yard office - **Approved**

LW/93/0749 - Demolition of part of existing offices and the erection of new office at rear of existing offices. - **Approved**

LW/92/0521 - Use of stored site cabin as workshop/yard office – **Approved**

LW/91/0366 - Extension to outbuilding. - **Approved**

LW/89/1974 - Non-illuminated hoarding. - **Refused**

LW/88/2313 - Erection of a storage building for bulk timber - **Approved**

LW/86/1839 - Building to provide covered storage for bulk timber. Restrictive Planning Condition. - **Approved**

LW/82/0643 - Application for extension to form additional office accommodation at Chatfield and Son Ltd. - **Approved**

LW/82/1352 - Change of Use from grazing land to open storage of timber at The Nursery. Restrictive Planning Conditions No.s 1, 2 and 3. - **Approved**

LW/79/1247 - Planning Application for Retention of office extension (Under Section 32, Town and Country Planning Act 1971). - **Approved**

LW/75/1714 - Approval of Reserved Matters (LW/74/2246) for single storey office building. - **Approved**

LW/74/2257 - Planning and Building Regulations Applications for erection of new timber store, due to fire damage. Building Regulations Approved. Completed. - **Approved**

LW/74/2247 - Planning and Building Regulations Applications for erections of new mill building due to fire damage. Building Regulations Approved. Completed. Restrictive Planning Condition No.5. - **Approved**

LW/74/2246 - Outline Application for single storey office block. - **Approved**

LW/74/1428 - Planning and Building Regulations Applications for temporary office accommodation and canteen. Building Regulations Approved. Completed. Restrictive Planning Condition No 1. Temporary Permission Expires 31/12/1974. - **Approved**

E/73/1162 - Change of use to open storage of timber. - **Refused**

E/73/1144 - Planning and Building Regulations Applications for additional office accommodation. Building Regs Approved. No Effect Notice. - **Approved**

E/73/0985 - Change of use to open storage for timber. - **Refused**

E/73/0314 - Planning and Building Regulations Applications for joinery workshop at Station Yard. Building Regs Approved. Commenced. Restrictive Planning Condition No 2. - **Approved**

E/72/1838 - Outline application for joinery workshop - **Approved**

E/71/1010 - Six foot high chain link fence at Timber Yard. - **Refused**

E/71/0180 - Planning and Building Regulations Applications for timber drying and storage shed at British Rail Goods Yard. Building Regulations Approved. Completed. - **Approved**

E/70/0708 - Retention of building for use as office for Timber Yard. Restrictive Planning Condition. Temporary Permission Expires 30/09/1975. - **Approved**

E/69/0755 - Planning and Building Regulations Applications for office building and access road. Building Regulations Withdrawn. Restrictive Planning Condition No 3. – **Approved**

E/60/0733 - Proposed Change of Use from residential to timber storage at No's. 001-003, Friendly Hall Cottages. - **Approved**

E/57/0563 - Outline Application to erect twelve dwellinghouses. - **Refused**

4. REPRESENTATIONS FROM STANDARD CONSULTEES

Environmental Health – Contaminated Land Conditions

Condition: Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), 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. An options appraisal and remediation strategy based around the ground contamination risk assessment giving full details of the remediation measures required including any additional sampling and how this is to be undertaken.
2. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (1) 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.

Verification report

Condition: Prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall 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.

Long-term monitoring

Condition: Reports on monitoring, maintenance and any contingency action carried out in accordance with a long-term monitoring and maintenance plan shall be submitted to the local planning authority as set out in that plan. On completion of the monitoring programme a final report demonstrating that all long-term site remediation criteria have been met and documenting the decision to cease monitoring shall be submitted to and approved in writing by the local planning authority.

Unsuspected contamination

Condition: 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, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason (common to all): 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 National Planning Policy Framework, sections 120 and 121].

Construction Impact

Given the close proximity of residential properties on the eastern boundary of the site we consider that the construction phase of the development requires careful management. The applicant has submitted a Construction Management Plan which addresses the main concerns and shall be implemented throughout the construction phase. In order to minimise the impact of construction noise we recommend the following condition:

Construction and Delivery Hours

Any works or deliveries in connection with this permission shall be restricted to the hours of 0800 to 1800 Mondays to Fridays and 0830 to 1300 on Saturdays and not at any time on Sundays, Bank or Public Holidays.

Reason: In the interest of the amenities of the adjoining residents having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

Noise

No noise assessment has been submitted as part of this application, although it is understood an assessment has been undertaken in support of a previous application. Based on potential impact from railway noise and the operational yard adjacent to the site, appropriate noise mitigation measures will be required. Therefore the following condition is recommended.

Construction work shall not begin until a scheme for protecting the proposed dwellings from railway noise and the operational adjacent yard has been submitted to and approved by the local planning authority. All works which form part of the scheme shall be completed before any part of the development is occupied.

Reason: Due to the proximity of the site to noise from the railway and the adjacent operational yard.

With regard to the proposed sub station, the noise level should be acceptable, particularly as a 1.8m close boarded fence is to be erected to the east of the site, on the boundary with the current residential gardens. Such a fence should be constructed so that it has no gaps or holes and should be capable of further reducing the noise from the substation so that noise levels will be in the low 40dBA. This does not mean that the substation is silent, but it should mean that the residential amenity of property is appropriately dealt given the nature of the noise and distance to the facades of the residential properties.

