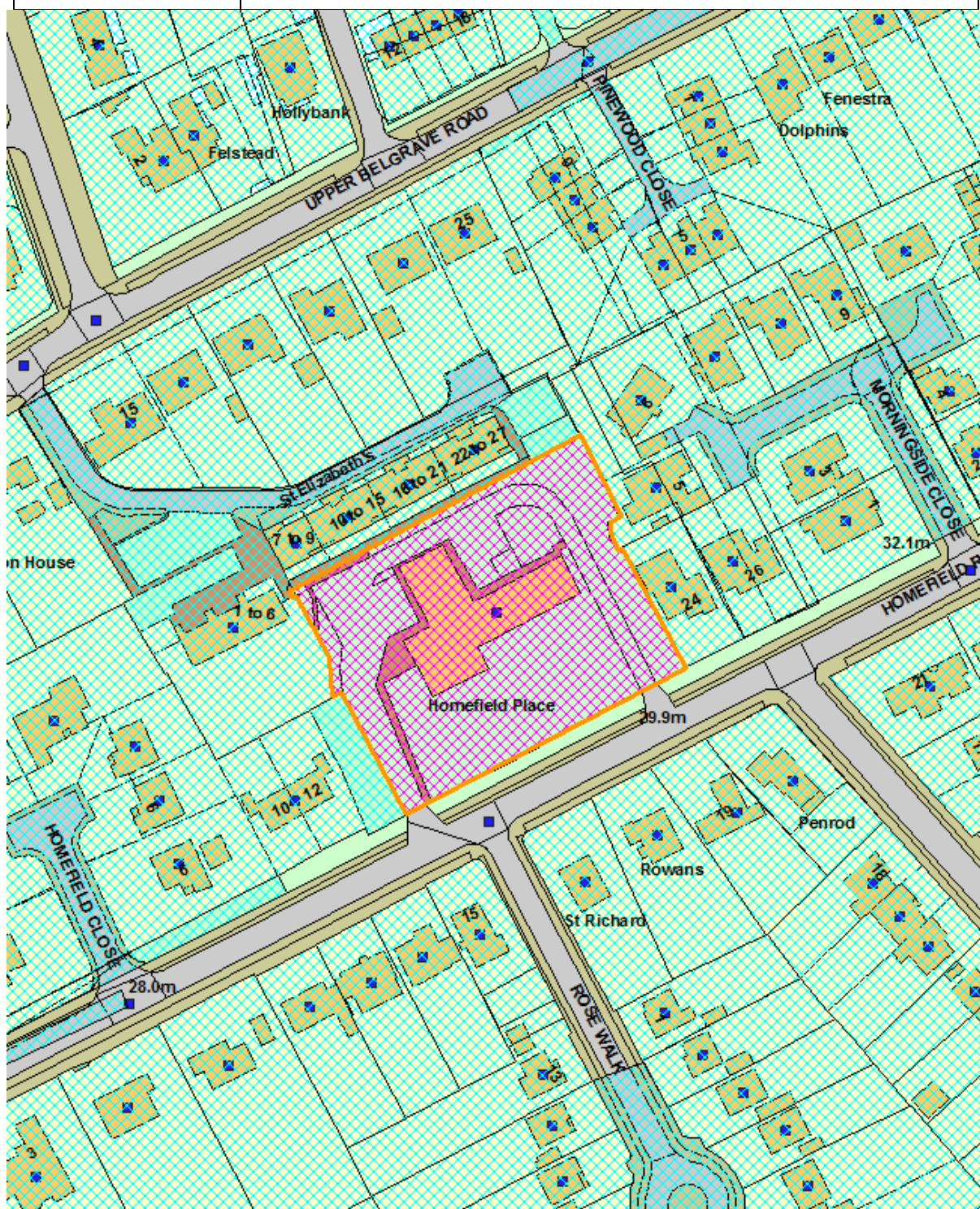


APPLICATION NUMBER:	LW/19/0364		
APPLICANTS NAME(S):	Frontier Estates (Sea) Limited	PARISH / WARD:	Seaford / Seaford North
PROPOSAL:	Planning Application for Demolition of existing building and erection of a 55-bedroom care home (within Use Class C2), with associated works including access, parking, and landscaping		
SITE ADDRESS:	Homefield Place Homefield Road Seaford East Sussex BN25 3DG		
GRID REF:			



