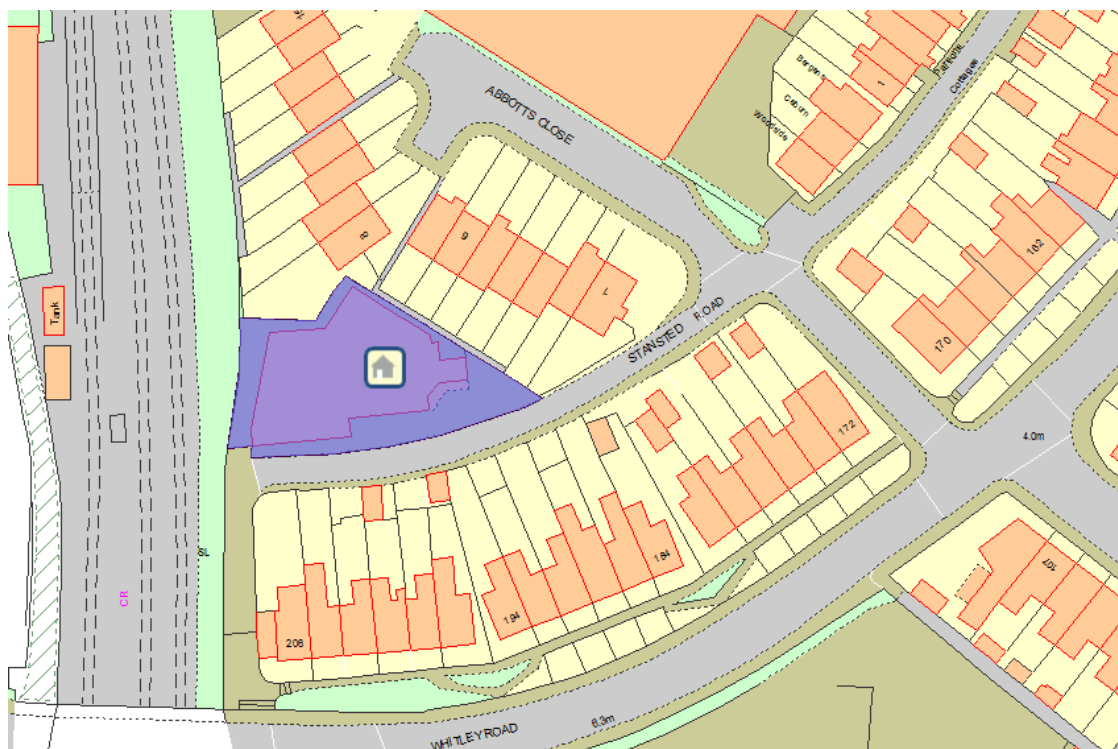


App.No: 190256	Decision Due Date: 25 October 2019	Ward: Devonshire
Officer: Neil Collins	Site visit date:	Type: Outline (all reserved)
Site Notice(s) Expiry date:		
Neighbour Con Expiry:		
Press Notice(s):		
Over 8/13 week reason: Revisions / Re-consultation / Committee cycle		
Location: Westgate Motors, Stansted Road, Eastbourne		
Proposal: Outline application (all matters reserved) for the demolition of the existing garage facility and erection of residential accommodation comprising 6 No. single family dwellings (revised description)		
Applicant: Mr C. Thomson		
Recommendation: Grant outline planning permission subject to conditions and the submission of reserved matters		

Contact Officer(s): **Name:** Neil Collins
Post title: Specialist Advisor - Planning
E-mail: neil.collins@eastbourne.gov.uk
Telephone number: 01323 410000