The noise level from the substation should fall within the guidance provided by such documents as BS 8233:2014 "Guidance on sound insulation and noise reduction from buildings" which suggests a design criteria of an external noise limit of 50dBA LAeqT albeit the noise if audible in the rear gardens of existing properties will be new.

Tree & Landscape Officer Comments – Tree Preservation Order (No.7) 2000 -

Please note that trees subject to a Tree Preservation Order rank as a 'material consideration' when determining the above planning application. The Council is under a duty to protect trees. Section 197 of the Town & Country Planning Act 1990 states

'it shall be the duty of the local planning authority to ensure, whenever it is appropriate, that in granting planning permission for any development adequate provision is made by the imposition of conditions, for the preservation or planting of trees'

Summary

An objection is raised to this scheme on the following grounds:

The scheme fails to take into account the importance of the vegetative buffer on the northern and western boundary. Parts of it will be removed, thus exposing views of the development from the open countryside to the north, and the remainder has been incorporated into private domestic gardens. This will make it too difficult for the Council to enforce its retention and in the absence of any clear management objectives its visual amenity contribution will be progressively eroded over time.

The vegetative buffer provides screening and helps visually separate the built up area from the wider countryside to the north. The partial loss and/or erosion of the vegetative buffer will have a detrimental impact on the visual amenities of the area from views from the open countryside to the north. This in turn will also have a detrimental impact on the local landscape character of the area.

General Comments

It appears that the plans have been significantly altered since the last planning application and now it is proposed to remove either directly or indirectly as a result of development, many of trees and vegetation on the northern boundary.

The position of Plot 1 will require the complete removal of a section of boundary hedgerow. The position of the building itself, and the limited garden amenity space will result in this section of vegetation being completely removed. This is in direct conflict with the soft landscaping scheme which appears to show these trees and shrubs for retention.

The small rear gardens of plots 6 through to 14 (inclusive) are abutting the northern boundary hedge giving rise to the high risk of piecemeal enforcement burden of the local authority against future residents looking to maximise garden amenity space. As it is, it will not be possible to prevent lopping or topping of trees and shrubs by future residents and this type of works would further expose the development to views from the north.

Similarly, the flank gable ends of plots 22 & 27 will also present similar problems. The Council will not be able to enforce retention and maintenance of the boundary vegetation on individual private residents. It would be best if this area was set aside and managed separately and independently of private residents.

The intention to utilise the area occupied by G1 of the TPO for garden amenity space will place future residents in direct conflict with the Council. The plans indicate that one

unidentified tree (the tree schedule is incomplete), requires pruning operations to reduce lateral branches on a 5 year cyclic basis.

I could find no landscape impact assessment, which would inform where strategic landscaping would need to be located to have the maximum benefit.

The applicant is advised to separate the strip of land bordering the northern boundary and to set up a separate management regime, funded by residents, to manage it to clear set of objectives. It is suggested that this section of land is planted up to form a vegetative buffer to soften the visual impact of the development on the countryside to the north and this being the case it will be important that this land is not placed in private ownership.

The planting scheme is considered to be critical to the successful integration of the development into the local area and for this reason the landscaping scheme should form part of the planning application.

COMMENTS ON THE AMENDED SCHEME

I can confirm that the plans and particulars relating to the protection of existing protected trees, the site layout in terms of provision of soft landscaping space in strategic areas, proposed soft landscaping and its associated short and long-term management plan are considered acceptable.

Suggested Planning Conditions

In the event planning permission is granted for the development as it stands the following conditions should be considered.

Tree Protection

In this condition 'retained tree' means an existing tree or hedge, which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the first occupation of the development.

- a) no retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned other than in accordance with the approved plans and particulars, without the written approval of the Council. Any pruning shall be carried out in accordance with British Standard 3998 (tree work) and in accordance with any supplied arboricultural method statement.
- b) if any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Council.
- c) tree protection shall be maintained in-situ and not moved or removed until all construction has finished and equipment, materials, or machinery are removed from site. Nothing shall be stored or placed in any area fenced in accordance with this condition nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried out and ground levels within those areas shall not be altered, nor shall any excavation or vehicular access be made, without the written consent of the Council.
- d) any arboricultural protection information and plans submitted as part of the application, and listed in the approved plans condition, shall be implemented and adhered to at all times during the construction process unless otherwise agreed in writing with the Council. This shall include any requirement for arboricultural supervision.

Implementation of Hard and Soft Landscape Works

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme approved in writing with the Local Planning Authority

ESCC Highways – Executive Summary

This HT401 is issued in response to the original application and amended plans [nos.2016-091-01 Revision A-A dated 14th February 2017 and 120107-TK02 revision E] which shows the alterations to the footways within the site together with the access/A275 junction and associated refuse vehicle swept path. These follow extensive discussions between all parties.

It is noted that Outline planning permission under LW/14/0943 currently exists on this site for 25 dwellings. This application is very similar but is for 27 dwellings. I am satisfied that the impact of this development [27 dwellings] can be accommodated on the highway network provided the mitigation measures are carried out. I therefore recommend that the application be approved subject to highway conditions and a section 106/278 agreement to secure the highway works.

