

Report to: Planning Committee
Date: 24th August 2021
Application No: 210485
Location: Former site of Wood's Cottages and adjoining land, Eastbourne
Proposal: Erection of 49 dwellings together with parking, access, and landscaping

Applicant: Park Lane Homes (South East) Ltd Park Lane Homes (South East) Ltd

Ward: Langney
Recommendation: Approve conditionally subject to section 106 to secure Affordable Housing, Travel Plan Monitoring Fee, Traffic Regulation Order and Local Labour Agreement.

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Map Location:



1. **Executive Summary**

- 1.1 The site falls within a predominantly residential area within the Langney Neighbourhood, which is identified within the Eastbourne Core Strategy as a sustainable location that is suitable for developments of increased residential density.
- 1.2 The proposed development would provide 49 new residential units, of a mix of sizes, that would contribute towards the meeting of housing delivery targets set by National Government.
- 1.3 The site is considered to have sufficient capacity to accommodate the quantum of dwellings proposed along with associated infrastructure and parking. The site access from Swanley Close is suitable subject to highway improvements and parking restrictions which would be secured using a Section 106 agreement.
- 1.4 The loss of surface water storage capacity associated with the infilling of the pond would be offset by the utilisation of the existing dry pond bed towards the south-western corner of the site as an attenuation pond which would allow for the storage and controlled release of surface water into the main drainage network and would also be designed to provide a wildlife habitat.
- 1.5 The viability of the development has been independently assessed to identify an appropriate contribution towards affordable housing.
- 1.6 The development incorporates mitigation measures to account for the loss of habitat that would result from the proposed development. The principle of sustainable development requires environmental objectives to be balanced with economic and social objectives and, in this instance, it is considered that the benefit of providing 49 new dwellings within a sustainable location justifies a recommendation for approval, provided suitable biodiversity enhancement measures are adopted and maintained.

2. **Relevant Planning Policies**

- 2.1 National Planning Policy Framework 2021
 2. Achieving sustainable development
 3. Plan-making
 4. Decision-making
 5. Delivering a sufficient supply of homes
 8. Promoting healthy and safe communities
 9. Promoting sustainable transport
 11. Making effective use of land
 12. Achieving well-designed places
 14. Meeting the challenge of climate change, flooding, and coastal change
 15. Conserving and enhancing the natural environment

- 2.2 Eastbourne Core Strategy Local Plan 2006-2027:
- NE3: Conserving Water Resources
 - NE4: Sustainable Drainage Systems
 - NE15: Protection of Water Quality
 - NE17: Contaminated Land
 - NE18: Noise
 - NE20: Sites of Nature Conservation Importance
 - NE22: Wildlife Habitats
 - NE28: Environmental Amenity
 - UHT1: Design of New Development
 - UHT2: Height of Buildings
 - UHT4: Visual Amenity
 - UHT6: Tree Planting
 - UHT7: Landscaping
 - UHT13: External Floodlighting
 - HO2: Predominantly Residential Areas
 - HO6: Infill Developments
 - HO20: Residential Amenity
 - TR2: Travel Demands
 - TR7: Provision for Pedestrians
 - TR11: Car Parking
 - US4: Flood Protection and Surface Water Disposal

- 2.3 Eastbourne Borough Plan 2001-2011:
- B1: Spatial Development Strategy and Distribution
 - B2: Creating Sustainable Neighbourhoods
 - C8: Langney Neighbourhood
 - D1: Sustainable Development
 - D5: Housing
 - D8: Sustainable Travel
 - D9: Natural Environment

3. **Site Description**

- 3.1 The site is currently vacant and fenced off. It had previously been occupied by two cottage dwellings positioned towards the north-eastern corner of the site, but these have since been demolished. The site, as well as surrounding areas, was historically in use as a brickfield, with clay being extracted for use in making bricks.

- 3.2 The use as a brickfield ceased some time ago, with the only remnants being the large pond towards the centre of the site, which was formed because of clay extraction. The water filling the pond consists of surface water run-off and rain water and is 'perched', this meaning that the water is stored above the level of the water table due to the presence of a layer of clay beneath the pond.
- 3.3 Although the pond has been stocked with fish in the past, and used for fishing, this was not a sustained use. The former brickfield site has therefore been colonised by a natural succession of trees, resulting in the establishment of woodland. The cumulative amenity value of the woodland has been recognised by the application of a woodland Tree Preservation Order, which covers the area of the site from the northern bank of the central pond to the southern boundary.
- 3.4 The northern part of the site has been cleared of trees and is currently overgrown with weeds and scrub. The southern part remains relatively densely wooded up to the site boundaries. There is a depression in the land towards the south-western corner of the site. This is the bed of a pond that is currently dried out.
- 3.5 The site backs immediately onto a new residential development and further beyond a parking and servicing area at Langney Shopping Centre to the north. The north-western part of the site abuts the Langney District Pond Local Wildlife Site and amenity space, which comprises groups of trees, an area of green open space and a large pond. The southern part of the site flanks the highway at Swanley Close whilst the eastern and western boundaries are shared with residential properties on Swanley Close.