SITE DESCRIPTION / PROPOSAL

- 1.1 The application site is located on the north side of Homefield Road, Seaford. On the site at present is a two storey redundant 16 bed adult social care residential home, formerly run by ESCC. The facility was closed in 2014 following relocation of service and the site was sold.
- 1.2 The site benefits from mature and abundant tree screening to the south (front) and west (side) boundaries and mature hedges to east (side) boundary. The site is open to the north (rear) boundary, facing the rear of residential properties on St Elizabeth's. There is a mature and somewhat overgrown garden area within the site and 6 trees are subject to a TPO.
- 1.3 The site slopes in a north/south direction and is set lower than the residential properties that bound it to the north, west and east. There are currently two vehicle access points, one at each end of the site. There is currently no physical boundary between the site and the rear of St Elizabeth's. It is understood that residents use the site as a cut-through to and from Homefield Road to St Elizabeth's and then to bus stops in Upper Belgrave Road via steps in the north-west corner of the site; however, this is not a public right of way.
- 1.4 The surrounding area is almost entirely residential in character, with mainly detached bungalows and houses along Homefield Road. In terms of building appearance there is no clear vernacular, but pitched roofs, some with dormers, brick, render and hanging tiles are common features.
- 1.5 The application seeks full planning permission to demolish the existing building and to construct a new 55 bed care home (Use Class C2) set over $2\frac{1}{2}$ stories plus basement. The new building would be roughly "L" shaped and sited to avoid the existing mature planting in the south-west quadrant. The area to the front of the two "wings" will be landscaped, incorporating existing retained trees. The area to the rear will also be landscaped to provide a buffer with the rear of the properties in St. Elizabeth's.
- 1.6 The two existing access points – and the distinctive brick pillars that demarcate them - are to be retained. The eastern-most access will be the main point of entry for vehicles and pedestrians. The main entrance to the home is on the east side elevation. Eighteen car parking spaces are proposed, including two disabled bays, placed mainly along the eastern boundary. A cycle store is also sited within the parking area.
- 1.7 The western-most access will be for servicing, and there are stores indicated for refuse, and recycling.
- 1.8 The basement would occupy approximately half of the upper floor footprint and will contain staff facilities, kitchen, laundry, storage and plant. The ground floor will accommodate the manager's office, a café (for residents and visitors) opening onto the central landscaped area, lounge/dining room opening onto a terrace at the rear and a separate lounge with doors opening on to a south-east facing terrace. There will be sixteen bedrooms on the ground floor, each with an en-suite bathroom. Special assisted bath and toilet facilities will also be provided as well as a nurse station, medical store and housekeeping store. At first floor, there will be twenty one bedrooms and a hairdressing/therapy room. Lounge, dining, medical support and storage facilities are repeated at first and second floor. The lounge at first floor will open onto a terrace above the one below. The second floor will be set within the roof in order to reduce the impact of an additional storey. There will be eighteen rooms at this level. The rooms are mainly 15-17m², which is standard for this type of use. There will be four larger rooms at first and second floor, sized to accommodate couples if required.

2. RELEVANT POLICIES

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

LDLP: – CT01 – Planning Boundary and Countryside Policy

LDLP: – CP08 – Green Infrastructure

LDLP: - CP11 – Built and Historic Environment and design

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

LDLP: – CP13 – Sustainable Travel

LDLP: – CP14 – Renewable and Low Carbon Energy

LDLP: - DM14 – Multifunctional Green Infrastructure

LDLP: - DM25 - Design

LDLP: - DM26 – Refuse and recycling

LDLP: - DM27 – Landscape Design

Seaford Neighbourhood Plan:

SEA15:- Site allocated for 19 dwellings, including affordable.

3. PLANNING HISTORY

S/71/0198 - Outline application for twelve town houses with garages. - **Refused**

LW/85/1514 - Development comprising a home and day centre for elderly people with facilities for producing meal for delivery to people in their own home. Deemed permission. No objection by LDC. - **Approved**

4. REPRESENTATIONS FROM STANDARD CONSULTTEES

Town Council – At tonight's Planning and Highways Committee meeting it was RESOLVED to OBJECT to the application on the following grounds:-

That Homefield Place was a site allocated for general housing (including affordable housing) in the Seaford Neighbourhood Plan. That the plan, although still not adopted, was at a late stage of the planning process having been through several rounds of public consultation and been approved formally by the Town Council. No objection had been raised to this particular allocation.

The report submitted by the applicants alleging and supporting a demonstrable need for more care home beds was flawed in that it covered too large and arbitrary an area, i.e. a 10km radius of Seaford , rather than concentrating on the Town itself where there was an acknowledged surplus of care home beds.

That under the guidance in Para 48 of the NPPF (2018) weight could and should be placed on the emerging Neighbourhood Plan sufficient to support a formal objection in that, by effectively removing a prime residential site from the Plan allocation in favour of a use for which there was no demonstrable need, it would undermine the implementation of the Plan and be directly contrary to its policies and provisions.