Response

The main elements of this application are:

Up to 27 dwellings with associated estate roads and;
New car park provision for existing residents and;
New/improvements to footways on A275.
Formalisation of parking layby on A275.
New Access onto A275.

1. Access

The application indicates that a new access [utilizing old unused access] would be created onto the A275 [Cooksbridge Road].

2. Visibility

The site lies within a 30mph speed limit whereby the visibility splay distances should be 90 metres which is in accordance with that recommended in Design Manual for Roads and Bridges.

However, a speed survey for southbound traffic to determine the visibility splay distances has been carried out due to the close proximity to the 60mph to the north. The survey reveals that 85% of traffic are travelling at a speed of 40.5mph in a southbound direction. As a result the applicant has positioned the access and altered the existing traffic island on the A275 to obtain 76 metres to the north which is the minimum distance recommended in Manual for Streets 2, with the desirable distance being 95 metres for this speed. It is noted that the visibility to the south of 55 metres can be achieved within the limits of the highway and applicants control and is therefore acceptable.

A stage 1 Road Safety Audit has been carried out/signed off by the Auditor with minor adjustments to be made at detail stage. However, there is no Auditors response to the Designers Response - this should be provided.

However, despite the Safety Audit, I still have concerns on the issue of visibility to the north and with the design/position of the proposed layby.

There is also the added complication of the junction of Hamsey Lane opposite whereby some of the vehicles parked in the proposed layby would be tempted to try and turn within this area thus causing further issues. The parking that currently takes place on the public highway is unofficial and it would be preferable to see this parking layby deleted from the proposal. However, as this is an existing situation the highway authority agrees that this is an acceptable solution and the proposed layby has been reduced in length at its southern end. This will help to protect the visibility splay should vehicles encroach onto the hatched area. The details of the final layout would need to be submitted and agreed through the 106/278 agreement procedure with the normal 4 stages of the Road Safety Audit being carried out.

3. Trip Generation/Traffic Impact

The proposed development of 27 dwellings would generate approximately 126 vehicular daily trips based on similar private housing developments assessed from the Trip Related Information Computer System [TRICS] database by the applicant. From my own interrogation of the TRICS database I confirm that the suggested daily trips are although slightly reserved are nonetheless comparable.

Crash records received from the Police indicate that 1 injury crash has been reported in the last 3 years approximately 120 metres from the proposed access point. However, although this related to 4 cars it involved in a rear end shunt this seems to be due to driver error/travelling too fast.

4. Highway Safety

I am satisfied that there are no significant highway safety issues as a result of the additional traffic on the highway network subject to the following improvements.

- a). The application as submitted includes slight alterations to the existing carriageway and repositioning of the traffic island and new layby to the north on the A275. The details of the final layout would need to be submitted and agreed through the 106/278 agreement procedure with the normal 4 stages of the Road Safety Audit being carried out.
- b) New Footway provided along the western side of the A275 and improvement to existing footway on the eastern side linking the site to local services.

5. Access by foot, bus and Train

The site is within easy walking distance of the local primary school [opposite] and local services and there are bus stops on the A275 within 150 metres of the site access. Cooksbridge train station is within 400 metres of the whole of the site and is a mainline service to Lewes, Eastbourne, Brighton and London. The applicant is proposing to improve the footway to the south together with a new footway to the north and widen the footway on the eastern side with improved island crossing facility. This will provide a continuous footway from the site [and layby] to facilities including the primary school opposite.

Furthermore, our Infrastructure, Design & Delivery team have requests for provision of/improvement to footways along Cooksbridge Road. Therefore as this site would also create additional footfall to the north to the local public house [The Rainbow] I would wish to see the existing footway on the eastern side of the A275 from the traffic island to the Rainbow Public House [i.e to the junction of Deadman Tree Hill]. However, it is noted that this request was not supported by your Council with the previous planning permission LW/14/0943.

All these works would need to be secured through a 106 agreement with the detailed design to be agreed and dealt with through the S38/278 Highway Agreement procedure.

The applicant is also proposing a pedestrian footways along the internal access road to connect the site to the bus stops and local facilities.

6. Bus Services

There are currently regular day time bus services past the site to Lewes/Newick which connects to the railway station in Lewes with onward travel by rail/bus to Brighton, Eastbourne and London. Also bus connections are possible at Chailey Kings Head for onward travel to Haywards Heath

7. Street Lighting

It should be noted that some form of street lighting may be required with the provision of the footway/traffic island and where the development emerges onto the A275. This can be dealt with at the application for detail/reserved matters stage and included within the S278/S38 Agreement.

8. Parking Provision

The Transport Statement states that parking would be in accordance with East Sussex County Council's Parking Guidelines [October 2012] and state 60 parking spaces in accordance with the house type split. As this is in accordance with ESCC's parking guidelines the parking is acceptable as shown on the amended plan.

It should be noted that the internal measurements of a single garage should be 6 metres x 3 metres [6m x 6m for double garage] in order to be considered as a parking space. If cycling facilities are to be provided within a garage then the length would need to be extended to 7 metres.

9. Demolition/Construction

A Construction Traffic Management Plan will need to be provided and be agreed at any detailed application stage. This would need to include routing of vehicles and management of workers vehicles to ensure no on-street parking occurs during the whole of the demolition and construction phases. Deliveries should also avoid the adjacent school pick up/drop off times of 8am - 9am and 2.30pm - 3.30pm.

