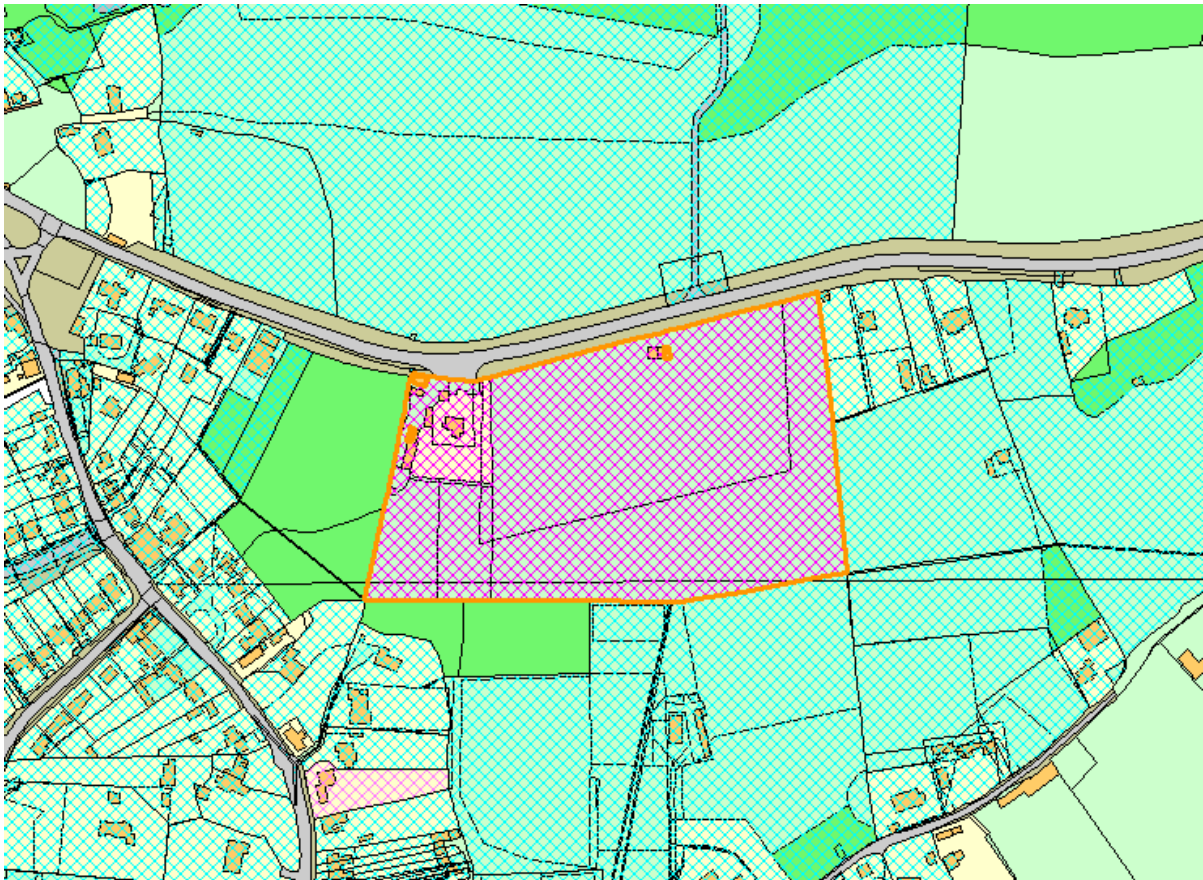


<b>APPLICATION NUMBER:</b>	LW/20/0298	<b>Case Officer:</b>	<b>Andrew Hill</b> <a href="mailto:Andrew.Hill@lewes-eastbourne.gov.uk">Andrew.Hill@lewes-eastbourne.gov.uk</a>
<b>APPLICANTS NAME(S):</b>	P Wood, J Wood & C Wood	<b>PARISH / WARD:</b>	Newick / Newick
<b>PROPOSAL:</b>	Planning application for demolition of Oakside and the erection of 69 residential homes, with associated access, parking, landscaping and infrastructure works.		
<b>SITE ADDRESS:</b>	Woods Fruit Farm, Goldbridge Road, Newick, East Sussex, BN8 4QP		
<b>RECOMENDATION :</b>	<p>1. That planning permission is granted subject to a legal agreement and the conditions listed below.</p> <p>2. That the application is refused under delegated authority if the S.106 agreement is not concluded in 6 months of any resolution to grant planning permission.</p>		

**IMPORTANT NOTE: This application is liable for Community Infrastructure Levy.**



## 1. SITE DESCRIPTION / PROPOSAL

1.1 The application site lies to the north east of the village, on the southern side of the A272, and covers an area of approximately 3.7 hectares. The site currently accommodates a single detached dwelling, close to the western boundary, with a number of outbuildings, set within a large residential plot. The remainder of the site is grassland with a derelict farm building located close to the northern boundary. There are a few trees, largely around the periphery of the site or around the dwelling house. The site boundary consists of mature mixed hedging.

1.2 The site is located outside of the defined settlement boundary and abuts the Newick Conservation Area at the south west corner of the site. The nearest residential dwellings are located adjacent to the eastern boundary and close to the south west corner of the site. The western part of the development site is identified and allocated within the Newick Neighbourhood Plan for housing (Policy H04 for 39 dwellings, 38 if the existing house is retained).

1.3 In 2019 a similar application (LW/18/0351) for the construction of 69 new dwellings (of which 40% (28) would be affordable - 16 flats (10 x 1 bed and 6 x 2 bed) and 6 x 2 and 6 x 3 bed houses, with private housing consisting of 9 x 2 bed, 22 x 3 bed and 10 x 4 bed houses, was refused by the Planning Applications Committee for the following reason:

*The development, as a result of its location outside of the defined settlement boundary and the allocated site within the Newick Neighbourhood Plan, would result in an unacceptable encroachment into the countryside and closure of the gap between the site and the nearest dwellings to the east (The Gables and Newlands), and detrimentally impact on the open character of the countryside, contrary to Policy H04 of the Newick Neighbourhood Plan and policies CT1 and emerging policy DM1 of the Lewes District Local Plan.*

1.4 The current proposal is for the construction of 69 new dwellings with associated access, parking, landscaping and infrastructure works. Whilst the development remains as per the previous planning application in terms of the quantum of development, the scheme proposals have been revised to respond to the reason for refusal, largely in the layout but also in the numbers and sizes of the units as can be seen in the table below which indicate the proposed and previous accommodation schedule (with the previous numbers in brackets).

	Housing Type	1 Bed	2 Bed	3 Bed	4 Bed	Total
Private	House	0	11(9)	27(22)	3(10)	41
Affordable	House	3	7(6)	6 (6)	0	28
	Apartments	8(10)	4 (6)	0	0	
<b>Total</b>		11(10)	22 (21)	33(28)	3(10)	<b>69</b>

The major change is the reduction in 4 bed houses and the increase in the number of 3 bed units

1.5 The application has been advertised as a departure from the Local Plan as part of the proposed development is located outside of the site allocation boundary.

## 2. RELEVANT POLICIES

- LDLP: – CP1 – Affordable Housing
- LDLP: – CP10 – Natural Environment and Landscape
- LDLP: – CP11 – Built and Historic Environment & Design
- LDLP: – CP14 – Renewable and Low Carbon Energy
- LDLP: – CT01 – Planning Boundary and Countryside Policy
- LDLP: – ST03 – Design, Form and Setting of Development
- LDLP: – DM1 – Planning Boundary
- LDLP: - DM24- Protection of biodiversity and geodiversity
- LDLP: - DM25 - Design
- LDLP: - DM27 – Landscape Design
- LDLP: – NNPH11 – HO1.1-New Housing Design
- LDLP: – NNPH12 – HO1.2 -New Housing Materials
- LDLP: – NNPH13 – HO1.3-New Housing Height
- LDLP: – NNPH14 – HO1.4-New Housing Size
- LDLP: – NNPH15 – HO1.5-New Housing Parking
- LDLP: – NNPH41 – HO4.1-Housing Site

## 3. PLANNING HISTORY

**E/57/0709** - Outline Application to erect ten dwelling houses. - **Refused**

**EV/63/0006** - Two advertisement boards. - **Approved**

**LW/18/0351** - Demolition of Oakside and the erection of 69 residential homes, with associated access, car parking, cycle parking, refuse/recycling storage, landscaping and infrastructure -

**E/63/0023** - Formation of additional vehicular access with lay-by. - **Approved**

**E/57/0709** - Outline Application to erect ten dwelling houses. - **Refused**

**EV/63/0006** - Two advertisement boards. - **Approved**

**E/56/0085** - Planning and Building Regulations Applications for proposed addition. Building Regulations Approved. Commenced - **Approved**

**E/68/0909** - Planning and Building Regulations Applications for domestic boiler house. Building Regulations Approved. Completed. - **Approved**

**E/63/0023** - Formation of additional vehicular access with lay-by. - **Approved**

**LW/01/0242** - Part two storey, part single storey rear extension – **Approved**

**LW/16/0058** - Retention of a double sided panel sign and a proposed single sided panel sign with matching design/lettering - **Approved**

**LW/18/0351** - Demolition of Oakside and the erection of 69 residential homes, with associated access, car parking, cycle parking, refuse/recycling storage, landscaping and infrastructure – **Refused**

#### **4. REPRESENTATIONS FROM STANDARD CONSULTEES**

**Main Town Or Parish Council** – This application is very similar to a previous application (LW/18/0351) for 69 dwellings (if the house is demolished) submitted by the same applicant and rejected by LDC in November 2019. On that occasion the case officer involved recommended to LDC that the proposal be approved as a departure from the local plan, despite recognising a number of sound reasons for its rejection in his report and without giving reasons for approving a departure to the Local and Neighbourhood Plans. This recommendation was not accepted by LDC and the application rejected; it is noted that this latest application is allocated to the same case officer. Without casting any aspersions on his impartiality, it is unfair to the individual to be given responsibility to decide this planning application as it undoubtedly places undue and unique pressure on him in trying in reaching a decision. It is unreasonable to ask him to consider afresh an application that is so similar to the previous one and put him in the difficult position of reversing his previous logic, hence our request for it to be considered by the full Planning Committee and not under delegated powers.