4. **Relevant Planning History**

- 4.1 **160150** - Outline planning application with all matters reserved for the demolition of two derelict cottages and construction of ten residential dwellings at Woods Cottages, Swanley Close, Langney Rise – Approved Conditionally and subject to section 106 agreement on 21st November 2017
- 4.2 **190339** - Redevelopment of site to form 35No dwellings, formed of 1No one bedroom flat, 10N^o two-bedroom flats, 19No three-bedroom houses, 5No four-bedroom houses. New access to be provided from south of site via Swanley Close. (Revised Access Arrangements) - Approved Conditionally and subject to section 106 agreement on 28th July 2020

5. **Proposed Development**

- 5.1 The proposal involves the infilling of the large pond towards the centre of the site, the clearance of most of the vegetation towards the interior of the site and the erection of 49 x terraced two-storey dwellings. 40 of the dwellings would be 2-bedroom properties (with 7 of them including a first-floor office/study) whilst the remaining 9 would be 3-bedroom properties.
- 5.2 The development would be accessed via a new junction with Swanley Close to be formed on the southern site boundary. A spinal road would cross the site from south to north. Terraces of dwellings would run parallel to the

western side of this road whilst there would be perpendicular rows of dwellings on the eastern side, arranged around two short cul-de-sacs that would also provide turning space. A Traffic Regulation Order (TRO) would be used to secure double yellow lines either side of the site access to prevent the visibility splays being obstructed by parked vehicles.

- 5.3 80 x car parking bays would be provided. This would comprise 1 x allocated space for each 2-bed dwelling; 2 x allocated spaces for each 3-bed dwelling. 12 additional unallocated spaces available to residents and 10 x visitor parking bays.
- 5.4 An attenuation pond would be provided in the general position of the existing dry pond. This feature would provide storage for surface water and would also serve as an ecological mitigation measure. Parking bays would be positioned to the front of dwellings with the footway running behind them.

6. Consultations

6.1 Lead Local Flood Authority (LLFA)

- 6.1.1 The information provided is satisfactory and enables the Pevensey & Cuckmere Water Level Management Board (PCWLMB) and LLFA to determine that the proposed development can manage flood risk effectively, subject to the imposition of conditions.

6.2 Environment Agency

- 6.2.1 We have reviewed the Combined Ground Contamination Risk Assessment (R14842 May 2021) and are satisfied with the conclusion that the risk to groundwater is low and therefore have no objection to the proposal as submitted.

6.3 ESCC Highways

- 6.3.1 The proposed access to the site is located between dwellings no. 25 and 32 on the northern side of Swanley Close. The access road is 5.5m in width with 6m radii which will allow 2 vehicles to pass at the site access and throughout the site. Tactile paving has been provided either side of the access. A vehicle tracking plan has been provided to demonstrate that the access is suitable to accommodate the largest refuse vehicle. Details have also been provided to show how the refuse vehicle can turn within the site.
- 6.3.2 The stretch of road fronting the site is subject to a 30mph speed limit, visibility splays measuring 2.4m x 43m have been indicated either side of the site access. The results of a 7-day speed survey have also been provided which indicates that 85th percentile vehicle speeds are 24.2mph westbound and 22.7mph eastbound. The visibility splay requirements are therefore 27.6m to the east and 25.2m to the west based on Manual for Streets guidance. Although these splays can be achieved there was some concern within the Road Safety Audit that parking within the splays will reduce the available sightlines for vehicles leaving the development, as such parking restrictions were recommended on the northern side of Swanley close to maintain suitable splays. Drawing 2021/5896/001

Rev P7 shows the proposed double yellow lines which have been accepted by the auditor, these double yellow lines will also help servicing vehicles manoeuvre in and out of the access. To provide Double Yellow Lines a Traffic Regulation Order (TRO) is required. A contribution of £5000 is required to allow a TRO to be consulted on. As any TRO is open to public objection and ultimately decided upon by ESCC Planning Committee the alterations of any restrictions cannot be guaranteed.