10. Travel Plan Issues

The Applicant has stated that a residential Travel Plan Statement will be provided and has submitted a draft travel plan statement within the Transport Statement. However, the size of the development does not warrant a Travel Plan Statement and I would therefore wish to see just a Travel Plan Pack provided with each dwelling upon occupation. This should provide information on bus/train stops and timetables, walking distances etc and possibly bus/train taster tickets for each dwelling. This would help to reduce the reliance on the private motor car.

11. Mitigation Measures

A Section 106 agreement (including provisions for a S278 Highway agreement to cover the physical works detailed below) would be required to include provision of:-

1. Widening of the existing footway to 2 metres on the eastern side of the A275 from Hamsey Lane north to the existing traffic island together associated dropped kerbs and tactile paving as necessary across the junctions.
2. New footway and layby along the western side of the A275 [to be agreed] between the access road to the site and the traffic island to the north together with associated dropped kerbs/tactile paving to include stages 1,2,3 &4 Safety Audits.

Environment Agency – No comment.

Natural England – Statutory nature conservation sites - no objection

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites.

Protected landscapes

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. The policy and statutory framework to guide your decision and the role of local advice are explained below.

Your decision should be guided by paragraph 115 of the National Planning Policy Framework which gives the highest status of protection for the 'landscape and scenic beauty' of AONBs and National Parks. For major development proposals paragraph 116 sets out criteria to determine whether the development should exceptionally be permitted within the designated landscape.

Alongside national policy you should also apply landscape policies set out in your development plan, or appropriate saved policies.

Sussex Police – General terms support the proposed layout, orientation allows good natural surveillance of paths, roads, parking areas.

District Services – No objection but a bin store or all residential would be easier, and important to ensure sufficient space in the turning area for reversing trucks.

Southern Water Plc – The wastewater discharged from the proposed development will be drained to Southern Water's Cooksbridge wastewater treatment works. The works currently does not have the capacity to accommodate flows from the proposed development. Southern Water requires adequate time to provide capacity through its prioritised Capital Programme and will not be able to provide adequate capacity until 2020, As treatment capacity is not available to serve the development, we would regard the development as premature, pending the provision of adequate capacity to serve the development.

Should the Local Planning Authority be minded to grant planning permission for this development we request that the following condition is attached to the consent:
"Occupation of the development will not be permitted until the Local Planning Authority is satisfied that, in consultation with Southern Water, adequate wastewater treatment facilities exist to effectively drain the development".

Please find attached a plan of the sewer records showing the approximate position of foul sewer within the site. The exact position of the foul sewers must be determined on site by the applicant before the layout of the proposed development is finalised.

Please note:

- No development or new tree planting should be located within 3 metres either side of the centreline of the foul sewer.
- No new soakaways should be located within 5m of a public sewer.
- All existing infrastructure should be protected during the course of construction works.

Furthermore, due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, 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.

The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk".

Our initial investigations indicate that Southern Water can provide foul sewage disposal to service the proposed development. Southern Water requires a formal application for a connection to the public sewer to be made by the applicant or developer. We request that should this application receive planning approval, the following informative is attached to the consent:

"A formal application for connection to the public sewerage system is required in order to service this development, Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk".

The planning application form makes reference to drainage using Sustainable Urban Drainage Systems (SUDS). Under current legislation and guidance SUDS rely upon facilities which are not adoptable by sewerage undertakers. Therefore, the applicant will need to ensure that arrangements exist for the long term maintenance of the SUDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system. Thus, where a SUDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should:

- Specify the responsibilities of each party for the implementation of the SUDS scheme
- Specify a timetable for implementation
- Provide a management and maintenance plan for the lifetime of the development. This should include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

This initial assessment does not prejudice any future assessment or commit to any adoption agreements under Section 104 of the Water Industry Act 1991. Please note that noncompliance with Sewers for Adoption standards will preclude future adoption of the foul and surface water sewerage network on site. The design of drainage should ensure that no groundwater or land drainage is to enter public sewers. The application details for this development indicate that the proposed means of surface water drainage for the site is via a watercourse. The Council's technical staff and the relevant authority for land drainage consent should comment on the adequacy of the proposals to discharge surface water to the local watercourse.

We request that should this application receive planning approval, the following condition is 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."

Hamsey Parish Council – Comments on the amended plans:

Hamsey Parish Council notes the amendments to LW/16/0935, although there was great difficulty in discerning the changes as the original plans are no longer available online to enable a comparison to be made. In particular while, in discussion with the officer, it is claimed that the substation has been relocated favourably in relation to the adjoining residential property, this is not apparent from the submitted plan. The officer also advised that the modest relocation had allowed some landscaping to be provided. However, this does not overcome the overall design approach to the site, which is that it represents overdevelopment, and a lesser scheme should be able to overcome the siting of the substation in this unneighbourly location altogether.

Furthermore, while remodelling two of the dwellings as flats, this has done nothing to reduce the overall ungainliness and bulk of the development as a whole (the number of bedrooms on the site remains unchanged), and the Parish Council's objection to the mediocre design persists. Policy H7 of the statutory Hamsey neighbourhood plan requires that "development should clearly demonstrate excellence in design contributing towards neighbourhoods by being sustainable, adaptable and resilient creating places where people want to live, work and play.". The Design and Access statement submitted with the original scheme completely fails to demonstrate the coherence of design approach let alone any excellence. The proposal is therefore contrary to the Hamsey neighbourhood plan, and therefore to the statutory development plan and should be refused.