Housing Needs and Strategy Division –

The Lewes District Council (LDC) Affordable Housing Supplementary Planning Document (SPD) provides an explanation of how the Council's affordable housing policy as set out in the Lewes District Local Plan Part 1 - Joint Core Strategy is to be implemented. The LDC Affordable Housing SPD webpage explains:

July 2018 update - Lewes Affordable Housing SPD

Since the adoption of the Lewes Affordable Housing Supplementary Planning Document government has published an update to the National Planning Policy Framework (NPPF). Paragraph 63 states that "Provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas". The NPPF defines major developments as "For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more."

Therefore, the requirement for 40% affordable housing will now apply to developments of 10 or more homes, rather than 11 or more, or a site area of 0.5 hectares or more. This should be noted when reading the Lewes Affordable Housing SPD.'

Page 13 of the LDC Affordable Housing SPD states:

4.2 The criteria for determining whether the use of particular premises should be classified within the C3 Use Class include both the manner of the use and the physical condition of the premises. Premises can properly be regarded as being used as a single dwelling house where they are:

- A single, self-contained unit of occupation which can be regarded as being a separate 'planning unit' distinct from any other part of the building containing them;
- Designed or adapted for residential purposes - containing the normal facilities for cooking, eating and sleeping associated with use as a dwelling house.

4.3 For clarity, the affordable housing policy applies to sheltered, extra care and assisted living residential development in the same way as it does to general dwelling houses, where each residential unit is designated within the C3 Planning Use Class. The affordable housing requirements do not apply to developments designated within the C2 Planning Use Class.

As the planning application refers only to Use Class C2, and if the housing units are to only consist of Use Class C2, then there is no affordable housing requirement. As such, I have no comments to add to this particular application.

Natural England – No Objection

Sussex Police – National Planning Policy Framework demonstrates the government's aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion. No major concerns with the proposal but recommends additional measures to mitigate against any identified local crime trends

and site specific needs. Access to main and staff accesses should be controlled, enhanced security certification advised for ground floor doors and windows, internal doors to sensitive areas to be properly secured. Secure covered cycle store should be provided, preferably with security lighting. Letter copied to applicant.

Highways - The applicant has previously assessed the parking accumulation based on TRICS [with 18 parking spaces] with the peak suggested being at lunch time. The further information suggests that the accumulative parking could be 20 spaces at the times of staff changeover [i.e. around 8am and 8pm]. This is based on 17 staff on site at any one time during the daytime [based on one per 3 residents] with less staff in the evening/night. The eventual end user is still not known, thus the shift patterns may change and thus the parking requirement may not be appropriate. However, given the circumstances and provided the Travel Plan is robust and secured along with the bus stop improvements mentioned below this should mitigate any possible increase in parking demand for this site.

Access - The position of the two reconstructed accesses are acceptable with the existing southern access being for deliveries/refuse collection etc only and the northernmost access being the main access point.

Parking - At pre app stage whilst the parking numbers were accepted they depended on details regarding staffing levels being provided at planning application stage and so could alter. Still Insufficient information on the staffing numbers and shifts etc to determine/justify the number of parking spaces.

Ambulance Bay - Due to its parallel location to the access road and no formal turning head being provided the Ambulance would have to do effectively a 3 point turn within the internal road. Whilst it is beneficial for an Ambulance to turn [without doing a 3 point turn] on site a turning space is not necessarily required here onto Homefield Road being an unclassified road. Therefore whilst it would be beneficial for the Ambulance bay to be repositioned to be at a right angle to the access/internal road – the bay as shown is acceptable.

Tracking – Swept path has been provided for a 11.22m long refuse vehicle only whereas ESCC require 11.997m which is the current largest refuse vehicle. However, I note that the refuse collection will be as existing and taken from Homefield Road and thus will not go into site. This being the case and/or if Lewes District Council's waste team have agreed this, or that a smaller vehicle can be used then the tracking as shown is acceptable.

Pedestrian Link - It is noted that no pedestrian link is to be retained through “St Elizabeth’s” to Upper Belgrave Road. This is considered an important pedestrian link through to the nearest bus stops on Upper Belgrave Road and thus I would have preferred to see this link via the existing steps retained. However, I understand that the applicant cannot provide this facility due to operational issues and lack of land control.

Mitigation Measures - The proposed development would give rise to needs for improvement to the local highway network to accommodate the additional demands the use of the site will place on existing facilities. Bus stop improvements are considered necessary and should take the form of hardstanding and DDA compliant kerbing at the two nearest bus stops on Upper Belgrave Road.