With regards to the application, the changes are minor and not overcome the previous reasons for refusal, still contrary to Policy H04 of the NNP and DM1 of the LPP2, recent appeal support the Newick NP, would represent a 100% increase over the identified allocation of 100 dwellings.

The current proposal does not counter the previous reason for refusal and remain contrary to Policy H04 of the NNP and DM1 of the LDLPP2  
Proposal would detrimentally impact the character of the village and the countryside.

There has been no significant change from the previous application to overturn the reasons for refusal. For reasons above and based on the non-compliant nature of this application with Policy H04 of the Newick Neighbourhood Plan and DM1 of the adopted Lewes Local Plan Part 2, Newick Parish Council urges refusal.

**(Full comments available to view on line).**

**ESCC Archaeology** - The information provided is satisfactory and identifies that there is a risk that archaeological remains will be damaged. Nonetheless it is acceptable that the risk of damage to archaeology is mitigated by the application of planning conditions which are outlined in this response.

[ARCH 1] No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

[ARCH 3] No phase of the development hereby permitted shall be brought into use until the archaeological site investigation and post - investigation assessment (including provision for analysis, publication and dissemination of results and archive deposition) for that phase

has been completed and approved in writing by the Local Planning Authority. The archaeological site investigation and post - investigation assessment will be undertaken in accordance with the programme set out in the written scheme of investigation approved under condition [ARCH 1].

**REASON:** To enable the recording of any items of historical or archaeological interest in accordance with Core Policy 11 in the Lewes District Local Plan Part 1; Joint Core Strategy 2010 - 2030; coupled with the requirements of paragraphs 189 - 199 of the National Planning Policy Framework 2018.

**ESCC SUDS** – No objection subject to conditions.

We previously commented on an application for the site (LW/18/0351) in which we requested that additional groundwater monitoring was undertaken between autumn and spring to determine groundwater levels following a wet winter. This does not appear to have been undertaken and we are concerned that high groundwater levels could impact on the proposed drainage system. Groundwater levels were recorded at less than 3m below ground level during ground investigation undertaken in the summer and this observation is supported by data we hold. A 1m unsaturated zone should be maintained from the highest groundwater level recorded during additional monitoring to the base of any drainage feature.

The applicant intends to discharge surface water runoff from the site to the River Ouse and this has previously been deemed acceptable. However, an environmental permit from the Environment Agency for the construction of the outfall on the Ouse and a license from East Sussex Highways will be required for the construction of the pipe from the application site to the river.

If the Local Planning Authority is minded to grant planning permission, the LLFA requests the following comments act as a basis for conditions to ensure surface water runoff from the development is managed safely.

1. Detailed drainage surface water drainage system shall be submitted in support of any application that intends to fix the layout and approved in writing by the Local Planning Authority. The surface water drainage system shall incorporate the following:

a. Detailed drawings and hydraulic calculations. The hydraulic calculations shall take into account the connectivity of the different surface water drainage features. The calculations shall demonstrate that surface water flows can be limited to 6.3 l/s without increasing flood risk for all rainfall events including those with a 1 in 100 (plus 40%) annual probability of occurrence. An allowance for urban creep (recommended 10% increase in impermeable area) shall be incorporated within the calculations.

b. The detailed design of the surface water drainage network shall be informed by findings of groundwater monitoring between autumn and spring. The design should leave at least 1m unsaturated zone between the base of the ponds/swales and the highest recorded groundwater level. If this cannot be achieved, the details of measures which will be taken to manage the impacts of high groundwater on the hydraulic capacity and structural integrity of the drainage system should be provided. This shall also include an assessment into the effectiveness of the proposed measures and the potential impact on flood risk.

c. The detailed design shall include information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely.

2. Prior to the construction of the outfall, a survey of the condition of the watercourse which will take surface water runoff from the development shall be investigated. Results of the survey shall be submitted to and approved in writing by the Local Planning Authority. Any required improvements to the condition of the watercourse shall also be included and, if approved by the Local Planning Authority, implemented accordingly. Written confirmation

from East Sussex Highways agreeing to the construction of the outfall on adopted highway should be provided together with details of how the necessary maintenance access and easements for the outfall from the pond to the watercourse will be secured for the lifetime of the development shall be submitted.

3. A maintenance and management plan for the entire drainage system shall 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 shall 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.
- b. Evidence of how these responsibility arrangements will remain in place throughout the lifetime of the development

These details shall be submitted to and approved in writing by the Local Planning Authority and shall thereafter remain in place for the lifetime of the development.

4. The applicant should detail measures to manage flood risk, both on and off the site, during the construction phase. This may take the form of a standalone document or incorporated into the Construction Management Plan for the development.

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

### **LDC Planning Policy Comments**

This planning application should be considered against the policies of the adopted 2016 Lewes District Local Part 1: Joint Core Strategy (LPP1), Local Plan Part 2: Site Allocations and Development Management Policies (LPP2) and the 'made' Newick Neighbourhood Plan (NNP). The proposal should also be considered against the National Planning Policy Framework (NPPF).

The application is for full planning permission for a residential development of 69 dwellings. From a planning perspective, the following issues should be considered when determining the above planning application:

- o Principle and Scale of Development (Spatial Policy 2 and Policy DM1);
- o District Council's five year housing land supply;
- o Newick Neighbourhood Plan (Policies HO1 and HO4); and
- o Ashdown Forest 7km Zone (Core Policy 10).

#### **Principle and Scale of Development**

The application site is located approximately 100m east of the built edge of Newick. The site straddles the planning boundary, with approximately 15 dwellings being located outside the planning boundary. LPP2 Policy DM1 is therefore a relevant consideration. DM1 seeks to restrict development outside the planning boundaries except in very specific circumstances, the criteria for which is set out within the Policy. It is not considered that the proposal meets any of these criteria. Development of this site is therefore contrary to Policy DM1.

LPP1 Spatial Policy 2 requires Newick to deliver a minimum 100 net dwellings to 2030. The 'made' Newick Neighbourhood Plan contains housing allocations for 100 net dwellings, in line with SP2. The proposed development would represent an increase of 30% on the settlement's housing requirement, albeit it is 'minimum' and a 44% uplift on the site allocation figure (38 net dwellings). This uplift will need to be balanced against the benefits of the proposal.

## Housing land supply

Paragraph 73 of the NPPF (2019) requires local planning authorities to identify a five year supply of deliverable land for housing. As at 1st April 2019, the Council is able to demonstrate a supply of deliverable housing land equivalent to 5.59 years (a surplus of 207 units) outside the South Downs National Park (SDNP) and against its separated housing requirement figure (5,494 net dwellings).

The latest housing land supply position is calculated in the context of the publication of Government's Housing Delivery Test results in February 2019. The HDT compares the number of houses delivered against the housing requirement over the last three year period. The 2019 HDT result for Lewes is 93% which enables the Council to maintain a 5% buffer in its five year housing supply calculation. Further information on the Council's five year housing land supply position can be found in the published Note .

As such, relevant policies within the Development Plan, including the Local Plan and neighbourhood plans, are considered up to date. Decision making on planning applications should therefore be made against policies within the adopted development plan.

## Newick Neighbourhood Plan

The Newick Neighbourhood Plan (NNP) was 'made' (adopted) on 16 July 2015 and is therefore part of the development plan. The NNP sets out a number of planning policies and four housing site allocations (HO2, 3, 4 and 5) for a total of 100 net additional dwellings. HO2 to the north of Newick is almost complete, HO3 and 4 are located to the east and HO5 is within the built up area and has extant planning permission. Spatial Policy 2: Housing Distribution of the LPP1 requires a minimum 100 net additional dwellings to be delivered at Newick over the Plan period.