Hamsey Parish Council – While the Parish Council supports the principle of high-quality residential development on this site in full accordance with the policies of the made Hamsey Neighbourhood Plan, we consider that :

- i) The current proposals provide a cramped form of overdevelopment resulting in an un-neighbourly relationship between the substation and existing dwellings
- ii) The proposed development is of a poor standard of design, contrary to policy H7 of the Hamsey Neighbourhood Plan and the NPPF.

The Parish Council is concerned that the developer/landowner has not sought to follow the high standard of design and layout implied at outline stage, and would expect any submission to firstly be subject to discussion with the Parish Council and local residents, particularly those most affected, and secondly to improve on the standard of design approach and design justification. We would expect the design and access statement to demonstrate greater sympathy and understanding of the local area.

The Parish Council has been advised in this matter by a local resident who is also a planning consultant, and his assessment, which is endorsed by the Parish Council, is attached for your consideration.

If the District Council is minded to approve this application in its present form, the Parish Council requests that the application should be decided by the Planning Committee, and hereby gives notice that it would wish to address the committee on these points.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

Objections to original plans: 4

Three storey buildings will result in overlooking, concerns over parking in the village, radiation from the sub station, lack of planting, noise from vehicles, detrimental impact on residential amenity, drainage, unacceptable works to the pavement in front of Wellington Cottages.

Objections to amended plans: 2

Noise from the sub station, lack of screening to the rear garden, car parking abutting the rear garden fence, over development, poor design, contrary to HNP.

6. PLANNING CONSIDERATIONS

6.1 Material considerations

Design and appearance

6.2 The dwellings are two storey, two bays wide, with rooms in the roof lit with either rooflights or small dormers. The roofs have barn hips and chimneys. The elevations consist of brick (Ibstock Hamsey Mixed Stock) with white Eternit weatherboarding on 5 of the blocks. The roofs will use Marley plain clay tiles (Antique and Burnt Flame). Windows, soffits and fascia will be in white Upvc. The buildings have simple canopy and enclosed porches, and incorporate some front eaves gable detail. The proposed building designs are not dissimilar to the indicative elevations which were submitted with the approved outline scheme. The appearance is based on a Sussex vernacular style, and aims to incorporate features found either within the village or the surrounding area. The proposed materials follow a similar theme, using local materials (bricks/tiles), and weatherboarding found on the nearby development adjacent to Cooksbridge station.

6.3 The NPPF at paragraph 60 states that 'Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness'.

6.4 At paragraph 61 it goes on to state that 'Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations'.

6.5 The Parish Council's comments with regards to the design have been noted. However it is considered that the overall appearance of the development and the choice of materials fits well within the small settlement and the wider setting. Whilst accepting that the development is not an example of 'exemplary or contemporary design' the proposal accords with the substantive permission and provides typical inoffensive vernacular housing on a site which is located away from the wider public realm, utilising a limited range of materials found locally.

6.6 The development sits well within the plot and consists of traditionally designed 2 storey dwellings. It does not impose itself upon the surroundings or the public realm. The removal of the leylandii screen and its replacement with more appropriate landscaping creates a better transition to the surrounding countryside and, together with the new housing, assists in screening the large builders yard at Covers from the countryside beyond.

Trees and landscaping

6.7 The TPO'd tree belt to the northern boundary consists of a couple of lime and poplar trees but is largely leylandii and was both planted and protected to reduce the impact that the builders yard had on the surrounding countryside. As a landscape feature it serves to screen the site but it also appears incongruous and out of place in the countryside location, offering a bank of coniferous planting with a regimented appearance. Following revisions the tree belt is located outside of the residential gardens and no trees would need to be removed to facilitate the development although tree protection measures would be required during the construction period. It is considered that there is significant opportunity to enhance the landscaping and appearance of the tree belt to the northern boundary of the

site, to allow it to integrate with the landscape as opposed to simply providing a leylandii screen to the development beyond.

6.8 The Council's Tree and Landscape officer has confirmed (following the receipt of amended plans and additional information) that the plans and particulars relating to the protection of existing protected trees, the site layout in terms of provision of soft landscaping space in strategic areas, proposed soft landscaping and its associated short and long-term management plan are considered acceptable.

Access and Parking

6.9 The fundamental element of the proposal is the suitability of the vehicular access. The scheme indicates that the access to the north of Elm Cottage, which is under the control of the applicant, being the main access to the site. ESCC highways have indicated their acceptance to the access. They have discussed the situation with the existing informal layby to the north of the access. The applicants have indicated a new arrangement to formalise the layby together with the creation of a pedestrian access, together with relocation of the existing traffic island and improvements to the footway on the eastern side of the A275 (shown on plan 2016-091-01 Rev C-C) - the final details of this would need to be agreed through a S106/278 agreement. ESCC Highways have therefore requested that a Section 106 agreement (including provisions for a S278 Highway agreement to cover the physical works detailed below) would be required to include provision of widening of the existing footway to 2 metres on the eastern side of the A275 from Hamsey Lane north to the existing traffic island together associated dropped kerbs and tactile paving as necessary across the junctions, and provide a new footway and layby along the western side of the A275 [to be agreed] between the access road to the site and the traffic island to the north together with associated dropped kerbs/tactile paving to include stages 1,2,3 &4 Safety Audits.