- 6.3.3 Gates are provided at the access. Although the gates are sufficient in term of width and have now been set back 12m from Swanley Close, the operation of the gates is of concern. Residents will be given an access fob and a code to use should they forget this; however, if delivery drivers do not have the code, they will not be able to gain access and will have to contact the relevant property to get the code. This could lead to delivery drivers waiting at the access and reversing back onto the highway. On the basis that there are 49 units within the development this is likely to lead to conflict with other vehicles wishing to enter the site and traffic on Swanley Close including pedestrians travelling to and from West Rise Infant school. The gates access as proposed is therefore considered to be unacceptable.
- 6.3.4 Having checked the police crash records, there have been no reported incidents on Swanley close in the last 5 years in the vicinity of the proposed site access. On this basis it would appear that there are no existing highway safety issues near to the development site.
- 6.3.5 Footways are present on Swanley Close and provide suitable connectivity to nearby services and facilities. The site layout provides 2m footway alongside the site access; however, not only do these stop adjacent to plot No.1 but due to the gated access the width is restricted to 1m. The Road Safety Audit has raised this as a concern as this may limit access for some double buggies. Concern is also raised at the gated and coded access to the north of the site. It is not clear if the applicant has the control of the land adjacent to this access to provide a suitable connection through. Further details of this pedestrian connection will need to be provided to ensure it is suitable for all users.
- 6.3.6 TRICS data has been used to assess the level of vehicle trips that will be generated from the existing and proposed development of 49 dwellings. The trip rate previously agreed was 4.2 for the mixed used of houses and flats. From this it was anticipated 14 trips would be generated in the AM peak and 17 trips in the PM peak. The figures put forward for the proposed development of 49 houses have utilised the same trip rate on the basis that there will be a reduced number of bedrooms. It is therefore suggested that there will be an increase of 6 trips in the AM peak and 7 in the PM over what has already been approved. Although it would be preferable to provide a more recent assessment, from my own interrogation of the TRICS database the

assessment the figures are broadly similar. The fact that there is a primary school and local supermarket within a very short distance, there is a likelihood that shorter journeys can be made on foot. The increase is not considered significant over the course of the day and can therefore be accommodated in the existing highway network without significant issue or additional congestion. Whilst it is noted that the nearby school causes congestion at the start and end of the school day this only coincides with the AM peak between 08.45 and 09.15 broadly, it is not likely that the residents from this site would contribute further to traffic in this period or choose to start a journey during school peak periods owing to the delays expected.

- 6.3.7 The East Sussex Residential Parking Demand Calculator has been designed to calculate the number of parking spaces required at new residential development on a site-specific basis. The calculator predicts levels of car ownership using information relating to the site location (ward), unit type, size, and the number of allocated spaces.
- 6.3.8 According to the Parking Demand Calculator the number and mix of houses proposed requires 80 car parking spaces. The Transport Statement indicates that 80 spaces will be provided including 12 unallocated for residents and 10 visitor spaces. Having looked at the submitted plans although the spaces in terms of number is adequate; however, the visitor spaces between plots 30 and 31 would have to reverse in excess of 20m in order to turn and parking for units 11 to 14 is not fronting the houses and as such may lead to parking fronting units 10 to 14 which would reduce the turning for vehicles parked opposite. On the basis that the development is to remain private this is not a significant concern; however, ideally this should be altered.
- 6.3.9 Cycle parking meets the requirements of the East Sussex County Council standards with up to 2 spaces provided per two/three - bedroom dwellings.
- 6.3.10 East Sussex County Council encourages the use of electric charging points at all developments with off street parking. Electric charging points have not been suggested within the proposal.
- 6.3.11 A construction management plan has been submitted to ensure this development does not have an adverse effect on the existing highway infrastructure. This is of particular importance given the proximity to West Rise Infant School. The construction management plan has included deliveries outside school drop off and collection, hours of working, wheel washing, public engagement, temporary parking restrictions, secured compounds for materials storage, machinery and contractor parking not on the highway and as such is accepted.
- 6.3.12 A Stage 1 Road Safety Audit has been submitted in support of the proposed access arrangements. The audit raised two points which have been referenced above. Following a further response from the auditor I am satisfied that the design amendments are considered

suitable. The points raised within can be satisfactorily addressed through conditions attached to any planning permission.