The western half of the application site forms part of the NNP housing allocation Policy HO4, identified for 38 (net) dwellings. The application proposal extends the site approximately 100m to the east and increases the number of dwellings by 31. The application is therefore inconsistent with HO4. The current application was submitted with a covering letter stating, "The scheme has been revised in order to overcome the previous reason for refusal, which forms the basis of this application". However, this cannot fully be the case as the proposed development extends beyond the site allocation under Policy HO4. It is acknowledged that the NNP has sought to locate new development broadly within this area due to its proximity to village services, however.

Policies HO1 and TC1 may also be considered important to making the decision on the planning application. The criteria of HO1 relate to the design and density of new housing development etc. and TC1 relates to provision for sustainable transport within new development.

## Ashdown Forest 7km Zone

The application site is located entirely within the Ashdown Forest 7km mitigation zone. The Ashdown Forest is designated as a Special Protection Area (SPA) and a Special Area of Conservation (SAC).

Core Policy 10 of LPP1 seeks to ensure that the Ashdown Forest (SAC and SPA) is protected from recreational pressure, and that residential development that results in a net increase of one or more dwellings within 7km of the Ashdown Forest will be required to contribute to:

- i. The provision of Suitable Alternative Natural Greenspaces (SANGs) at the ratio of 8 hectares per additional 1,000 residents; and
- ii. The implementation of an Ashdown Forest Strategic Access Management and Monitoring Strategy (SAMMS).

A SANG, Reedens Meadow, located at Jackies Lane, Newick was completed earlier this year and is now fully operational. To secure the SANGs long term costs a tariff is currently being developed by the Council. Until this has been finalised a 'capped SANG tariff', at £5,000, per dwelling will be in place. An additional financial contribution rate towards SAMMS ( currently £1,170 per dwelling) has also been set. This is identified within the Tariff Guidance Note agreed between Lewes, Wealden and Tandridge District Councils. These mitigation measures need to be considered within an Appropriate Assessment (AA) for the application site, which has now been undertaken by the Council. The AA concludes that there should be no adverse effects on the integrity of the Ashdown Forest from recreation impacts from this development either alone or in combination with other plans and programmes.

Further to a High Court Challenge to the Council's Habitat Regulations Assessment in respect of air quality impacts on the Ashdown Forest, the Council has undertaken a robust Appropriate Assessment (AA) of air quality impacts on the Ashdown Forest SAC (2018 HRA Addendum). This work has been reviewed and endorsed by Natural England; it assesses all planned (LPP1, Local Plan Part 2 and Neighbourhood Plans) and known development (as at April 2018) coming forward up to 2030, including the Neighbourhood Plan allocation of Woods Fruit Farm for 38 dwellings and concludes no adverse effect on the integrity of the SAC.

The applicant has submitted an AA of the air quality impacts of the additional 30 dwellings proposed by the application that builds upon the Council's 2018 HRA Addendum. Aecom has factored in the additional AADT to the transport model developed for the Council's AA and used the same methodology to calculate the air quality impacts. The Applicant's AA concludes that for NOx the additional 30 dwellings makes a negligible contribution to concentrations at the closest areas of heathland and the NOx concentrations and nitrogen deposition rates on even the most affected link (the A22 at Wych Cross) are essentially the same as forecast in the Council's AA. On all other transects, the contribution of the additional 30 dwellings at the nearest area of heathland is too small to show in the air quality calculations.

The conclusion of the applicant's AA that the application proposal will not result in an adverse effect on the integrity of Ashdown Forest SAC either on its own or 'in combination' with other plans and projects can be considered robust.

### Summary

The proposed development is located partially outside the planning boundary; therefore it is contrary to Policy DM1. The submitted scheme is inconsistent with Newick Neighbourhood Plan policy HO4. Consideration should also be given to the uplift in housing numbers both against Spatial Policy 2 and HO4 and balanced against other aspects of the proposal.

The application should be subject to the relevant mitigation required by Core Policy 10 of the LPP1 and identified in the AA.

Given the above, from a planning policy perspective, an objection is raised in principle to this planning application.



## **ESCC Highways -**

### **Executive Summary**

This response is provided as an update to my previous response (of 08 July 2020). My comments and objection to the application have been addressed by the applicant. I no longer object to this application for 69 dwellings subject to a s106 agreement to secure highway works and Travel Plan, and conditions as detailed at the end of this response.

### **Response:**

Since my response the applicant has submitted further details and discussed the suitability of the access arrangements to the site.

### **A272 scheme:**

I previously objected to the highway works proposed on the A272 (Goldbridge Road) by reason that the measures included on plan 2020/6174/001 Rev D were not sufficient to reduce the likely vehicles speeds to a level suitable for the proposed extension of the 30mph limit eastwards.

The 30mph limit extension and reduction in vehicle speeds were required to ensure visibility to the proposed bus stops would meet DMRB standards. It should be noted that the proposed access does meet the standards required for the current 85th% vehicle speeds of 43.7mph and 42.6mph east and westbound respectively.

I have consulted Sussex Police and Road Safety colleagues regarding the additional measures recently proposed by the applicant seeking to lower vehicle speeds. We remained concerned that the lack of frontage development (housing behind hedging), the acceptability of the use of dragon teeth road markings and a further VAS sign, and the rural nature of this A road with current speeds over 40mph. The road/scheme would not lend itself to a self-enforcing 30mph limit to the east of the access.

As a result of ongoing discussions, the applicant has suggested 1) deleting the proposed extension to the 30mph limit – to remove my objection to the suitability of the road as a 30mph road and 2) relocating the proposed eastbound bus stop slightly as shown on plans 2020-6174-012 Rev B and 2020-6174-009 Rev B. They have shown that the achievable forward visibility to the bus stop is 91.3m. This meets DMRB absolute minimum requirements for the current vehicle speeds. This splay may encroach very slightly across the boundary hedge on the northern side of Goldbridge Road, but given the lay of the land (the field is at a lower level than the road) the visibility splay is considered achievable. The rest of the splay is within the adopted highway verge.

The applicant has sought the Road Safety Auditor's further comment. They are accepting of the alterations as shown on plans 2020-6174-012 Rev B and 2020-6174-009 Rev B, but have noted (as have the Police and my Road Safety colleagues), other design changes that should be included the detailed design scheme. I agree, that this can be the case.

It is also important that a Stage 3 and 4 Road Safety Audits are completed given the nature of the scheme and road on which it is located. Vehicle speed surveys are likely to be required by ESCC at the time of those RSAs. The RSAs and speed survey data will identify any necessary remedial measures.

### **Other matters:**

The applicant has amended the access into the site to include a footway on the eastern side of the access (as shown on plans 2020-6174-012 Rev B and 2020-6174-009 Rev B) and confirmed that there will be a pedestrian and cycle access onto the A272 at the eastern end of the site.

They have also confirmed that the parking spaces adjacent to walls etc will of a wider dimensions ie 3m by 5m. I recommend a condition to ensure parking spaces are the correct size. The number of tandem spaces remain. This is regrettable.

I am satisfied that a refuse vehicle can make all the necessary movements within the site and note that the applicant still proposes that the internal roads remain private. ie not adopted as highway to be maintained by ESCC. ESCC would usually expect to adopt at least the "spine road". I recommend that the roads are constructed to adoptable standards in order that they may serve the residents well.

The applicant has provided an updated Travel Plan. The update amounts to the inclusion of £150 cycle vouchers per household. This is welcome as means to reduce car trips, especially short trips to the village centre, but I would normally expect more than one measure- ie bus tickets and supermarket delivery vouchers. I note however that the applicant has committed to providing remedial measures should the 10% reduction in car trips not be achieved in 5 years (Please note I do expect that to be a demanding target, but the TP is an evolving document that will be updated as the development is occupied/as a result of the baseline survey within 3 months of the first occupation or before occupation of the 30th dwelling whichever is sooner. Other measures etc can be negotiated.

#### Conclusion

I do not object to this application subject to the following obligations and conditions.

#### S106 agreement

- 1) Travel Plan developed in accordance with ESCC Travel Plan Guidance for developers (Feb 2020) including Travel Plan Audit Fee of £6000
- 2) Right turn lane access from the A272 including pedestrian and traffic islands, and road markings etc as shown on plans 2020-6174-012 Rev B and 2020-6174-009 Rev B
- 3) Bus stops on the A272 including shelters and raised kerbs subject to final agreement as shown on plans 2020-6174-012 Rev B and 2020-6174-009 Rev B
- 4) 2m footway along the site frontage and westbound towards the A272/The Green junction
- 5) Footway connection from the eastern end of the site to the A272 as shown on plan T050\_P010
- 6) Items 2-4 above shall be agreed, secured by a 278 agreement and constructed prior to the occupation of the first dwelling and which will include the need for Road Safety Audits stages 2 3 and 4 and renewed traffic speed surveys, and the implementation of any subsequent remedial measures.

#### Conditions

1. Development shall not commence until such time as the visibility splays including forward visibility at the access works and for the highway works are agreed with the Highway Authority.

Reason: In the interests of road safety.