1 Executive Summary

- 1.1 The Committee has previously considered development of this site for a three-storey building (with accommodation in the roof) comprising 10 residential units. The Committee sought to refuse outline planning permission in line with Officer recommendation. This application seeks to overcome the previous concerns regarding the impact upon the amenity of neighbouring residential occupiers and was originally submitted as a major application for outline permission, again for 10 residential units within a single building of a reduced scale compared to the previous proposal.
- 1.2 However, the proposal has been significantly reworked at Officer request to overcome sustained neighbour amenity concerns. The resulting proposal comprises a total of 6 single family dwellings arranged in two terraces of three dwellings. Both the original and revised schemes have attracted a significant number of objections following public consultation and this forms the main reason for the application being presented to Committee on this occasion.
- 1.3 Outline permission is sought with all matters reserved. However, indicative drawings have been provided showing the possible layout of the dwellings on the site and their scale, height and elevational design.
- 1.4 Whilst reserved matters would allow for consideration of revised elements of the scheme, which could include revisions to the layout, design, height and scale, the revised proposal description would limit development of the site to 6 single family dwellings. Officers consider that the site has sufficient capacity to accommodate this number of dwellings whilst meeting adopted policy, insofar as they relate to the description of proposed development. The application is therefore recommended for approval subject to consideration of the reserved matters and other relevant conditions.

2 Relevant Planning Policies

2.1 Revised National Planning Policy Framework 2018

- 2. Achieving sustainable development
- 4. Decision-making
- 5. Delivering a supply of sufficient homes
- 6. Building a strong, competitive economy
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places

2.2 Eastbourne Employment Land Local Plan 2016

EL1: Economy and Employment Land

2.3 Eastbourne Core Strategy Local Plan Policies 2013

B1: Spatial Development Strategy and Distribution
B2: Creating Sustainable Neighbourhoods
C6: Roselands & Bridgemere Neighbourhood
D1: Sustainable Development
D2: Economy
D5: Housing
D10a: Design

2.4 Eastbourne Borough Plan Saved Policies 2007

NE14: Source Protection Zone
NE15: Protection of Water Quality
NE17: Contaminated Land
NE18: Noise
UHT1: Design of New Development
UHT2: Height of Buildings
UHT4: Visual Amenity
US4: Flood Protection and Surface Water
HO1: Residential Development Within the Existing Built-up Area
HO7: Redevelopment
HO20: Residential Amenity
BI1: Retention of Class B1, B2 and B8 Sites and Premises
NE14: Source Protection Zone
TR11: Car Parking

3 Site Description

- 3.1 The application site is located on the northern side of Stansted Road, a cul-de-sac which terminates adjacent to the site, and comprises a roughly triangular plot. The site is bounded on its northern sides by the rear gardens of two storey houses in Abbots Close and the national rail line serving is Eastbourne Train Station lies directly to the west.
- 3.2 The site is currently occupied by Westgate Motors, a vehicle repair and servicing garage with ancillary office space. The site is occupied by a single building comprising two elements; a two-storey flat-roof element on the northern and eastern sides of the building and a single-storey pitched-roof element on its south western side. The building occupies most of the site, being sited directly adjacent to the northern and eastern boundaries, with the front of the site being occupied by parking for staff and visitors. To the south, dwellings fronting Whitely Road back onto Stansted Road, such that the street scene is mainly comprised of rear gardens and ancillary residential structures.
- 3.3 The site is located within a Predominantly Residential Area, defined within the Core Strategy Proposals Map and, as such, the surrounding area is predominantly residential in character, with two storey pitched roof dwellings surrounding the site. The site is also located within a Source Protection Zone.
- 3.4 Courtlands Road Industrial Estate is located beyond Abbots Close dwellings to the north of the site, with a dairy distribution centre being nearby as well as water treatment works and electricity substations. The Eastbourne mainline

passes the western site boundary, at a slightly lower level. The railway line is bordered by trees, some of which partially overhang the site. There are no other significant trees present within the site area.

4 Relevant Planning History

4.1 001264 - Former Site Of Llewellyn Joinery Works, Stansted Road

Proposed erection of fifteen two and part three-storey houses with 33 car parking spaces.

Approved Conditionally – 18/12/2000 – Development now completed (Abbotts Close)

4.2 180979 – Westgate Motors, Stansted Road

Demolition of existing garage facility and erection of residential accommodation over 3 floors and roof space comprising 10 No – 2 bedroom maisonettes.