6.10 Parking for the new dwellings has been provided in accordance with East Sussex County Council's Parking Guidelines [October 2012] and in addition a further 9 spaces behind Wellington Cottages have been provided for use by the residents of the cottages.

6.11 Subject to the above ESCC Highways recommend that the scheme is approved subject to the necessary conditions, which are attached at the end of this report.

6.12 The site is located within the settlement boundary, and is close to both a primary school, railway station, and within walking distance of a local farm shop. Adequate facilities have been provided for parking and cycle storage. It is thus considered to comply with the objectives of Core Policy 13 of the Joint Core Strategy.

Residential Amenity

6.13 The closest new units to existing residential properties are located between 13.5 and 22m from the rear garden fences and between 38-45m from the rear elevations, a greater distance than the dwellings previously approved (10 to 11.5m to rear boundary and 38 to 40m to the rear elevation). At such distances it is not considered that any undue overlooking would occur that would prejudice residential amenity.

6.14 A small transformer station is shown on the plan, located at the western end of the rear garden of Four Winds. These are not usually shown on application plans for housing developments as they are normally permitted development and installed by statutory undertakers under their respective permitted development rights to serve the new development. The proposed transformer is under 29 cubic metres and is therefore permitted development. However, it is well screened, with an acoustic fence with its

boundary with the neighbouring garden together with additional landscaping. This element has been considered by the Council's Environmental Health officer who has confirmed that even without the additional fencing any noise nuisance would be negligible. The maximum noise level that the sub station would generate would be 51db(A), equivalent to a domestic fridge. Being housed within a GRP enclosure and with the new fencing and landscaping between it and the neighbouring properties, together with the separation distances to the dwellings themselves would not result in a loss of amenity.

6.15 Whilst the coming and going of vehicles would take place to the rear of the existing dwellings, in view of the previous use of the site and the nature of activities that took place to the rear of the residential properties including parking of vehicles, it is not considered that vehicular traffic generated by the new development would compromise residential amenity to a level that would justify a reason for refusal.

Policy

6.16 In terms of policy, the site is not a formal designation within the Hamsey Neighbourhood Plan (which has now been adopted) as the Neighbourhood Plan Steering Group has made the decision not to undertake specific Site Selection, preferring to work alongside Lewes District Council and acknowledge the value of their expertise, with particular regard to the work they have undertaken with their SHLAA. The NP indicates that there is considerable support in the village for the use of this site for housing. The development would also bring about several improvements noted within the plan as being desirable. The site has also been put forward as part of the SHLAA process as being a site that is suitable, available, achievable and deliverable. The development accords with the broad housing policy requirements of the Lewes District Local Plan as the site is within the planning boundary and would provide 40% affordable housing.

6.17 In terms of employment policy E1 the plans seeks to prevent the loss of land in B1, B2 and B8 use. Whilst this proposal would result in the loss of employment land, the site will be rationalised and all activities moved to the southern part of the site. It is not envisaged that the proposal would result in any loss of jobs. The NPPF acknowledges that alternative uses for employment sites should be considered on their merits with a focus on sustainable development which supports local communities.

6.18 In terms of the Joint Core Strategy, it is considered that the proposal broadly complies with the objectives of Core Policy 1, 2 and 4.

Legal Agreement

6.19 In terms of the mitigation measures it is considered that the following would need to be secured through a S106 Legal Agreement in order to make the scheme acceptable:

1. Widening of the existing footway to 2 metres on the eastern side of the A275 from Hamsey Lane north to the existing traffic island together associated dropped kerbs and tactile paving as necessary across the junctions.
2. New footway and layby along the western side of the A275 [to be agreed] between the access road to the site and the traffic island to the north together with associated dropped kerbs/tactile paving to include stages 1,2,3 &4 Safety Audits.
3. Provision of affordable housing 40%,
4. Recycling contribution of £513

5. Secure the implementation of the management plan to ensure that the approved landscape management plan, including its short and long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, is carried out as approved and for the lifetime of the development.

6. SuDS management

6.20 Overall the scheme is considered to be well designed and would provide much needed residential development within the village and the defined settlement boundary, without detriment to the wider surroundings.

7. RECOMMENDATION

That planning permission is granted, subject to the conditions listed below, and subject to a S106 agreement to secure the items listed within the report.

The application is subject to the following conditions:

1. The surface water drainage strategy outlined in the Bell Munroe drawing nos. J4783/EX01 Rev E and J4783/EX02 Rev E should be carried forward to detailed design. Surface water runoff from the proposed development should be limited to 5l/s for all rainfall events including those with a 1 in 100 (plus climate change) annual probability of occurrence. Evidence of this (in the form of hydraulic calculations) should be submitted with the detailed drainage drawings. The hydraulic calculations should take into account the connectivity of the different surface water drainage features.

Reason - Reason: To secure a satisfactory standard of development having regard to Policy ST3 of the Lewes District Local Plan, CP12 of the Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

2. Before development commences on site the applicant should consult with the Highway Authority to confirm that the proposal to connect to the highway drainage network on Cooksbridge Road is acceptable and that there is sufficient capacity available within the network.