2. The access shall have maximum gradients of 2.5% (1 in 40) from the channel line, or for the whole width of the footway/verge whichever is the greater and 11% (1 in 9) thereafter.

Reason: In the interests of road safety.

3. 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: To provide car-parking space for the development.

4. The vehicle parking spaces shall measure 2.5m by 5m with an extra 0.5m to either or both dimensions where spaces abut a wall, fence or hedge.

Reason: To provide appropriate car-parking space for the development.

5. 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.

6. No part of the development shall be occupied until the roads, footways and parking areas serving the development have been constructed, surfaced, drained and lit 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 satisfactory standards of access for the proposed development.

7. No development shall take place, including demolition, on the site unless and until an effective vehicle wheel-cleaning facility has been installed in accordance with details provided to and approved in writing by the Local Planning Authority 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.

8. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and egress and routeing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

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

9. Prior to the commencement of development details of the proposed surface water drainage to prevent the discharge of surface water from the proposed site onto the public highway and, similarly, to prevent the discharge of surface water from the highway onto the site shall be submitted to the Local Planning Authority for approval in consultation with the Highway Authority.

Reason: In the interests of highway safety

**Southern Water** - No objection - consider that Southern Water can provide foul sewerage facilities, request condition that foul and surface water drainage is approved in consultation with Southern Water.

**South East Water** - Support with conditions, Suds Plan be put in place

**Sussex Police** - No objection -development creates active frontages with outward facing dwellings, streets relatively free and unobstructed. Important to clearly demarcate boundaries between public and private space, rear accesses must be gated, all boundaries to front of dwellings to be below 1m, plays areas should be both safe and stimulating, external lighting needs to be carefully considered.

## 5. REPRESENTATIONS FROM LOCAL RESIDENTS

20 representations from local residents raising the following objections:

- the application to erect 69 dwellings is against the requirement of the Newick Neighbourhood plan which specified that a maximum of 39 dwellings would be allowed to be built on this site.
- Planning decisions must be taken within the context of Council's policies. In this case there is a consistent policy of adhering to National and local rules for plan-led development. Thakeham Homes' persistent efforts to undermine Lewes DC's policies must be resisted, this planning application refused and encouragement given to building that which the plan allows (eg 39 homes).
- The application is contrary to the provisions and agreements of the Newick Neighbourhood Plan ("NNP"), itself part of the adopted Lewes District Local Plan and empowered by the 2011 Localism Act. These are all now in force with legal validity. The proposed development is quite simply outside the defined settlement boundary (and allocated site) and seeks numbers in excess of the 39 dwellings provided for in the Newick Neighbourhood Plan and the Lewes Local Plan. 77% increase on the number of dwellings allocated in the NNP, from 39 dwellings to 69. loss of grade 1 agricultural land, issues of electricity and water supply and flooding
  - outside of planning boundary, not allocated, 100 new homes allocated to Newick, previous reason for refusal equally applicable.
  - 30 more homes than envisaged, still extends to the eastern boundary, support the plan led system should not be abused, recent appeal decisions uphold the principle, represents an undesirable spread of housing into the countryside.
  - increases traffic onto the A272, increased hazards and pressure on local services and amenities
  - 30 more homes than NNP indicates, development still extends to the east,
  - NNP still in force, doesn't comply with the plan with 30 more houses, plan showed sufficient capacity to meet need.
  - proposal does not address the reason for refusal, still outside of settlement boundary, create an ugly ribbon of development, should uphold democratically adopted plans
  - contrary to adopted plan, neither sustainable or in-keeping, overdevelopment, have a deleterious effect on Ashdown Forest, and is universally unpopular.
  - overdevelopment, contrary to NNP, impact on Ashdown Forest
  - scale is unjustified, impact on road safety.
- Overdevelopment of the village
- The need to double the number on this site is not compliant with the Plan and will bring excessive traffic issues on the A272.
- Goes against the local plan, LDC are satisfied with the planned housing. LDC is able to identify a housing land supply of 5.59 years with a Housing Delivery Test figure of 93%, new application has been submitted which barely differs from the first. Again LDC policy have objected to the application saying the proposed development is partially located outside of the planning boundary and is therefore contrary to Policy DM1. The scheme is inconsistent with Newick Neighbourhood Plan policy HO4. and LDC is able to demonstrate a housing supply of 5.59 years.
- Goes against the Neighbourhood Plan
- There is not enough infrastructure and amenities to sustain the extra housing that was

within the plan, this is an extra 30 houses. The GP surgery is over-subscribed, the school and preschool are often oversubscribed too.

- There is an LDC Policy Team objection to the proposal, a refusal is supported by several recent appeal decisions uphold the principle of a plan-led system for Newick and the statutory plan-led system which is of prime importance
- This application goes very much against all that is in both the intentions and spirit of the Neighbourhood Plan.
- concern about the possible overriding of the democratic and legal process in the development of the Newick Neighbourhood Plan (hereinafter called The Plan). We have the Newick Neighbourhood Plan and a Local Plan (Lewes District Plan) with adequate land supply. The democratic process and localism should not be overridden in favour of a developer, with access to substantial resources, applying undue pressure.

**(Full copies of all the representations can be viewed on line)**

2 neutral comments–

- Need more homes, site chosen for dwellings, shame it is grade 1 land.
- Will there be requirement on the part of the developer to provide local facilities as a condition of planning permission going ahead - eg: investment in facilities available to local youth (football, cricket, rugby) sports clubs, or pitches or playgrounds.

## **6. PLANNING CONSIDERATIONS**

### **Policy**

Newick Neighbourhood Plan

6.1 The Newick Neighbourhood Plan (NNP) was 'made' (adopted) on 16 July 2015 and is therefore part of the development plan. The NNP sets out a number of planning policies and four housing site allocations (HO2, 3, 4 and 5) for a total of 100 net additional dwellings. HO2 to the north of Newick is almost complete, HO3 and 4 are located to the east and HO5 is within the built up area and has extant planning permission. Spatial Policy 2: Housing Distribution of the LPP1 requires a minimum 100 net additional dwellings to be delivered at Newick over the Plan period.

6.2 The western half of the application site forms part of the NNP housing allocation Policy HO4, identified for 38 (net) dwellings. The application proposal extends the site approximately 100m to the east and increases the number of dwellings by 31. The application is therefore inconsistent with HO4. The current application was submitted with a covering letter stating, "The scheme has been revised in order to overcome the previous reason for refusal, which forms the basis of this application". However, this cannot fully be the case as the proposed development extends beyond the site allocation under Policy HO4. It is acknowledged that the NNP has sought to locate new development broadly within this area due to its proximity to village services, however.

6.3 Policies HO1 and TC1 may also be considered important to making the decision on the planning application. The criteria of HO1 relate to the design and density of new housing development etc. and TC1 relates to provision for sustainable transport within new development.

Housing land supply

6.4 Paragraph 73 of the NPPF (2019) requires local planning authorities to identify a five year supply of deliverable land for housing. As at 1st April 2019, the Council is able to

demonstrate a supply of deliverable housing land equivalent to 5.59 years (a surplus of 207 units) outside the South Downs National Park (SDNP) and against its separated housing requirement figure (5,494 net dwellings).

6.5 The latest housing land supply position is calculated in the context of the publication of Government's Housing Delivery Test results in February 2019. The HDT compares the number of houses delivered against the housing requirement over the last three year period. The 2019 HDT result for Lewes is 93% which enables the Council to maintain a 5% buffer in its five year housing supply calculation. Further information on the Council's five year housing land supply position can be found in the published Note .

6.6 As such, relevant policies within the Development Plan, including the Local Plan and neighbourhood plans, are considered up to date. Decision making on planning applications should therefore be made against policies within the adopted development plan.

#### Ashdown Forest 7km Zone

6.7 The application site is located entirely within the Ashdown Forest 7km mitigation zone. The Ashdown Forest is designated as a Special Protection Area (SPA) and a Special Area of Conservation (SAC).

6.8 Core Policy 10 of LPP1 seeks to ensure that the Ashdown Forest (SAC and SPA) is protected from recreational pressure, and that residential development that results in a net increase of one or more dwellings within 7km of the Ashdown Forest will be required to contribute to:

- i. The provision of Suitable Alternative Natural Greenspaces (SANGs) at the ratio of 8 hectares per additional 1,000 residents; and
- ii. The implementation of an Ashdown Forest Strategic Access Management and Monitoring Strategy (SAMMS).

6.9 A SANG, Reedens Meadow, located at Jackies Lane, Newick was completed earlier this year and is now fully operational. To secure the SANGs long term costs a tariff is currently being developed by the Council. Until this has been finalised a 'capped SANG tariff', at £5,000, per dwelling will be in place. An additional financial contribution rate towards SAMMS ( currently £1,170 per dwelling) has also been set. This is identified within the Tariff Guidance Note agreed between Lewes, Wealden and Tandridge District Councils. These mitigation measures need to be considered within and Appropriate Assessment (AA) for the application site, which has now been undertaken by the Council. The AA concludes that there should be no adverse effects on the integrity of the Ashdown Forest from recreation impacts from this development either alone or in combination with other plans and programmes.