The works should be secured by condition and a Legal Agreement with the Highway Authority. (This is acceptable to the Highway Authority. Update – this is now to be secured by condition.)

Travel Plan - A draft travel plan has been submitted with the application. A Travel Plan is required in association with this development to ensure that private car trips to and from the site are minimised. The travel plan should include targets for reduced car use and a

monitoring programme to ensure these targets are met. It is understood that the Applicant has agreed to secure the Travel Plan and Travel Plan Audit Fee [£6,000] by way of a Unilateral Undertaking Agreement. (This is acceptable to the Highway Authority. Update – this is now to be secured by condition.)

Conditions recommended.

ESCC SUDS – Whilst there is anecdotal evidence which that suggests surface water currently discharges through a series of soakaways, we remain concerned that the surface water drainage proposals have not adequately considered risk particularly with regards to the use of shallow infiltration, the impacts on ground stability and the existing surface water flow paths though the site. The applicant proposes to discharge surface water runoff through the use of infiltration and we note that BGS data indicates very serious constraints for ground stability. Despite this, there are no indications that the implications of infiltration on ground stability have been considered and we request that further information is submitted to address these concerns. In the event that infiltration is not feasible, it is unclear where surface water runoff would be discharged to as there are no watercourses or public sewers within the vicinity of the site. Furthermore, we are concerned that the permeable paving is proposed directly adjacent to the building. This permeable paving will be used to discharge water from the building in addition to rainfall falling directly on its surface. In such cases the CIRIA SuDS Manual 2015 states that infiltration features should not be sited within 5m of buildings. The applicant has undertaken infiltration testing at this site, however this has not been undertaken in accordance with the BRE365 as the testing was not repeated in each trial pit three times. This is particularly important as the site relies entirely on the use of infiltration, and is underlain by superficial deposits that BGS data indicates has 'highly variable permeability' In addition, BGS data indicates that the site may be susceptible to groundwater flooding, and we request that groundwater monitoring is undertaken between autumn and spring to ascertain the seasonal variability in groundwater levels. The updated Flood Map for Surface Water (uFMfSW) indicates that surface water flows through the site from St Elizabeth's towards the south, with additional surface water being stored on site. This flow path contributes to surface water flooding of the Brooklyn Road area (identified as a flooding hotspot in the Peacehaven/Newhaven/Seaford surface water management plan). Whilst this is indicated to only occur during the 1 in 100 and 1 in 1000 year events, due to the reliance on permeable paving for infiltration there is a risk that these flows could reduce the storage capacity of the permeable paving which is only sized to accommodate the development. The applicant should ensure that storage capacity is not taken up by these flows, and that these flows can be appropriately managed without increasing flood risk on or off site.

Conditions recommended.

Tree and Landscape Officer – Site is subject to Tree Preservation Order (No.2) 1985. With regard to the existing trees, the applicant's tree expert provides a clear indication which trees are identified for removal. The important element with regards the trees are those that are subject to the above Order. The tree survey identifies a group of trees on the south western boundary and next to the access to be retained. These are the principle trees within the Order. The trio to the east are in a poorer condition but are also to be retained. Other trees of much less quality will be removed. The applicant's tree expert gives clear instructions on tree protections measures, tree protection supervision and methods which should be implemented in full. With regards the proposed soft landscaping scheme: I could see no soft landscaping scheme. Conditions requiring soft landscaping in key area would be prudent.

Conditions recommended.

Planning Policy - This planning application should be considered against the policies of the adopted Lewes District Local Plan Part 1 (LPP1), the policies of the Submission Lewes District Local Plan Part 2 (LPP2), and relevant 'saved' policies of the Lewes District Local Plan 2003 (LDLP 2003).

The National Planning Policy Framework (NPPF) may also be a material consideration. In accordance with the Cabinet resolution of 17th April 2012, only those 'saved' LDLP 2003 policies that are consistent with national planning policies are applicable to the determination of planning proposals in the district.

The LPP2 will not gain full weight as part of the development plan for the area until it is adopted. However, the plan was submitted for examination in December 2018 and a number of hearing sessions were held April 2019.

Following these hearing sessions, the Inspector has recommended that modifications to a small number of policies be published for consultation prior to the submission of his final report. The modifications have now been consulted upon and we are awaiting the Inspector's Report.

All the other LPP2 policies have essentially been found 'sound' and can therefore be given substantial weight in the determination of relevant planning applications, unless other material considerations indicate that it would be unreasonable to do so. The 'sound' policies are BA01, BA02, BA03, CH01, DM1-23, and DM25-37.