Reason: To secure a satisfactory standard of development having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

3. The detailed design should include how surface water flows exceeding the capacity of the surface water drainage features will be managed safely.

Reason - To secure a satisfactory standard of development having regard to Policy ST3 of the Lewes District Local Plan, CP12 of the Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

4. A maintenance and management plan for the entire drainage system for the lifetime of the development should be submitted to and approved in writing by the Planning Authority before any development commences on site. This plan should clearly state who will be responsible for managing all aspects of the surface water drainage system, including piped drains, and the appropriate authority should be satisfied with the submitted details, specify a timetable for implementation, and should include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme

throughout its lifetime. Evidence that these responsibility arrangements will remain in place throughout the lifetime of the development should be provided to the Local Planning Authority.

Reason - To secure a satisfactory standard of development having regard to Policy ST3 of the Lewes District Local Plan, CP12 of the Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012

5. Prior to the occupation of the development evidence (including photographs) should be submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.

Reason - To secure a satisfactory standard of development having regard to Policy ST3 of the Lewes District Local Plan, CP12 of the Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

6. Construction of the development shall not commence until details of the proposed means of foul sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water, and occupation of the development shall not take place until foul sewerage disposal together with adequate wastewater treatment facilities to effectively drain the development is in place and has been confirmed in writing by Southern Water to be acceptable.

Reason - To secure a satisfactory standard of development having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012

7. No part of the development shall be occupied until the road(s), footways and parking areas serving the development have been constructed, surfaced, drained and lit in accordance with plans and details hereby approved.

Reason - To secure a satisfactory standard of access for the proposed development having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012

8. No development shall take place, including demolition, on the site unless and until an effective vehicle wheel-cleaning facility has been installed and such facility shall be retained in working order and utilised throughout the period of work on site to ensure the vehicles do not carry mud and earth on to the public highway, which may cause a hazard to other road users.

Reason: In the interests of road safety and having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

9. No part of the development shall be occupied until the vehicle turning space has been constructed within the site in accordance with the approved plans. This space shall thereafter be retained at all times for this use.

Reason: In the interests of road safety and having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

10. No part of the development shall be occupied until the car parking has been constructed and provided in accordance with the approved plans. The areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To provide car-parking space for the development and having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

11. No part of the development shall be occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. The area[s] shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012

12. No part of the development shall be occupied until such time as the vehicular access has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety and having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

13. 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 road safety and having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

14. No part of the development shall be first occupied until visibility splays of 2.4 metres by 76 metres to the north and 55 metres to the south have been provided at the proposed site vehicular access onto Cooksbridge Road [A275] 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 road safety and having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

15. No development shall commence until such time as temporary arrangements for access and turning for construction traffic has been provided in accordance with plans and details submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason: To secure safe and satisfactory means of vehicular access to the site during construction having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012

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

Reason: In the interests of highway safety and the amenities of the area having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012

17. Notwithstanding the provisions of the Town and Country (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no development described in Schedule 2 Part 1 Classes A to E, other than hereby permitted, shall be undertaken unless the Local Planning Authority otherwise agrees in writing.

Reason: A more intensive development of the site would be likely to adversely affect the appearance and character of the area having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

18. Prior to the construction of the units 23-27 details of the glazing and proposed means of providing ventilation to the habitable rooms facing south or west shall be submitted in writing to LPA for written approval. The scheme shall demonstrate that the internal noise environment will be compatible to recommendations made within Acoustic Report JAE7692. In addition the rear western gardens shall be provided with a close boarded fence to a height of 1.8m.

Reason: In order to safeguard the amenity of future occupiers from noise from the railway and the adjacent operational yard having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012

19. Prior to occupation of properties a validation report shall be submitted in writing to the LPA demonstrating that units 23-27 have been constructed with the approved glazing and ventilation as s described in Acoustic Report JAE7692 and that the noise barrier recommended in the same report is stable and is fully intact.

Reason: In order to safeguard the amenity of future occupiers from noise from the railway and the adjacent operational yard having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012

20. All work in connection with construction shall be restricted to the hours of 0800 to 1800 Mondays to Fridays and 0830 to 1300 on Saturdays and not at any time on Sundays, Bank or Public Holidays.

Reason: In the interest of the amenities of the adjoining residents having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

21. All deliveries to the construction site shall be restricted to the hours of 0800 to 1800 Mondays to Fridays (excluding the hours of between 08.00 - 09.00 and 14.30 - 15.30pm in order to avoid conflict with the school pick up / drop off times) and 0830 to 1300 on Saturdays and not at any time on Sundays, Bank or Public Holidays.

Reason: In the interest of the amenities of the adjoining residents and safety of other road users, having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

22. Prior to the below ground works commencing on site for the development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), 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. An options appraisal and remediation strategy based around the ground contamination risk assessment giving full details of the remediation measures required including any additional sampling and how this is to be undertaken.
2. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (1) 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 without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with National Planning Policy Framework, sections 120 and 121].

23. Prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall 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 without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with National Planning Policy Framework, sections 120 and 121].

24. Reports on monitoring, maintenance and any contingency action carried out in accordance with a long-term monitoring and maintenance plan shall be submitted to the local planning authority as set out in that plan. On completion of the monitoring programme a final report demonstrating that all long-term site remediation criteria have been met and documenting the decision to cease monitoring shall be submitted to and approved in writing by 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 without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with National Planning Policy Framework, sections 120 and 121].