6.10 Further to a High Court Challenge to the Council's Habitat Regulations Assessment in respect of air quality impacts on the Ashdown Forest, the Council has undertaken a robust Appropriate Assessment (AA) of air quality impacts on the Ashdown Forest SAC (2018 HRA Addendum). This work has been reviewed and endorsed by Natural England; it assesses all planned (LPP1, Local Plan Part 2 and Neighbourhood Plans) and known development (as at April 2018) coming forward up to 2030, including the Neighbourhood Plan allocation of Woods Fruit Farm for 38 dwellings and concludes no adverse effect on the integrity of the SAC.

6.11 The applicant has submitted an AA of the air quality impacts of the additional 30 dwellings proposed by the application that builds upon the Council's 2018 HRA Addendum. Aecom has factored in the additional AADT to the transport model developed for the Council's AA and used the same methodology to calculate the air quality impacts. The

Applicant's AA concludes that for NOx the additional 30 dwellings makes a negligible contribution to concentrations at the closest areas of heathland and the NOx concentrations and nitrogen deposition rates on even the most affected link (the A22 at Wych Cross) are essentially the same as forecast in the Council's AA. On all other transects, the contribution of the additional 30 dwellings at the nearest area of heathland is too small to show in the air quality calculations.

6.12 The conclusion of the applicant's AA that the application proposal will not result in an adverse effect on the integrity of Ashdown Forest SAC either on its own or 'in combination' with other plans and projects can be considered robust.

6.13 The proposed development is located partially outside the planning boundary; therefore it is contrary to Policy DM1. The submitted scheme is inconsistent with Newick Neighbourhood Plan (NNP) policy HO4. Consideration should also be given to the uplift in housing numbers both against Spatial Policy 2 and HO4 and balanced against other aspects of the proposal. The application should be subject to the relevant mitigation required by Core Policy 10 of the LPP1 and identified in the AA.

6.14 Therefore in policy terms, as part of the development (approximately 20% (14 units) of the proposed housing) is located outside of the site allocation, the development is a departure from the Local Plan, and is contrary to both CT1 of the Lewes District Local Plan and H04 of the Newick Neighbourhood Plan.

6.15 It is important to note a recent appeal decision in relation to Mitchelswood in Newick. Within the appeal decision, whilst the NNP housing allocations were recognised as robust, the Planning Inspector noted that "the NNP does not place a cap on new housing, nor does it make other sites [that are not allocated for housing] elsewhere in the Parish unacceptable in principle." As such, that 50 unit scheme on land which is not allocated was concluded to still be consistent with the spatial distribution of housing set out in the LLPP1. The appeal decision also details at paragraph 9 that "the NNP does not give a clear policy basis to refuse planning permission on sites not allocated in the NNP if they are acceptable in all other regards."

6.16 Whilst this Appeal Decision has since been quashed by the High Court, primarily on the basis of errors made at the time of the appeal with regards to the application of planning policy CT1; and the ambiguity of the site's location partly within the Ashdown Forest SPA, notwithstanding this, and on the basis it was a point not refuted by the High Court, the principle of development on a site not allocated in the NNP is considered to be acceptable and in conformity with the development plan for Lewes District where it is acceptable in all other regards. Whilst the western part of the site is allocated, this decision does provide some clarification and justification for accepting that development on the part of the site not included within the allocation.

### **Design, layout and appearance**

6.17 Access to the site would be gained at its western end with the existing access, which currently serves Oakside, being widened and improved to accommodate a two way access which meets the Highway authorities requirements. It will be the only access to the site, serving both vehicles and pedestrians, and will run through the site with three spurs off the road to provide access to the development. The spurs will extend into shared surfaces which will help to define the residential blocks and the public realm. A new right turn lane (for vehicles approaching from the west) will be provided on the A272.

6.18 Two areas of open space will be provided - one on the eastern side of the entrance which will serve to provide a 'village green' type gateway, creating an open and verdant

entrance to the development and including a pond and small Local Area for Play (LAP) and the other on the eastern side of the site providing a more open amenity space with enhanced landscaping to the south and east boundaries, together with a community orchard, pond (which serves as an attenuation basin for the sites sustainable drainage system) , LEAP (Local Equipped Area of Plan) and areas of more natural landscaped amenity space. The existing mature hedgerow to the northern boundary facing onto Goldbridge Road will be enhanced with additional planting, to reinforce the existing hedgerow and enhance biodiversity. Dwellings to the north of the site will be set back between 10-20m from the northern boundary which will further lessen the visual impact from Goldbridge Road. Overall the development will provide approximately 1.5 hectare of open space, approximately 40% of the total site area.

6.19 The eastern edge of the development for the previous scheme was approximately 30m to the west of the eastern boundary. The reconfigured scheme results in the built form being moved further to the west, providing a gap between the dwellings and the eastern boundary of approximately 65m.

6.20 The dwellings will be traditional two storey buildings with pitch roof, with some single storey bungalow units. They will incorporate a range of materials and design features found in the locality - brick, painted brick, tile hanging, render, timber boarding, chimneys, projecting gables, eaves gables, various porch designs. The design, appearance and scale of the buildings will result in an attractive and varied development, consistent with the surrounding context of Newick.

6.21 All of the dwellings have generous gardens, with the flats having a large communal space associated with each block. Provision has been made for cycle storage - 1 space per flat and 2 per dwelling. Some dwellings have garages, other allocated parking spaces, equating to approximately 2.3 spaces per dwelling in line with the ESCC Highways standard. Vehicle charging points will be provided for all dwellings with a charging point provided within the communal parking area for the flats (para 3.7 of the Energy and Sustainability Statement). All the dwellings will meet the National Space Standards.

6.22 In terms of general landscaping, the majority of trees around the periphery will be retained with all new dwellings set outside of the root protection areas. The planting to the periphery of the site will be enhanced with further hedgerow and tree planting, which will maintain the countryside quality of the site whilst providing the opportunity for enhancing the biodiversity. The planting along the southern boundary is less dense and designed to follow the site topography of the site, softening views and linking to the new small orchard adjacent to the eastern boundary. The road and spurs within the site are also landscaped with prominent street trees.

6.23 The development provides a well-designed and laid out development which comfortably sits on the periphery of the settlement, forming an acceptable transition to the surrounding countryside. Whilst 14 of the units are located outside of the allocated site, 55 are within it (16 more than the NNP allocation). Notwithstanding this, the development would provide a density of 19 units per hectare taking the whole site area, and 32 units per hectare taking just the developed area. The proposal is well landscaped, which serves to integrate the development into its surroundings and reduce the wider visual impact.

6.24 It is considered that proposed development has been designed to positively respond to landscape character guidance and will create a strong sense of place, based on the assessment of the underlying existing local character. The approach to Newick village eastbound on the A272 will be enhanced with a consistent approach with rural style



planting and glimpses of locally characteristic built form, set back from the A272 so as not to be overly dominant. The dwellings have been designed to be in keeping with the local vernacular and incorporate materials and design features that are prevalent locally in Newick, to respect and contribute to the character of Newick's built form.

6.25 Policy HO1.8 of the NNP states that the Parish Council will oppose any future proposals for street lighting unless it can be justified on strong safety grounds. Details of the proposed lighting strategy are included within the Design and Access Statement and indicates that the lighting strategy incorporates the minimal allowed low level bollards for security and safety reasons, meaning the majority of the development will remain unlit in line with NNP policy.

### **Sustainability and Circular Economy**

6.26 The issue of sustainability is addressed within the submitted Energy and Sustainability Statement, and covers the measures that can and will be incorporated to mitigate climate change. The overall strategy is to reduce demand and reduce emissions. The developer has set a target of reducing site wide emissions by 65% over baseline expected carbon emissions.

6.27 Measures to include -

- Enhanced insulation standards throughout the development
- Reduce space heating demands through orientation of buildings, efficient heating controls and boilers
- Air tightness of buildings
- Low energy lighting
- No mechanical cooling, using enhanced landscaping to reduce the creation of an urban heat island
- Addition of PV panels on appropriate roofs (31) to provide 127.5kWp of solar photovoltaic output
- Secure cycle parking (1 space per flat and 2 per dwelling house)
- All dwellings to be provided with EV charging
- 1 ha of species rich planting to off-set the 2.9ha of species poor semi improved grassland
- Use of A or A+ rated building materials, locally sourced wherever possible
- Recycling bins in all kitchens, caddy's for compostable waste, composting bins in all gardens
- Targeting 110 litres per person per day water consumption in all dwellings
- Sustainable drainage across the site

6.28 It has been possible to ensure that a significant number of dwellings have a southerly orientation which maximises natural energy gain and minimises energy demand for heating. Energy efficiency measures and improved thermal specifications last the entire lifetime of the building. This will be coupled with air tightness of the building's design, which will reduce the size of heating systems, energy use and carbon emissions.