Refused at Planning Committee– 24/01/2019

5 Proposed development

5.1 The original submission of this application proposed a revised version of the scheme previously considered by Committee, which was refused on grounds of the impact upon amenity. The applicant had sought to address this issue through the proposed construction of a single building form consisting of a three-storey building accommodating 8 maisonettes and 2 two-storey houses; 10 dwellings in total.

5.2 Sustained concern with regard to the impact upon neighbouring residents has led to significant revision to the proposal description, which now proposes 6 single-family dwellings. As this application is for outline permission with all matters reserved, the applicant has provided indicative layout and elevation drawings, which suggest that the proposed dwellings could be arranged within two terraces of three houses without associated parking.

6 Consultations

6.1 Specialist Advisor (Planning Policy)

6.1.1 No objections:- Their full response is below.

The outline application proposes to demolish the existing garage, workshop and offices, followed by the erection of 3 storey plus attic rooms property, achieving a development of 6 family dwellings. This would constitute a change of use from Sui Generis (Garage, Storage and Office use) to C3 (Residential Dwelling). The application site is situated in the 'Roselands and Bridgemere Neighbourhood' as identified in the Eastbourne Core Strategy Local Plan (2013).

6.1.2 Policy C6 of the Core Strategy explains that the vision for the 'Roselands and Bridgemere Neighbourhood' is '*Roselands & Bridgemere will support economic activity in the town and contribute to the delivery of housing, whilst increasing its*

sustainability through providing connections to other parts of town and addressing deficiencies in the provision of open spaces and allotments for the wider area. One way of promoting this will be through delivering additional housing through making more efficient use of land. This application would be in accordance with this policy.

- 6.1.3 The NPPF requires local planning authorities to identify and update annually, a supply of specific deliverable sites sufficient to provide five years worth of housing. As of 1 October 2018, Eastbourne is only able to demonstrate a 1.54 year supply of housing land, meaning that Eastbourne cannot demonstrate a five-year housing land supply.
- 6.1.4 National policy and case law has shown that the demonstration of a five year supply is a key material consideration when determining housing applications and appeals. It also states that where relevant policies are out-of-date, permission should be granted *'unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole'*, (NPPF, para 11).
- 6.1.5 The Borough Plan Policy HO2 identifies this location as being predominantly residential. In order to reach housing targets, planning permission will be granted for residential schemes within these predominantly residential areas. Windfall sites are one of the ways additional housing is achieved in these areas. This site would not be considered a windfall site, as it has previously been identified in the Council's Strategic Housing Land Availability Assessment (SHLAA). This site is also considered a brownfield site and strategy states that *'in accordance with principles for sustainable development, it will give priority to previously developed sites with a minimum of 70% of Eastbourne's housing provision to be provided on brownfield land'*. This application will result in a net gain of 6 dwellings and the Council relies on windfall sites as part of its Spatial Development Strategy policy B1, as stated in the Core Strategy.
- 6.1.6 It is important to note that as this application is for a total of 6 units, it does not meet the threshold for contribution towards affordable housing.
- 6.1.7 Under Eastbourne's current charging schedule this updated outline application is not liable to pay CIL as there is no charge for flats.
- 6.1.8 To conclude, this application complies with national and local policy. The change of use from sui generis to C3 (Residential) has been considered, it is determined that in this case, the loss of the sui generis use class is outweighed by the positive contribution to and need for Residential development. Additionally, the NPPF supports sustainable residential development, and as Eastbourne currently cannot demonstrate a five year housing land supply; this application will result in an additional 6 dwellings.
- 6.1.9 Overall there is no objection to the proposal from a planning policy perspective, in principle. However any impact on residential amenity (Policy HO20 of the Eastbourne Borough Plan) and meeting the criteria set in the Nationally Described Space Standards will need to be considered.