The Seaford Neighbourhood Plan (SNP) is currently in examination which will conclude in November 2019. Policy SEA15 allocates the application site for the development of 19 dwellings including affordable housing. Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a post-examination draft neighbourhood development plan, so far as material to the application. As the examination of the SNP is on-going and there are no objections to the allocation in the Plan, the SNP should be given some weight in decision making. The application would not provide any affordable housing.

The application site is located within the Seaford planning boundary and its redevelopment to provide a residential care home is therefore acceptable in principle, in accordance with Policy DM1 of the LPP2 and 'saved' Policy CT1 of the LDLP 2003. Whilst there are no specific policies addressing Use Class C2 accommodation within the adopted or emerging development plan, the adopted LPP1 does acknowledge the growing need for specialist accommodation suitable for older people (paras. 7.22 – 7.23).

In addition to Policies DM1 and CT1, the principal planning policies that should be taken into consideration in determining the acceptability of the proposed development are:

- Core Policy 8 (Criteria 2 and 4) of the LPP1
- Core Policy 11 of LPP1
- Core Policy 12 (Criterion 5) of LPP1
- Core Policy 13 of LPP1
- Policy DM14 of the LPP2
- Policy DM25 - 27 of the LPP2

The Lewes District Electrical Vehicle Charging Points Technical Guidance Note should also be taken into account. If it is considered that the proposed development accords with these policies, it should be recommended for approval.

If the application is found to be acceptable, it is worth noting that the national Planning Practice Guidance now states that local planning authorities should count specialist housing provided for older people (including residential care homes) against their housing requirement.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

Three objections received concerned with lack of parking spaces for staff and visitors, lack of consultation, need to protect boundary planting, loss of trees, loss of informal footpath, flood risk and parking.

Three representations received, whilst not objecting, concerned over amount of beds proposed, lack of parking and possible use of footpath between Homefield Road and Blatchington Hill, the height of the building, boundary treatment and access issues to St Elizabeth's'.

One representation received not objecting to the proposal but commenting that contractor parking should be on site during the construction stage.

6. PLANNING CONSIDERATIONS

Principle

- 6.1 The proposal falls in the same use class as the existing building on the site. There are no specific policies relating to this type of accommodation within the adopted or emerging Development Plan, however the need to acknowledge the growing need for specialist accommodation suitable for older people is set out in the adopted LPP1. Furthermore, National Planning Practice Guidance states that LPAs should count such housing, including residential care homes, against their housing requirement.
- 6.2 It is noted that the Town Council has lodged an objection to the proposal as the site is included in the draft Neighbourhood Plan for general needs housing for 19 units. The SNP has been through local consultation stage, which closed on 5th July. The Examination into the SNP is due to conclude in November 2019. The SNP should be afforded some weight in the determination of this application. However, on balance and given the NPPG advice that acknowledges specialist housing is both needed and does count towards the council's housing requirement, it is not considered that the proposal should be refused based on the Town Council's objection alone.

Design

- 6.3 The design strategy has been informed by identified characteristics of the surrounding residential area – pitched roof, dormer windows and material palette of brick, render feature panels, plain roof tiles and hanging tiles. The long elevations are broken up with feature gables and the roof with dormer windows.
- 6.4 Although the ridge height of the new building is higher than the existing building on the site, it is mostly comparable with the ridge height of the properties in St Elizabeth's to the rear. Although the footprint of the new building would be approximately one third larger than the existing, it is set further towards the front of the site, away from properties in St Elizabeth's and where it will be screened at the front by the existing trees and hedges. In terms of height and bulk, the impact of the new building on adjoining occupiers will be an improvement on the existing situation.

6.5 Overall, the design of the building is considered to be acceptable and will make a positive contribution to the character of the neighbourhood.

Amenity

6.6 The entire rear building line of the new building will be 20m from the rear of properties in St. Elizabeth's. Generally, this distance is considered to be sufficient to ensure that there is no mutual overlooking or overshadowing. The level of activity will be similar to the previous use.

Trees and Landscaping

6.7 The Tree and Landscape officer has recommended conditions to safeguard the trees that are to be retained during construction. An outline landscape strategy was submitted with the application but more details are to be secured by condition. The strategy includes retention of the mature planted screen to the front of the site and to introduce additional trees to the rear, various seating areas, including break out areas from the ground floor lounges and dining areas. The key TPO'd trees will be retained and protected.

Parking and servicing

6.8 ESCC Highways raises no objections to the level of parking or traffic generation. Following negotiations with the applicants, conditions have been drafted to secure highways improvements to nearby bus stops to encourage use by staff and to secure a Travel Plan that relates to the end user.