6.29 Non-permeable surfaces will be minimised, SuDS systems will be employed to enhance drainage and accommodate a 1 in 100 year return storm period as well as accommodating increased rainfall as a result of climate change, and all internal devices will have water efficient fittings.

6.30 Sourcing local materials will reduce transport costs, and all materials will be selected to improve environmental performance. The site is also well located in terms of existing

village facilities, and allows for trips to be made by foot and cycle. Vehicle charging points will be provided for all dwellings with a charging point provided within the communal parking area for the flats.

6.31 The applicants are a long standing Sussex-based design and build company who have confirmed that the majority of the construction materials are purchased from local supply chains. In addition, the vast majority of the sub-contract Labour will be Sussex-based with at least 90% coming from Sussex.

6.32 The build programme for this scheme would be around 24 months and employ a range of skilled sub-contractor workers. It is likely that approximately 50-100 workers would be on site at any one time with around 15 direct employees including site staff, customer care, sales, commercial and technical managers.

6.33 The applicant has also confirmed via their waste minimisation statement that following the waste hierarchy is of utmost importance. All operatives will be encouraged to minimise and reduce waste production, as part of taking pride in their work. They use high quality nationwide recycling services to make sure that recycling rates are above 90%, and track this using BRE SMART Waste cloud-based software.

## **Highways**

6.34 The site is situated within a sustainable location, within walking distance of Newick village. The village centre is accessible via the footpath to the north of the site, along the A272, which will be upgraded in part as part of the application. In addition, the scheme proposes a new link in the south-west corner of the site to provide the opportunity to link to future development at the Telephone Exchange site, in order to achieve a route into the village that negates the need to walk alongside the A272.

6.35 The scheme has been designed to limit speeds within the internal network to provide a safe environment for pedestrians. The use of shared surfaces and private drives allows pedestrians to be prioritised. To further prioritise the needs of pedestrians and public transport users, off-site highways improvements to sustainable transport infrastructure will be secured by a s278 agreement that will comprise the provision of new bus stops, pedestrian crossing and improvements to the footway along the A272. A travel plan has been submitted as part of the application which includes details of how sustainable travel options will be promoted to future residents

6.36 The scheme incorporates adequate provision of off-road parking spaces for residents including off-road visitor parking. The provision of vehicle parking across the scheme is in accordance with the residential parking standards set out by East Sussex County Council's Parking Demand Calculator. These spaces will be provided through a mixture of on-plot driveways, garages, parking courts and on-street parking. Parking spaces for apartments will be provided within shared parking courts. A total of 22 visitor car parking spaces have been incorporated into the scheme and are evenly distributed across the site layout. Each dwelling will be fitted with a Fast Electric Car Charger

6.37 Policy HO4.6 of the NNP requires bus stops with shelters to be provided on either side of the A272, close to a pedestrian access point from the site to that road. The application proposes the relocation of the existing speed transition 70m to the east, as well as the construction of 2 new bus stops (eastbound and westbound) on the site frontage (A272), in accordance with the above policy requirements.

6.38 The highway Authority has been actively involved in the current application. Whilst initially raising an objection to the proposal due to the highway works proposed on the

A272 (Goldbridge Road) by reason that the measures included were not sufficient to reduce the likely vehicles speeds to a level suitable for the proposed extension of the 30mph limit eastwards. The 30mph limit extension and reduction in vehicle speeds were required to ensure visibility to the proposed bus stops would meet DMRB standards. The proposed access also did not meet the standards required for the current 85th% vehicle speeds of 43.7mph and 42.6mph east and westbound respectively.

6.39 Following consultation with Sussex Police and Road Safety professionals the applicant has suggested 1) deleting the proposed extension to the 30mph limit – to remove the objection to the suitability of the road as a 30mph road and 2) relocating the proposed eastbound bus stop slightly as shown on plans 2020-6174-012 Rev B and 2020-6174-009 Rev B. They have shown that the achievable forward visibility to the bus stop is 91.3m. This meets the minimum requirements for the current vehicle speeds. This splay may encroach very slightly across the boundary hedge on the northern side of Goldbridge Road, but given the lay of the land (the field is at a lower level than the road) the visibility splay is considered achievable. The rest of the splay is within the adopted highway verge.

6.40 The applicant has sought the Road Safety Auditor's further comment. They are accepting of the alterations as shown on plans 2020-6174-012 Rev B and 2020-6174-009 Rev B, but have noted (as have the Police and my Road Safety colleagues), other design changes that should be included the detailed design scheme.

6.41 It is also important that a Stage 3 and 4 Road Safety Audits are completed given the nature of the scheme and road on which it is located. Vehicle speed surveys are likely to be required by ESCC at the time of those RSAs. The RSAs and speed survey data will identify any necessary remedial measures.

6.42 Therefore the Highway Authority are now in a position to recommend approval subject to the conditions listed.

## **Drainage**

6.43 The Lead Local Flood Authority have commented that previously they had requested that additional groundwater monitoring was undertaken between autumn and spring to determine groundwater levels following a wet winter. This has not been undertaken and they have concerns that high groundwater levels could impact on the proposed drainage system. Groundwater levels were recorded at less than 3m below ground level during ground investigation undertaken in the summer and this observation is supported by data we hold. A 1m unsaturated zone should be maintained from the highest groundwater level recorded during additional monitoring to the base of any drainage feature.

6.44 The applicant intends to discharge surface water runoff from the site to the River Ouse and this has previously been deemed acceptable. However, an environmental permit from the Environment Agency for the construction of the outfall on the Ouse and a license from East Sussex Highways will be required for the construction of the pipe from the application site to the river.

6.45 However provided suitable conditions are attached to any granting of planning permission to ensure surface water runoff from the development is managed safely, there is no objection in principle.

6.46 Conditions should include details of drainage surface water drainage system including calculations, a survey of the condition of the watercourse which will take surface water runoff from the development, and a maintenance and management plan for the entire drainage system.

6.47 Therefore the LLFA are satisfied from the information submitted in the FRA and the Planning statement that the development could proceed without detriment to its surroundings and that satisfactory measures can be put in place to ensure that the site can be adequately drained and have therefore recommended approval subject to conditions.

### **Wider Visual Impact and biodiversity**

6.48 As described above the site is relatively flat and devoid of significant landscape features. As grazing land the mature vegetation exists largely around the periphery of the site. The site is not situated within any specific landscape designation. The land, in terms of its Agricultural Land Classification is classified as 'Good to Moderate' by Natural England (Aug 2010 agricultural land classification maps). There is no right of way cross the site, with the nearest ROW, excluding Goldbridge Road, being located approximately 180m to the south, or 400m to the north near Alexander Mead.

6.49 The site falls within the Upper Ouse Valley landscape character area, as defined in the East Sussex Landscape Character Assessment. The area is largely unspoilt with few intrusive features, characterised by gently undulating terrain, a countryside of low ridges and wide valleys covered by an intricate patterns of streams and woods, heavily wooded in places, with small village settlements with distinctive churches, with historic farmhouse and large farmsteads. The Lewes District Landscape Capacity Study (2012) identified one of the preferred locations for development at Newick is to the east of the village and included the current site. The landscape guidance focused on reinforcing the network of structural vegetation, defining settlement boundaries, maintaining views to the High Weald (to the north), introducing extensive green infrastructure including community orchards/allotments, protecting distinctive local character and maximising opportunities for SuDS.

6.50 The applicant has carried out a Landscape and Visual Assessment. It accepts the site does make a limited contribution to the surrounding landscape character and that and that it would have some impact, largely visual, on local 'residential receptors' but that once the landscaping has established there will a moderate long term effect which with mitigated by the landscaping scheme and careful use of form and massing in the architectural treatment of the development. The impact on the visual character of the wider landscape (Upper Ouse Valley) has been assessed taking into account that fact that the site was identified for development and that the site has a limited impact on the surrounding landscape character. It concludes that by year 10 the beneficial effects of the development and mitigation proposals will result in a neutral effect on the landscape character of the site and surrounding area.

6.51 It is considered that the current proposal has taken account of these guiding documents and has created a scheme that will sit comfortably within the wider countryside context without undue harm to the intrinsic character of the area. The proposed landscaping and enhanced boundary hedges helps the development to integrate into the landscape whilst minimising visual impact beyond the site, allowing the development to form a transition from the village to the countryside beyond.

6.52 An Extended Phase 1 Habitat Survey has been carried out. The site is dominated by species poor semi-improved grassland surrounded by species rich hedgerows. The Survey discovered a grass snake, foraging bats (at low density), and a dormouse was discovered in the hedgerow. It is not considered that any protected species would be impacted on by this development, with an overall enhancement of the wider habitat being achieved through the enhanced landscaping, and secured by a mitigation and enhancement plan, to be secured by condition.