6.2 Environment Agency

6.2.1 No objections:- Their full response is below.

This development is sited on the West Melbury Marly Chalk, which is designated as a Principal Aquifer and in a Source Protection Zone 1 for South East Water Limited's public water supply, which lies within 150 metres of the site (referred to herein as "the Public Water Supply"). Groundwater in this area is very sensitive to contamination. In addition, the previous use of the site as a garage facility has the potential for land contamination to be present.

6.2.2 There is no objection from the Environment Agency provided that conditions are attached to any permission to ensure that a site investigation and remediation scheme is approved prior to implementation to ensure protection of water sources within the Source Protection Zone.

6.3 SUDS

6.3.1 Conditional approval :- Their full response is outlined below.

The information submitted by the applicant in support of this planning application has not fully satisfied the Lead Local Flood Authority and does not assure us that surface water and local flood risk have been adequately taken into account. Nevertheless, given the site characteristics and the proposal in question, we are content that these matters can be addressed through suitably worded planning conditions, should planning permission be granted.

6.3.2 Other than an indication on the application form that the public sewer network will be used to dispose surface water runoff from the application site, the applicant has not provided any information on the existing/proposed discharge rates, volumes and drainage system. At this stage, we would expect the applicant to submit a drainage strategy together with preliminary hydraulic calculations and drainage layout.

6.3.3 The British Geological Survey data shows the site within an area at risk of groundwater flooding to occur at surface and that groundwater on site is less than 3m below ground level. Therefore, high groundwater should be taken into consideration in the design of any surface water management measures. No information has been provided to assure us that the impacts of high groundwater on the development, surface water drainage proposals and consequential impacts on offsite area will be managed properly.

6.3.4 It is noted that the application site drains to the Pevensey and Cuckmere Water Level Management Board's drainage district. It is therefore suggested that the applicant contacts the Water Level Management Board to understand requirements that they may have.

6.3.5 Nevertheless, the public sewer records we hold show a public surface water sewer in Stansted Road adjacent to the application site. Therefore, there is potential for the applicant to discharge surface water runoff to the public surface water sewer, subject to agreements with Southern Water.

6.3.6 If the Local Planning Authority is minded to grant planning permission, the LLFA requests that a condition is attached to manage surface water run off from the development.

6.4 ESCC Highways

6.4.1 Conditional approval:- Their full response is below.

The applicant is proposing to demolish the existing vehicle repair garage and to erect 6 single family dwellings in its place on Stansted Road, Eastbourne. The expected trip rates for this site are not expected to increase as a result of the proposed development and the indicative parking spaces shown in drawing 885/18/WPL/01 would be sufficient if they were unallocated. Further details regarding cycle parking, refuse collection and construction management should be provided as part of the reserved matters application.

6.4.2 The proposed dwellings would generate approximately 18-24 trips a day in comparison to the 90 trips associated with the existing garage use. Therefore, there would be a reduction in trips as a result of the proposal.

6.4.3 The applicant is proposing to provide 8 parking spaces in front of the proposed flats. Due to existing parking pressures and the narrow nature of the surrounding roads, there does not appear to be scope for on-street parking. Using the ESCC Parking Calculator, it is estimated that the six houses would generate a demand for 6 vehicles if unallocated and 9 vehicles if each flat is allocated one parking space. As such, if the parking spaces were unallocated, then the proposed parking layout would be acceptable. If each flat were allocated one space, then any plans submitted at reserved matters stage should show parking capacity in line with the County Council's standards. The applicant should clarify the proposed car parking arrangement at reserved matters stage.

6.4.4 The submitted plans show parking spaces with dimensions of 2.7m x 5.0m. This is in line with the County Council's adopted standards.

6.4.5 Due to the restricted width of Stansted Road, a Construction Traffic Management Plan would need to be provided with details to be agreed. This would need to include management of contractor parking to ensure no on-street parking occurs during the whole of the demolition and construction phases. Deliveries should avoid peak times to prevent additional congestion on the network. This would need to be secured through a condition of any planning permission.