6.9 Final details of the cycle store and arrangements for storage and collection of refuse, recycling and specialist waste will be secured by condition.

Sustainability

6.10 A Sustainability Statement has been submitted with the application, which sets out the measures that will be taken to tackle climate change. The key measure is to adopt a 'Fabric First' approach that is expected to exceed Building Regulations in relation to heat conservation and reduction of carbon emissions. Notwithstanding the statement, a condition will be attached to require electric vehicle charging points in the car park and measures to reduce impact on the climate.

Conclusion

6.11 On balance, the proposal is considered to be an acceptable use for the site and will help to address the District's housing need, in particular that for special accommodation for older people. The new building is well designed, using materials and features that are to be found in the wider area. The proposal broadly meets the relevant plan policies and approval is recommended.

7. RECOMMENDATION

Approval is recommended.

The application is subject to the following conditions:

1. No development shall take place above ground floor slab levels until details and samples of all external materials including the fenestration, hard surfaces, roof materials, details of balustrades to balconies and external finishes to the walls have been submitted to and approved

in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and samples and retained as such thereafter.

Reason: To ensure a satisfactory development in keeping with the locality having regard to policy ST3 of the Lewes District Local Plan policy CP11 of the Joint Core Strategy and to comply with National Policy Guidance contained in the National Planning Policy Framework.

2. No development shall take place above ground floor slab levels until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed prior to the first occupation or in accordance with a timetable agreed in writing with the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory development in keeping with the locality having regard to policy ST3 of the Lewes District Local Plan policy CP11 of the Joint Core Strategy and to comply with National Policy Guidance contained in the National Planning Policy Framework.

3. The Arboricultural Method Statement section 11 of the Arboricultural Report (The Mayhew Consultancy AR/62118/R1) and associated tree protection plan (appendix B of the Arb Report) submitted in support of the application shall be adhered to in full, subject to the pre-arranged tree protection monitoring and site supervision by a suitably qualified tree specialist. This tree condition may only be fully discharged on completion of the development subject to satisfactory written evidence of contemporaneous monitoring and compliance by the pre-appointed tree specialist during demolition and subsequent construction operations.

Reason: In order to safeguard and enhance the character and amenity of the site and locality and to avoid any irreversible damage to retained trees pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with policy ST3 of the Lewes District Local Plan, policy CP11 of the Joint Core Strategy and to comply with National Policy Guidance contained in the National Planning Policy Framework.

4. No retained tree shall be cut down, uprooted, destroyed, pruned, cut or damaged in any manner during the development process and up until completion and full occupation of the buildings for their permitted use within 2 years from the date of the occupation of the building for its permitted use, other than in accordance with the approved plans and particulars, without the prior written approval of the local planning authority.

Reason: In order to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with in accordance with policy ST3 of the Lewes District Local Plan, policy CP11 of the Joint Core Strategy and to comply with National Policy Guidance contained in the National Planning Policy Framework.

5. The approved tree pruning works shall be carried out in accordance with BS3998:2010. The development thereafter shall be implemented in strict accordance with the approved details.

Reason: In order to avoid any irreversible damage to retained trees pursuant to section 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and locality, in accordance with in accordance with policy ST3 of the Lewes District Local Plan, policy CP11 of the Joint Core Strategy and to comply with National Policy Guidance contained in the National Planning Policy Framework.

6. No development shall take place until ; hard and soft landscaping details of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

- 1) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
- 2) further ecological input into the scheme design to secure biodiversity. Such gains are to be designed so as to meet the requirements be appropriate and sympathetic to the assessed ecological merit of the site and surrounds. This condition may only be fully discharged subject to satisfactory written evidence of compliance by a qualified ecologist.
- 3) location, type and materials to be used for hard landscaping including specifications where applicable for:
 - a) permeable paving
 - b) tree pit design
 - c) underground modular systems
 - d) Sustainable urban drainage integration
 - e) use within tree Root Protection Areas (RPAs);
- 4) A schedule detailing sizes and numbers/densities of all proposed trees/plants;
- 5) Specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and there shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority.
- 6) Unless required by a separate landscape management condition, all soft landscaping shall have a written five year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

Reason: In order to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with policy ST11 of the Lewes District Local Plan, policy CP8 of the Joint Core Strategy and having regard to the National Planning Policy Framework.