6.53 New habitats that will be created will include:

- Native woodland – 333m<sup>2</sup>;
- Native shrub/woodland edge mix – 562m<sup>2</sup>;
- Shrub planting – 1025m<sup>2</sup>;
- Native hedgerow - 210m;
- Species grassland – 7000m<sup>2</sup>;
- Orchard – 200m<sup>2</sup>; and;
- Ponds and SuD – 300m<sup>2</sup>

6.54 In terms of the potential impact on Ashdown Forest, the conclusion of the applicant's AA that the application proposal will not result in an adverse effect on the integrity of Ashdown Forest SAC either on its own or 'in combination' with other plans and projects, can be considered robust.

### **Affordable Housing**

6.55 The development would provide 40% affordable housing, 28 units. The scheme incorporates an affordable housing tenure split of 75% intermediate (shared ownership) and 25% affordable rented, which was agreed in principle by the Council as part of the previous application based on evidence of local need. Best endeavours have been undertaken to agree the same principle on this application prior to this submission.

6.56 All affordable dwellings have been designed to be tenure blind, in accordance with Core Policy 1 of the LLPP1, and include design features such as porch details, roof details and elevational treatments that are consistent across the scheme. The scheme includes provision of predominantly smaller starter home/downsize style properties (2 and 3 bedroom houses) as well as provision of bungalows, providing a wider choice for people wishing or needing to downsize or for accessibility reasons.

### **Legal Agreement**

6.57 S106 agreement –

- 1) Travel Plan developed in accordance with ESCC Travel Plan Guidance for developers (Feb 2020) including Travel Plan Audit Fee of £6000
- 2) Right turn lane access from the A272 including pedestrian and traffic islands, and road markings etc as shown on plans 2020-6174-012 Rev B and 2020-6174-009 Rev B
- 3) Bus stops on the A272 including shelters and raised kerbs subject to final agreement as shown on plans 2020-6174-012 Rev B and 2020-6174-009 Rev B
- 4) 2m footway along the site frontage and westbound towards the A272/The Green junction
- 5) Footway connection from the eastern end of the site to the A272 as shown on plan T050\_P010
- 6) Items 2-4 above shall be agreed, secured by a 278 agreement and constructed prior to the occupation of the first dwelling and which will include the need for Road Safety Audits stages 2 3 and 4 and renewed traffic speed surveys, and the implementation of any subsequent remedial measures.
- 7) SAMM contribution ( currently £1170 per dwelling) which equals £80,730
- 8) SANG contribution of £5,000 per dwelling which equates to £345,000
- 9) 40% affordable housing - 12 flats (8 x 1 and 4 x 2 bed) and 3 x 1, 7 x 2 and 6 x 3 bed houses
- 10) LAP and LEAP - including these within the s.106 will allow for the option of the play areas to be transferred to the council together with a 20 year maintenance

contribution. Alternatively the developer can set up a Man co, to be funded by a service charge to secure the long term maintenance.

## **Conclusion**

6.58 In policy terms it is acknowledged that part of the development (20% [14 units] of the proposed housing) is located outside of the site allocation and is a departure from the adopted local plan and therefore contrary to both CT1 of the Lewes District Local Plan and H04 of the Newick Neighbourhood Plan. However, a significant part of the site that is to be built upon is allocated for housing within the Local and Neighbourhood Plans (1.94 hectare and accommodating 55 units with a density of 28 units per hectare), and would provide a well-designed housing development, which provides a range of house types and styles which would sit comfortably on this edge of settlement site, without detriment to wider amenity or the countryside beyond. The development is both spacious and well landscaped, integrating into the surrounding countryside, without having a detrimental impact, whilst being in a sustainable location within walking distance of the village facilities.

6.59 The revised 2018 NPPF as amended makes it clear that Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990). The development plan includes local and neighbourhood plans that have been brought into force. There are a number of recent appeals where the Inspector has made decision in line with the Neighbourhood and Local Plan Policies. However it is important to state that in making those decisions the Inspector would have considered all other material considerations including other matters put forward to him/her and weighed up the weight that could be afforded those factors (the planning balance).

6.60 The NPPF at paragraph 12 states that 'the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making'. It goes on to say that 'Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed'. In this case it is considered that the proposed development would not compromise or undermine the implementation of the Newick Neighbourhood Plan or its objectives. Also, having due regard to the fact that the site allocation was originally located outside of the defined settlement boundary, it is not considered that the 14 units proposed to be built outside of the allocated site (which defines the extent of the new settlement boundary) would result in any demonstrable harm, to the wider countryside setting or wider amenity. The development is well designed in all other aspects and meets the relevant objective assessments (or will do with the imposition of the proposed conditions).

6.61 Having regard to the NPPF, it is considered that any adverse impacts arising would not demonstrably outweigh the considerable benefits arising from the development. The proposed development is considered acceptable in all other regards and therefore, and on balance, it is considered that planning permission can be granted.

## **7. RECOMMENDATION**

7.1 That planning permission is granted subject to a legal agreement and the conditions listed below.

7.2 That the application is refused under delegated authority if the S.106 agreement is not concluded in 6 months of any resolution to grant planning permission.

**The application is subject to the following conditions:**

1. Development shall not commence, excluding demolition, until a plan to show the proposed phasing of the construction has been submitted to and approved in writing by the Local Planning Authority, and the development shall take place in accordance with the approved plan

Reason: In the interests of securing a satisfactory phasing program without detriment to the wider surroundings

2. Development shall not commence, excluding demolition, until such time as the visibility splays including forward visibility at the access works and for the highway works are agreed with the Highway Authority.

Reason: In the interests of road safety.

3. The access shall have maximum gradients of 2.5% (1 in 40) from the channel line, or for the whole width of the footway/verge whichever is the greater and 11% (1 in 9) thereafter.

Reason: In the interests of road safety

4. 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: To provide appropriate car-parking space for the development.

5. The vehicle parking spaces shall measure 2.5m by 5m with an extra 0.5m to either or both dimensions where spaces abut a wall, fence or hedge.

Reason: To provide appropriate car-parking space for the development.

6. 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.

7. No part of the development shall be occupied until the roads, footways and parking areas serving the relevant phase of the development have been constructed, surfaced, drained and lit 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 satisfactory standards of access for the proposed development.

8. Prior to the commencement of development, excluding demolition, details of the proposed surface water drainage to prevent the discharge of surface water from the proposed site onto the public highway and, similarly, to prevent the discharge of surface water from the highway onto the site shall be submitted to the Local Planning Authority for approval in consultation with the Highway Authority.

Reason: In the interests of highway safety

9. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters,

- o the anticipated number, frequency and types of vehicles used during construction,
- o the method of access and egress and routeing of vehicles during construction,
- o the parking of vehicles by site operatives and visitors,
- o the loading and unloading of plant, materials and waste,
- o the storage of plant and materials used in construction of the development,
- o the erection and maintenance of security hoarding,
- o the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- o measures to manage flood risk both on and off the site during construction
- o details of public engagement both prior to and during construction works.

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

10. Upon the occupation/commencement of use, the Applicant shall implement the measures incorporated within the approved travel plan. The Applicant shall thereafter monitor report and subsequently revise the travel plan as specified within the approved document.

Reason: To encourage and promote sustainable transport.

11. Prior to the commencement of development, excluding demolition, 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:

(a) Further site investigation scheme, based on Geo-environmental report (dated 17 May 2017, report ref: GE15497-GIRv2.0-MAY17) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

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

(c) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (b) 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 any 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].

12. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted, and



obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason : To ensure that risks from any 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].

13. 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 any 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].

14. Prior to commencement of development, excluding demolition, details of the surface water drainage system shall be submitted in support of any application that intends to fix the layout and approved in writing by the Local Planning Authority. The surface water drainage system shall incorporate the following:

a. Detailed drawings and hydraulic calculations. The hydraulic calculations shall take into account the connectivity of the different surface water drainage features. The calculations shall demonstrate that surface water flows can be limited to 6.3 l/s without increasing flood risk for all rainfall events including those with a 1 in 100 (plus 40%) annual probability of occurrence. An allowance for urban creep (recommended 10% increase in impermeable area) shall be incorporated within the calculations.

b. The detailed design of the surface water drainage network shall be informed by findings of groundwater monitoring between autumn and spring. The design should leave at least 1m unsaturated zone between the base of the ponds/swales and the highest recorded groundwater level. If this cannot be achieved, the details of measures which will be taken to manage the impacts of high groundwater on the hydraulic capacity and structural integrity of the drainage system should be provided. This shall also include an assessment into the effectiveness of the proposed measures and the potential impact on flood risk.

c. The detailed design shall include information on 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 DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

15. Prior to the construction of the outfall, a survey of the condition of the watercourse which will take surface water runoff from the development shall be investigated. Results of the survey shall be submitted to and approved in writing by the Local Planning Authority. Any required improvements to the condition of the watercourse shall also be included and, if approved by the Local Planning Authority, implemented accordingly. Written confirmation from East Sussex Highways agreeing to the construction of the outfall on adopted highway should be provided

together with details of how the necessary maintenance access and easements for the outfall from the pond to the watercourse will be secured for the lifetime of the development shall be submitted.