6.4.6 It should be noted that the proposed development shown in the submitted plan appears to encroach on land that is designated as public highway. In the event that this application is approved, the existing highway land within the development must be formally stopped up prior to any highway land being enclosed within the development.

6.4.7 The submitted plans do not show any proposed cycle parking. The Highway Authority requires each house to provide 2 cycle parking spaces, 12 in total.

Details should be provided at reserved matters stage.

7 Neighbour Representations

7.1 Following public consultation, four letters of objection have been received. Concerns raised within these letters are summarised below:-

- Amenity concerns
- Exacerbation of on-street parking issues
- Access issues

A separate objection has been received from Councillor Wallis on grounds that the proposal would have an unacceptable impact upon residents living in Whitley Road in terms of:

- Height and scale
- Overdevelopment
- Loss of light
- Loss of privacy
- The structure would be out of keeping with the area
- Parking and road safety concerns

8 Appraisal

8.1 Principle of development

8.1.1 The site is located within the built-up area, as defined by Policy HO1 of the Eastbourne Borough Plan, where the general principle of development is deemed to be acceptable.

8.1.2 The proposed development would result in the loss of an existing B2 use, provided by the motor vehicle repair and serving garage. The site does not fall within the Courtlands Road Designated Industrial Area and, as such, its continued employment use is not protected by Policy EL2 of the Eastbourne Employment Land Local Plan (2016). Nevertheless, saved Policy BI1 of the Eastbourne Borough Plan seeks to prevent the loss of employment uses unless there is justification due to a lack of use, demand for the use, the suitability and adaptability of the site for continued employment use, unacceptable impacts on highways or if the continued use for employment purposes would cause undue disturbance to neighbouring residents.

8.1.3 The site is detached from the industrial estate to the north and is bordered, on three sides, by residential development. The existing use is not sympathetic to the surrounding residential uses taking into account its nature, the noise associated with the work undertaken there and the level of activity with regard to vehicle movement and parking and with both staff and visitor trips to the site. It is considered that continuation of the existing use has the potential to result in ongoing disturbance for neighbouring residents. The difficulty of operating a B2 use in a residential area is acknowledged by para. 3.9 of the Employment Land Local Plan.

8.1.4 Given the availability of suitable sites within designated industrial areas, it is considered that the existing business could relocate to a more appropriate site. Para. 3.7 of the Employment Land Local Plan states that there are a number of vacant and under-utilised sites within existing designated industrial areas.

8.1.5 Furthermore, the Borough is currently not able to identify a five year supply of housing land. Para. 11 (d) of the Revised National Planning Policy Framework (2018) instructs that:-

'where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date (which includes applications for housing where the LPA is unable to demonstrate a 5 year supply of deliverable housing sites – as per footnote 7), applications should be approved unless the application of policies in this framework (the NPPF) that protect areas or assets of particular importance provides a clear reason for refusing the development proposed.'

8.1.6 Para. 121 of the Revised NPPF states that 'Local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs.' It then instructs that particular encouragement should be given to proposals that 'use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites.'

8.1.7 It is therefore considered that the redevelopment of the site for residential purposes is acceptable in principle, subject to compliance with other relevant planning policies.

8.2 Impact of proposed development on amenity of adjoining occupiers and surrounding area

8.2.1 This application proposes outline permission with all matters reserved, including that of scale, height, massing and the arrangement of fenestration on the proposed buildings. The previous application (ref: 180979) was refused on grounds that the proposal would have a detrimental impact upon residents of Abbots Close and this remains one of the principle considerations in determination of this application. This refusal took into account both the number of units and the scale of the building (three-storey) defined within the proposal description.