7. Notwithstanding anything contained in the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any amendment or replacement thereof, prior to the commencement of any building or engineering operations for the development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The CEMP shall include the following information and the development shall be implemented in accordance with the approved details unless otherwise agreed in writing by the local planning authority:-

- a) The temporary arrangements for access and turning for construction traffic;
- b) The size of vehicles (contractors and deliveries);

- c) The routing of vehicles (contractors and deliveries) and traffic management (to allow safe access and turning for construction vehicles);
- d) The temporary arrangements for parking of vehicles associated with deliveries, site personnel, operatives and visitors;
- e) A contractors' parking and Travel Plan;
- f) Facilities for the loading and unloading of plant and materials;
- g) The location(s) for storage of plant and materials used during construction;
- h) The location(s) of any site huts/cabins/offices;
- i) Details of temporary lighting during construction;
- j) Details of the proposed security arrangements for the site including temporary site security fencing and site hoardings;
- k) Hours of construction and hours of deliveries;
- l) Details of the precautions and facilities put in place to guard against the deposit of mud and substances from the application site on the public highway, to include wheel washing facilities by which vehicles will have their wheels, chassis and bodywork effectively cleaned and washed in order to be free of mud and similar substances prior to entering the public highway;
- m) Details outlining the proposed range of dust and dirt control measures and noise mitigation measures during the course of construction of the development, having regard to Section 61 consent under the Control of Pollution Act 1974;
- n) Details of off-site monitoring of the CEMO; and
- o) Assurance that the construction will be undertaken in accordance with the Considerate Constructor's Scheme.

Reason: In the interests of the residential amenities of the neighbours and to secure safe and satisfactory means of vehicular access to the site during construction, having regard to retained policy ST3 and Core Policies 11 and 13 of the Lewes District Local Plan Part One: Joint Core Strategy and the National Planning Policy Framework.

8. The development hereby permitted shall not be occupied until full details of the secure, covered cycle store have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be implemented prior to the first residential occupation of the development, and be retained thereafter for the parking of cycles associated with residents and visitors to the development hereby permitted.

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

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

Reason: In the interests of amenity and highway safety and to ensure adequate car-parking provision for the development.

10. No dwelling hereby permitted shall be occupied (or use hereby permitted commenced) unless and until provision for the storage of refuse/recycling has been made for that dwelling (or use) in accordance with details to be submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be retained for use at all times.

Reason: Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling and to comply with Policies ST3 and CP11 of the Lewes District Local Plan.

11. The principles of surface water drainage as indicated in drawing 10414-500p should be taken forward to detailed design and implementation. Evidence of this (in the form 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: In the interests of amenity and to ensure that flood risk is managed, in accordance with Core Policies 11 and 12 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework

12. Proposals to use infiltration should be supported by additional infiltration testing in accordance with BRE365 at the locations of and depths commensurate to the proposed soakaways.

Reason: In the interests of amenity and to ensure that flood risk is managed, in accordance with Core Policies 11 and 12 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

13. A maintenance and management plan for the entire drainage system should be submitted to the planning authority before any construction commences on site to ensure the designed system takes into account design standards of those responsible for maintenance. The management plan should cover the following:

a) 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.

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

c) Details of measures which will be taken to ensure that the structural integrity of both the soakaways and the permeable paving is maintained over the lifetime of the development should be provided.

Reason: In the interests of amenity and to ensure that flood risk is managed, in accordance with Core Policies 11 and 12 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

14. Prior to 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: In the interests of amenity and to ensure that flood risk is managed, in accordance with Core Policies 11 and 12 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

15. No part of the development shall be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by East Sussex County Council [September 2008] and by the Department for Transport.

Reason: To encourage and promote sustainable travel options and encourage use of alternatives to the use of the private car, in the interests of sustainability in accordance with current sustainable transport policies including retained policy ST3 and Core Policy 13 of Lewes

District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework

16. The development shall not be occupied until details of the layout of the reconstructed accesses and the specification for the construction of the access which shall include details of levels, surface water drainage and tactile paving/dropped kerbs [across the access] have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the development not be occupied until the construction of the accesses have been completed in accordance with the agreed specification.

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

17. The proposed parking spaces shall measure at least 2.5m by 5m (add an extra 500m where spaces abut walls).

Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

18. Prior to commencement of development details of the improvements to two existing bus stops on Upper Belgrave Road [known as North Way and Firle Road Stops] to include new hardstanding areas and DDA compliant kerbing to be submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and shall be implemented prior to occupation of the development.

Reason: In the interest of highway safety and to encourage the use of sustainable travel (by bus) to the site.

19. Development shall not commence until such time as temporary arrangements for access and turning for construction traffic has been provided in accordance with plans and details that shall have been 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.