25. 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, an amendment to the 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 National Planning Policy Framework, sections 120 and 121].

26. No external lighting shall be installed on the dwellings hereby approved or on the remainder of the site other than the bollard lights expressly permitted by this consent.

Reason: To protect residential amenity and the character of the wider countryside having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

27. All hard and soft landscape works as shown on the approved plans shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of the dwellings and shall be maintained as such in perpetuity.

Reason: To enhance the general appearance of the development having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

28. In the event of the death or destruction of any tree, shrub, hedge to which Condition 27 relates on the site within two years of occupation due to felling, cutting down, uprooting, ill health or any other manner, then there shall be replanted in its place another tree, shrub or hedge within 6 months and of a size and species approved in writing by the Local Planning Authority, and carried out in accordance with that approval.

Reason: To enhance the general appearance of the development having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012.

29. The Construction Management Plan produced by BEDARO (contract number 1077) shall be implemented in full for the duration of the project.

Reason: To ensure that nuisance to neighbours and all road users is minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2012

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. A formal application for connection to the public sewerage system is required in order to service this development, Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

4. The applicant is advised to enter into a Section 59 Agreement under the Highways Act, 1980 to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The applicant is advised to contact the Transport Development Control Team (01273 482254) in order to commence this process.

5. The applicant is advised to enter into a Section 38 legal agreement with East Sussex County Council, as Highway Authority, for the proposed adoptable on-site highway works. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that any works commenced prior to the Sec 38 agreement being in place are undertaken at their own risk.

6. The applicant will be required to enter into a Section 278 legal agreement with East Sussex County Council, as Highway Authority, for the off-site highway works. 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 agreement being in place

7. The applicant's attention is drawn to the requirement for the temporary access to the site [see conditions above]. Whilst there is an existing access which the applicant may wish to use for construction vehicles, this access in its present form is not adequate and would require alterations/improvements for construction vehicles.

8. A formal application for connection to the public sewerage system is required in order to service this development, Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

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

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Technical Report	23 March 2017	SUDS MANAGEMENT
Technical Report	2 November 2016	DRAINAGE HYDRAULIC CALCS
Planning Statement/Brief	2 November 2016	PLANNING STATEMENT
Technical Report	2 November 2016	CONSTRUCTION MANAGEMENT PLAN
Transport Assessment	2 November 2016	TRANSPORT STATEMENT
Tree Statement/Survey	2 November 2016	ARBORICULTURAL METHOD STATEMENT
Landscaping	24 February 2017	MANAGEMENT PLAN
Design & Access Statement	2 November 2016	DESIGN & ACCESS STATEMENT
Land Contamination	2 November 2016	GRND CONTAMINATION LW26339
Technical Report	2 November 2016	STAGE 2 SITE INVESTIGATION

Tree Statement/Survey	2 November 2016	TREE SURVEY
Proposed Section(s)	2 November 2016	06 FENCE
Proposed Elevation(s)	2 November 2016	06 FENCE
Proposed Section(s)	2 November 2016	07 WALL
Proposed Elevation(s)	2 November 2016	07 WALL
Proposed Section(s)	2 November 2016	08 POST& RAIL
Proposed Elevation(s)	2 November 2016	08 POST& RAIL
Proposed Elevation(s)	2 November 2016	30 E
Proposed Floor Plan(s)	2 November 2016	30 E
Proposed Elevation(s)	2 November 2016	40 F
Proposed Floor Plan(s)	2 November 2016	40 F
Proposed Elevation(s)	14 November 2016	50
Proposed Floor Plan(s)	14 November 2016	50
Other Plan(s)	2 November 2016	HW01
Other Plan(s)	2 November 2016	HW02
Other Plan(s)	2 November 2016	HW03
Proposed Section(s)	2 November 2016	J4783/02 HIGHWAYS
Proposed Section(s)	2 November 2016	J4783/03 HIGHWAYS
Other Plan(s)	2 November 2016	SK01
Proposed Layout Plan	27 March 2017	01 C-C
Landscaping	27 March 2017	BLC160 143 E
Proposed Layout Plan	27 March 2017	1634-01
Street Scene	27 March 2017	1634-02-J
Illustration	27 March 2017	1634-03
Other Plan(s)	27 March 2017	EDS 07-0102.01 SUBSTATION
Technical Report	27 March 2017	SUDS MANAGEMENT PLAN

Location Plan	14 November 2016	10
Street Scene	24 February 2017	02 J
Proposed Levels Plan	24 February 2017	03 I
Proposed Levels Plan	24 February 2017	04 H
Other Plan(s)	24 February 2017	05 Q MATERIALS
Proposed Layout Plan	24 February 2017	09 F
Proposed Elevation(s)	24 February 2017	20 E
Landscaping	24 February 2017	BLC160 142 D
Other Plan(s)	24 February 2017	EX01 F
Other Plan(s)	24 February 2017	EX02 F
Proposed Elevation(s)	24 February 2016	60
Proposed Floor Plan(s)	24 February 2016	60
Other Plan(s)	24 February 2017	EX03
Proposed Floor Plan(s)	24 February 2017	20 E
Proposed Elevation(s)	24 February 2016	61
Other Plan(s)	24 February 2017	TK02 E SWEPT PATH