8.2.2 This application originally proposed a reduction to the previous scheme, incorporating a part three-storey, part two-storey building. There were ongoing amenity concerns with this proposal given the close proximity to the buildings in Abbots Close and the ability for the site to accommodate the scale of development without considerable harm to residential amenity. As a result, the proposal has been further reduced to 6 dwellings. It is noted that, as the application seeks outline permission with all matters reserved, the submitted drawings are indicative. Unlike the previous application, the height of the buildings is not defined by the proposal description in this application. Therefore,

height and layout would be for the reserved matters application to define exactly. However, indicative drawings are important in understanding the likely scale of the development defined within the proposal description. In terms of the revised scheme, the indicative drawings suggest that this could be achieved as two terraces of three houses comprising two storeys. This general scale would be comparable with that of the existing garage building and of existing neighbouring dwellings and it is also noted that the resulting development would be set further back from the boundary to alleviate the dominance upon neighbouring occupants in Abbots Close.

8.2.3 Notwithstanding any changes to the layout at reserved matters stage, it is considered that the submitted indicative drawings demonstrate that the site has capacity for 6 dwellings whilst maintaining a good relationship with neighbouring property, especially when taking into account the scale of the existing building and its location directly adjacent to neighbouring boundaries. Whilst the reserved matters would deal more critically with the impact of the resulting development in terms of light, outlook and privacy for neighbouring occupiers, it is not considered that neighbour amenity would be affected to a significant degree based upon the development defined by the proposal description.

8.2.4 It is not considered that the development defined with the proposal description would have a significantly harmful impact upon the amenities of neighbouring residents and, as such, is in accordance with saved policy HO20 of the Eastbourne Borough Plan as well as para. 127 f) of the Revised NPPF.

8.3 Living conditions for future occupants

8.3.1 Whilst the internal layout of the building has not been presented at outline stage, it is considered that the proposal for 6 single family dwellings could adequately be accommodated on the site and provide suitable internal space to accord with the Nationally Described Space Standards (2015). It is also considered that the building could be configured to provide a good standard of accommodation for future residents of the development in terms of light and outlook.

8.3.2 The indicative layout also demonstrates that an adequate amount of outdoor amenity space could be provided for future residents.

8.4 Design and impact on surrounding area

8.4.1 As this is an outline application, the indicative drawings do not provide any firm details regarding the height or architectural design of the proposed dwellings. However, the indicative designs do demonstrate that a two storey dwellings could be accommodated on the site. It is considered that this would accord with the prevailing character of neighbouring residential amenity. Notwithstanding that the indicative layout is likely to change at reserved matters stage to ensure that high design quality is achieved, it demonstrates that there is sufficient space on the site for 6 dwellings to be sited so as to harmonise with the general pattern of development in the area. The dwellings would allow for a suitable amount of space to be retained on the plot, which would not only be similar to the arrangement of neighbouring dwellings on their respective plot, but also improve the arrangement of the existing garage building, which is sprawling in its scale

and site take-up.

8.4.2 It is therefore considered that, providing the design is of a suitable quality, a development of the nature described in this application could be accommodated on the site without having an adverse impact upon the character and appearance of the surrounding area.

8.5 Impacts on highway network or access

8.5.1 The proposed development would be likely to generate significantly fewer daily vehicular trips than the existing use as a motor vehicle repair and servicing garage (predicted to be 18-24 daily trips compared to 90 daily trips associated with the existing use). As such, it is considered that vehicular movements on the narrow cul-de-sac would reduce as a result of the proposed development.

8.5.2 Stansted Road is a narrow road and there are double yellow lines in place on one side of the road. Furthermore, the side of the road opposite the proposed development is largely bordered by dropped kerbing used to access parking to the rear of properties on Whitely Road. As such, there is little opportunity for on-street car parking. The proposed development includes the provision of 8 off-street car parking spaces, accessed directly from Stansted Road. This quantum of parking exceeds the minimum amount of 6 spaces required for a development of this nature, provided individual spaces are not allocated to specific dwellings. It is therefore considered that the parking provided is sufficient to prevent any increase in parking stress on the surrounding highway network and to reduce the likelihood of on street car parking that would pose a safety risk and disrupt the free flow of traffic.

8.5.3 It is also noted that parking provision would limit the amount of accommodation (in terms of building height and density of habitable rooms) as reserved matters regarding the layout of the building and off-street parking would need to meet ESCC standards in terms of provision. As such, this would limit the scale of the resulting development.