Reason - To secure a satisfactory standard of development having regard to Policy DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

16. Prior to the commencement of development, excluding demolition works, a maintenance and management plan for the entire drainage system shall be submitted to the local 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 shall 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.

b. Evidence of how these responsibility arrangements will remain in place throughout the lifetime of the development

These details shall be submitted to and approved in writing by the Local Planning Authority and shall thereafter remain in place for the lifetime of the development.

Reason - To secure a satisfactory standard of development having regard to Policy DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

17. Prior to commencement, details of finished floor level details shall be submitted to and approved in writing by the Local Planning Authority and carried out in accordance with that consent.

Reason: To ensure a satisfactory development in keeping with the locality having regard to Policy DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

18. Prior to occupation of the development phases, evidence (including photographs) shall 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 DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

21. Prior to construction above ground samples of all external materials including all facing and roofing materials as well as surfacing materials, shall be submitted to and approved in writing by the Local Planning Authority and carried out in accordance with that consent.

Reason: To ensure a satisfactory development in keeping with the locality having regard to Policy DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

22. Prior to construction of the pumping station, details of the buildings appearance (including materials) together with details to show that the pumping station will not increase background noise level when measured from the nearest residential properties, shall be submitted to and approved in writing by the LPA, and shall be carried out in accordance with that approval.

Reason: To secure a satisfactory standard of development having regard to Policy DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

23. Prior to occupation of the relevant phase of the development, details for the provision of bird and bat boxes, and hedgehog passes in garden fences shall be submitted to and approved in writing by the Local Planning Authority and carried out in accordance with the approved details.

Reason: In the interest of wider ecological enhancement having regard to Policy DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

24. No external lighting, either on the buildings hereby approved, or the new street, shall be installed/erected without the prior written approval of the Local Planning Authority.

Reason - To preserve the character of the area and to prevent light pollution in this countryside setting having regard to Policy DM25 of the Lewes District Local Plan, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

25. 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 Part 1 Class A to D and F of Schedule 2, 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 and the amenity of adjacent occupiers having regard to Policy DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

26. No development shall take place until detailed plans for the design and layout of the LAP /LEAP (including any play equipment, together with a plan for the management and maintenance of this area and all other public open space within the development including the landscaped buffer to the northern boundary 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 prior to the occupation of any part of the residential development or in accordance with a programme agreed in writing by the local planning authority and the areas shall be managed and maintained thereafter in accordance with the approved plan and the management strategy.

Reason: To ensure the long term benefit to residents of the development having regard to Policy DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

27. Prior to the occupation of each dwelling the electric car charging points as shown on drawing number T050 P036 shall be installed and made operational.

Reason - In order to provide a more sustainable development having regard to Core Policy 14 of the Joint Core Strategy Part 1 and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

28. Detailed plans for the hard and soft landscape works on the site hereby approved and indicated on plan 01 C Landscape Strategy shall be submitted to and approved in writing by the Local Planning Authority and shall be carried out as approved before first occupation of each phase. If within a period of five years from the date of the planting any tree, or any tree planted in replacement for it, is removed, uprooted destroyed or dies, another tree of the same species and

size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

Reason - In order to secure an acceptable form of development and having regard to Policy DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

29. The measures set out in the submitted Energy and Sustainability Statement, shall be incorporated within the development 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.

30. Development excluding demolition, shall not begin until details of foul and surface water drainage arrangements have been accepted by Southern Water and the details submitted to and approved in writing by the Local Planning Authority. The approved drainage works shall be implemented prior to the first occupation of the development.

Reason: To secure a satisfactory standard of development having regard to Policy DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

#### Informatives

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.

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

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Proposed Elevation(s)	14 May 2020	T050_P123
Proposed Floor Plan(s)	14 May 2020	T050_P124
Proposed Elevation(s)	14 May 2020	T050_P124
Proposed Floor Plan(s)	14 May 2020	T050_P125
Proposed Elevation(s)	14 May 2020	T050_P125
Proposed Floor Plan(s)	14 May 2020	T050_P126
Proposed Elevation(s)	14 May 2020	T050_P126
Proposed Floor Plan(s)	14 May 2020	T050_P127

Proposed Floor Plan(s) 14 May 2020 T050\_P128

Proposed Elevation(s) 14 May 2020 T050\_P128

Proposed Elevation(s) 14 May 2020 T050\_P129

Proposed Floor Plan(s) 14 May 2020 T050\_P130

Proposed Floor Plan(s) 14 May 2020 T050\_P131

Proposed Elevation(s) 14 May 2020 T050\_P131

Proposed Elevation(s) 14 May 2020 T050\_P132

Proposed Floor Plan(s) 14 May 2020 T050\_P133

Proposed Floor Plan(s) 14 May 2020 T050\_P134

Proposed Elevation(s) 14 May 2020 T050\_P134

Proposed Floor Plan(s) 14 May 2020 T050\_P135

Proposed Elevation(s) 14 May 2020 T050\_P135

Design & Access Statement 14 May 2020

Planning Statement/Brief 14 May 2020

Additional Documents 14 May 2020 Landscape Visual Appraisal & Landscape Strategy Drawing

Travel Plan 14 May 2020

Flood Risk Assessment 14 May 2020

Additional Documents 14 May 2020 Ecological Impact Assessment & Habitat Regulation Assessment

Sustainability Checklist/Energy Stmt 14 May 2020

Biodiversity Checklist 14 May 2020

Justification / Heritage Statement 14 May 2020

Additional Documents 14 May 2020 Utilities Report

Additional Documents 14 May 2020 Arboricultural Impact Assessment, Tree Report & Tree Protection Plan

Additional Documents 14 May 2020 Ground Investigations Report

Air Quality Assessment 14 May 2020

Location Plan 14 May 2020 T050\_P001

Existing Block Plan 14 May 2020 T050\_P002

Proposed Layout Plan	14 May 2020	T050_P010
Proposed Layout Plan	14 May 2020	T050_P011
Street Scene	14 May 2020	T050_P061
Planning Statement/Brief	14 May 2020	T050_P062
Proposed Elevation(s)	14 May 2020	T050_P100
Proposed Floor Plan(s)	14 May 2020	T050_P101
Proposed Floor Plan(s)	14 May 2020	T050_P102
Proposed Elevation(s)	14 May 2020	T050_P102
Proposed Floor Plan(s)	14 May 2020	T050_P103
Proposed Elevation(s)	14 May 2020	T050_P103
Proposed Floor Plan(s)	14 May 2020	T050_P104
Proposed Elevation(s)	14 May 2020	T050_P104
Proposed Floor Plan(s)	14 May 2020	T050_P105
Proposed Elevation(s)	14 May 2020	T050_P105
Proposed Floor Plan(s)	14 May 2020	T050_P106
Proposed Elevation(s)	14 May 2020	T050_P106
Proposed Floor Plan(s)	14 May 2020	T050_P107
Proposed Elevation(s)	14 May 2020	T050_P107
Proposed Floor Plan(s)	14 May 2020	T050_P108
Proposed Elevation(s)	14 May 2020	T050_P108
Proposed Floor Plan(s)	14 May 2020	T050_P109
Proposed Elevation(s)	14 May 2020	T050_P109
Proposed Floor Plan(s)	14 May 2020	T050_P110
Proposed Elevation(s)	14 May 2020	T050_P110
Proposed Floor Plan(s)	14 May 2020	T050_P111
Proposed Elevation(s)	14 May 2020	T050_P112
Proposed Floor Plan(s)	14 May 2020	T050_P112
Proposed Floor Plan(s)	14 May 2020	T050_P113

Proposed Elevation(s)	14 May 2020	T050_P113
Proposed Floor Plan(s)	14 May 2020	T050_P114
Proposed Elevation(s)	14 May 2020	T050_P114
Proposed Floor Plan(s)	14 May 2020	T050_P115
Proposed Elevation(s)	14 May 2020	T050_P115
Proposed Floor Plan(s)	14 May 2020	T050_P116
Proposed Elevation(s)	14 May 2020	T050_P116
Proposed Floor Plan(s)	14 May 2020	T050_P117
Proposed Elevation(s)	14 May 2020	T050_P117
Proposed Floor Plan(s)	14 May 2020	T050_P118
Proposed Elevation(s)	14 May 2020	T050_P118
Proposed Floor Plan(s)	14 May 2020	T050_P119
Proposed Elevation(s)	14 May 2020	T050_P119
Proposed Floor Plan(s)	14 May 2020	T050_P120
Proposed Elevation(s)	14 May 2020	T050_P120
Proposed Floor Plan(s)	14 May 2020	T050_P121
Proposed Elevation(s)	14 May 2020	T050_P121
Proposed Floor Plan(s)	14 May 2020	T050_P122
Proposed Elevation(s)	14 May 2020	T050_P122
Proposed Floor Plan(s)	14 May 2020	T050_P123
Sustainability Plan	30 Aug 2020	T050_P036
Other Plan(s)	23 July 2020	2020-6174-009RevB
Other Plan(s)	23 July 2020	2020-6174-012 RevB