20. The development shall not be occupied until parking areas have been provided in accordance with the approved plans/details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

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

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

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

22. Details of the siting and design of the external electric car charging points to be provided, shall be submitted to and approved in writing by the Local Authority prior to installation. The works hereby permitted shall be carried out in accordance with the approved details before the units are occupied.

Reason: To secure a proper standard of development having regard to policy CP14 of the Lewes Joint Core Strategy and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

23. No development above ground floor slab level of any part of the development hereby permitted shall take place until details of how the development will incorporate measures to reduce carbon energy use, facilitate renewable energy installations, and lower water consumption, have been submitted to and approved in writing by the local planning authority. The approved measures shall be put in place prior to the first occupation of each of the residential units, and shall be retained as such thereafter.

Reason: In order to reduce locally contributing causes of climate change in accordance with policy CP14 of the Lewes District Local Plan Part One: Joint Core Strategy and the National Planning Policy Framework 2019.

INFORMATIVE(S)

1. With regard to works to trees, the following British Standards should be referred to:

- a) BS: 3882:2015 Specification for topsoil
- b) BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs
- c) BS: 3998:2010 Tree work - Recommendations
- d) BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces)
- e) BS: 4043:1989 Recommendations for Transplanting root-balled trees
- f) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations
- g) BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).
- h) BS: 8545:2014 Trees: from nursery to independence in the landscape - Recommendations
- i) BS: 8601:2013 Specification for subsoil and requirements for use

2. 1. This Authority's requirements associated with this development proposal will need to be secured through a Legal Agreement [171 or 278] between the applicant and East Sussex County Council. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

2. The applicant is advised of the requirement to enter into discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway. The applicant should contact East Sussex Highways (0345 6080193)

3. The applicant is advised that the erection of temporary directional signage should be agreed with East Sussex Highways (01345 6080193) prior to any signage being installed.

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

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Transport Assessment	17 May 2019	Transport Statement
Travel Plan	17 May 2019	Travel Plan

Additional Documents	17 May 2019	Proposed Surface Water Drainage Strategy
Other Plan(s)	17 May 2019	TR06 Vehicle Swept Path Analysis
Other Plan(s)	17 May 2019	TR04 Vehicle Swept Path Analysis
Other Plan(s)	17 May 2019	TR03 Vehicle Swept Path Analysis
Other Plan(s)	17 May 2019	TR01 Vehicle Swept Path Analysis
Other Plan(s)	17 May 2019	SK07 Access Layout
Other Plan(s)	17 May 2019	SK04 Vehicle Visibility Splays
Additional Documents	17 May 2019	Market Analysis
Existing Layout Plan	17 May 2019	10414-100P Existing Drainage Layout
Design & Access Statement	28 August 2019	Design & Access Statement Rev C
Tree Statement/Survey	17 May 2019	Tree Survey, Arboricultural Impact Assessment & Tree Protection Plan
Other Plan(s)	17 May 2019	Tree Protection Plan
Other Plan(s)	17 May 2019	Tree Protection Plan
Proposed Layout Plan	28 August 2019	G4214 (90)01J Proposed site plan
Proposed Elevation(s)	28 August 2019	G4214(02)02A proposed South _ West Elevation
Proposed Elevation(s)	28 August 2019	G4214(02)01A Proposed North _ East Elevation
Proposed Roof Plan	28 August 2019	G4214(01)04A Proposed Roof Plan
Proposed Floor Plan(s)	24 September 2019	G4214(01)03G Proposed 2nd Floor Plan
Proposed Floor Plan(s)	28 August 2019	G4214(01)02G Proposed 1st Floor Plan
Location Plan	17 May 2019	G4214 01
Proposed Floor Plan(s)	28 August 2019	G4214 (01)01H proposed Ground Floor Plan
Survey Plan	17 May 2019	1:200 Site Survey
Proposed Floor Plan(s)	28 August 2019	G4214 (01)00C proposed Basement Floor Plan
Other Plan(s)	17 May 2019	10414-501P Proposed Suds Features

Other Plan(s)	17 May 2019	10414-500P Proposed Drainage Layout
Proposed Layout Plan	28 August 2019	G4214(90)01K Site Plan as proposed
Survey Plan	17 May 2019	1:200 Site Survey
Other Plan(s)	17 May 2019	10414-501P Proposed Suds Features
Other Plan(s)	17 May 2019	10414-500P Proposed drainage Layout
Planning Statement/Brief	17 May 2019	Drainage Strategy
Planning Statement/Brief	17 May 2019	Planning Statement
Planning Statement/Brief	28 August 2019	Design and Access Statement