8.6 Surface water drainage and contamination

8.6.1 Taking account of the existing use, there is a potential for contaminants to have a harmful impact upon future occupants of any future residential development. Coupled with this, the site is also located within a Source Protection Zone. The Environment Agency has been consulted with regard to the application and has no objection to the development in principle, subject to the imposition of conditions to ensure that the water sources are protected from contamination.

8.6.2 Therefore, in the interest of protecting the health of future occupants and local water quality, two conditions are recommended; a pre-commencement condition requiring the submission of a site investigation and remediation scheme; and a pre-occupation condition requiring a verification report.

9 Human Rights Implications

9.1 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 taken into account fully in balancing the planning issues; and furthermore the proposals will not result in any breach of the Equalities Act 2010.

10 Recommendation

10.1 Grant outline planning permission subject to the following conditions and reserved matters.

10.2 Conditions:

- 1) The development hereby permitted shall be begun before the expiration of three years from the date of permission.

Reason: To comply with Sections 91 and 92 of the Town and County Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2) a) Details of the reserved matters set out below (“the reserved matters”) shall be submitted to the Local Planning Authority for approval within three years from the date of this permission:

- i. Layout
- ii. Scale
- iii. Appearance (including a full schedule of facing materials)
- iv. Access
- v. Landscaping
- vi. Construction Management
- vii. Drainage
- viii. Contamination

b) The reserved matters shall be carried out as approved.

c) Approval of all reserved matters shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 (as amended) of the Town and Country Planning Act 1990.

- 3) Notwithstanding what is shown elsewhere on the drawing, and the requirement for compliance with the above reserved matters condition, the development hereby permitted shall be carried out on the land specified in the Location Plan shown on drawing number: 885/18/WPL/02.

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

- 4) The submission of reserved matters for landscaping shall include details of secure covered cycle storage facilities for 12 cycles and refuse storage facilities in accordance with adopted policy requirements. The facilities shall be provided prior to first occupation of the development, hereby approved, and shall be maintained in accordance with the approved details for the

lifetime of the development, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure suitable facilities are provided for future residents of the development.

- 5) The submission of reserved matters for appearance shall include plans, elevations and cross-section drawings and details or samples of the materials to be used in the construction of all external surfaces of the development hereby approved. Development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory appearance of the development.

- 6) In relation to the submission of reserved matters for drainage, no above ground works shall commence until a surface water drainage scheme and maintenance and management plan have been submitted to and agreed in writing by the local planning authority. The surface water drainage scheme should be supported by an assessment of the site's potential for disposing of surface water by means of a sustainable drainage system. Surface water run off to the surface water sewer network shall be limited to a rate agreed with Southern Water and shall incorporate any required mitigation measures. Thereafter, the approved scheme shall be carried out or supervised by an accredited person. An accredited person shall be someone who is an Incorporated (IEng) or Chartered (CEng) Civil Engineer with the Institute of Civil Engineers (ICE) or Chartered Institute of Water and Environmental Management (CIWEM). The implementation of the surface water drainage scheme shall thereafter be carried out in accordance with the approved details prior to the occupation of the dwelling hereby approved.

Prior to submission, the applicant shall first make contact with ESCC SuDS Team and Southern Water to ensure their agreement with the details.

Reason: To reduce the risk of flooding, both on and off site, to improve and protect the water quality and improve existing habitats

- 7) Following completion of the works a statement by an accredited person, who is an Incorporated (IEng) or Chartered (CEng) Civil Engineer with the Institute of Civil Engineers (ICE) or Chartered Institute of Water and Environmental Management (CIWEM), confirming that the SuDS scheme approved under condition 6 has been fully implemented shall be submitted to and approved in writing by the Local Planning Authority.

Prior to submission, the applicant shall first make contact with ESCC SuDS Team and Southern Water to ensure their agreement with the details.

Reason: To reduce the risk of flooding, both on and off site and to improve and protect the water quality.

- 8) In relation to the submission of reserved matters for construction

management, no development shall take place, including any ground works or works of demolition, until a Construction Management Plan (CMP) 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 CMP shall provide details as appropriate but not be restricted to the following matters:-

- the anticipated number, frequency and types of vehicles used during construction;
- the method of access and egress and routing of vehicles during construction;
- the parking of vehicles by site operatives and visitors;
- the loading and unloading of plant, materials and waste;
- the times of any deliveries related to the development, which should avoid peak travel times;
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of any security hoarding;
- the provision and utilisation of wheel washing facilities or any other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
- dust and/or any pollutants;
- measures to manage flood risk during construction; and
- details of public engagement both prior to and during construction works.

Prior to submission of the CMP, the applicant shall first make contact with ESCC Highways to ensure their agreement with the submitted details.

Reason: In the interests of highway safety and the amenities of the area.

- 9) 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 extension, enlargement or other alteration of the dwellinghouses, hereby permitted, shall be undertaken without the prior grant of planning permission by the Local Planning Authority.

Reason: The Local Planning Authority considers that further uncontrolled development could cause detriment to the amenities of the occupiers of nearby properties or to established trees at the site.

- 10) In relation to the submission of reserved matters for contamination, prior to commencement of the development, hereby approved, a detailed site investigation and remediation scheme to bring the site to a condition suitable for the intended use and to prevent unacceptable contamination and risks to human health, buildings and other property and the natural environment, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details as appropriate but not

be restricted to the following:

- all previous uses for the site;
- potential contaminants associated with those uses;
- a conceptual model of the site indicating sources, pathways and receptors;
- all above and below ground works to be undertaken, including remediation;
- proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme shall ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land following remediation.

Prior to submission, the applicant shall first make contact with The Environment Agency to ensure their agreement with the scheme.

Reason: To ensure that any contamination of the land is remediated to ensure future occupants of the development are protected from unacceptable levels of pollution, in line with paragraph 170 of the National Planning Policy Framework (NPPF).

- 11) Prior to first occupation of the development, hereby approved, a verification report demonstrating the completion of the remediation scheme approved pursuant to condition 10 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 scheme to demonstrate that the site remediation criteria have been met.

Prior to submission, the applicant shall first make contact with The Environment Agency to ensure their agreement with the report.

Reason: To ensure that any contamination of the land is remediated to protect future occupants of the development and local water sources from unacceptable levels of pollution.

- 12) The development, hereby approved, shall not be occupied until the on-site parking spaces have been marked out in accordance with reserved matters for layout. Thereafter, the parking spaces shall be retained in accordance with the approved plans and solely for the parking of vehicles for the lifetime of the development, unless otherwise approved in writing by the Local Planning Authority.

Reason: In order to ensure that the parking demands of the development are met without significant impacts upon the transport network.

Informatives:

- 1) The applicant is advised that, in relation to condition 8, ESCC Highways

Team can be contacted via:

development.control.transport@eastsussex.gov.uk

- 2) The applicant is advised that, in relation to conditions 6 and 7, ESCC SuDS Team can be contacted via: Su.DS@eastsussex.gov.uk
- 3) The applicant is advised that, in relation to conditions 6 and 7, Southern Water Developer Services can be contacted on Tel: 0330 303 0119
- 4) The applicant is advised that, in relation to conditions 10 and 11, The Environment Agency can be contacted via planningSSD@environment-agency.gov.uk
- 5) The applicant is advised that where conditions require that prior contact is made with any of the above consultees, failure to do so may result either in invalidation of an application or increased timescales for determination.
- 6) It is advised that in order comply with Environmental Health legislation, demolition, site clearance or building operations should only take place between the hours of 8:00a.m. and 6:00p.m. on Mondays to Fridays and 8:00a.m. and 1:00p.m. on Saturdays.

11 Appeal

Should the applicant appeal the decision the appropriate course of action to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be written representations.