- 6.3.13 To encourage occupiers of this development to use public transport bus stop infrastructure needs to be improved.
 - 6.3.14 Real Time Passenger Information (RTPI) should also be provided for better, more reliable information about bus services. £37,500 towards the provision of real time information signs at Langney shopping centre is therefore requested.
 - 6.3.15 If an appropriate walking route direct to Langney shopping centre is not secured alternatively we would ask for the provision of raised kerbs and real time information at the pair of 'The Rising' bus stops in Langney Rise. These stops also require new bus stop clearway markings. All these off-site highway works would need to be secured through a s106 and detailed design agreed through a s278 Agreement with ESCC.
 - 6.3.16 Given the size of development a Travel Plan Statement should be provided. This should provide information to residents upon completion of purchase on bus/train stops and timetables, walking distances etc and possibly bus/train taster tickets or cycle voucher for each dwelling. This would help to reduce the reliance on the private motor car. This can be secured by way of a condition of any planning permission and should comply with the ESCC and national guidance.
- 6.4 Specialist Advisor (Regeneration)
- 6.4.1 The proposal is a major development meeting the residential thresholds for development as detailed on page 11 of the adopted Local Employment and Training Supplementary Planning Document. An s106 including provision for local labour was signed for the site under planning application 190339 on 23 July 2020.
 - 6.4.2 Considering the previously agreed s106 agreement for the development, Regeneration requests that, should the application be approved, it will be subject to a further local labour agreement.
- 6.5 Natural England
- 6.5.1 Natural England has no comments to make on this application.
- 6.6 Southern Water
- 6.6.1 Our investigations indicate that Southern Water can facilitate foul sewerage and surface water run off disposal to service the proposed development. Southern Water requires a formal application for a connection to the public foul and surface water sewer to be made by the applicant or developer.

7. Neighbour Representations

- 7.1 Letters of objection have been received from 15 different responders. A summary of comments made is provided below: -

- Unacceptable increase in traffic
- Loss of green infrastructure
- Damage to wildlife and habitat
- Development should be located on brownfield sites
- Lack of affordable housing provided.
- Overdevelopment of the site.
- There are protected species on site (bats)
- Inadequate infrastructure
- Gated element will result in failure to integrate with community
- Danger to pedestrians including school children
- New access in unsuitable.
- Increased chance of flooding.
- Site is a vital green space in a built-up area
- Headlights will shine into neighbouring properties
- Construction works will cause disruption and nuisance to neighbours
- Increased air pollution.
- Publicity images are misleading
- Public were not listened to during consultation
- New planting doesn't mitigate for loss of trees
- Double yellow lines will reduce visitor parking on Swanley Close, including for carers

8. **Appraisal**

8.1 Principle of Development

- 8.1.1 Para. 8 of the Revised National Planning Policy Framework (NPPF) defines sustainable development as comprising three overarching objectives, these being to respond positively to economic, environmental, and social needs. Para.10 goes on to state that there should be a presumption in favour of sustainable development.
- 8.1.2 Para.11 of the NPPF states that, where a five year supply of housing land cannot be demonstrated, as is the case within Eastbourne Borough, permission should be granted for development unless there is a clear reason for refusing based on impact on areas or assets of particular importance (as defined in the NPPF) or if any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, with relevant Local Plan policies also taken into account.

- 8.1.3 Ultimately this approach results in a 'tilted balance' in favour of development.
- 8.1.4 The site is not allocated in any local plan and is not included within the latest Strategic Housing and Employment Land Availability Assessment (SHELAA). It is therefore regarded as a windfall site. Para.69 of the NPPF states that Local Planning Authorities should 'support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes;'
- 8.1.5 Despite its previous use, the site does not represent 'previously developed land' as this definition excludes land that has been developed for minerals extraction as per annex 2 of the NPPF.
- 8.1.6 However, the site is considered to be derelict and it is noted that para.120 c) of the NPPF states that planning decisions should 'support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land' and goes on to say in d) that planning decisions should 'promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.'
- 8.1.7 This is balanced against para.120 b) which requires planning decisions to 'recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production'
- 8.1.8 There is an extant permission for a scheme delivering 35 new dwellings, granted under application 190339. Saved policy HO3 of the Eastbourne Borough Plan states that development which would result in the net loss of the number of residential units previously committed on a site should be refused. The proposed development represents an uplift on the number of dwellings provided and so does not conflict with this policy. The increase in dwellings delivered should be seen in context with para.125 of the NPPF which states that planning decisions should 'avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.'
- 8.1.9 The proposed development is therefore considered to be acceptable in principle and, as such, should be approved provided its specific characteristics and attributes align with the wider policies of the NPPF. Development Plan policies that are consistent with the NPPF will also be referred to. A full assessment against these relevant policies is provided in the main body of the report below.

8.2 Planning Obligations

- 8.2.1 As the development would result in a net increase of over 10 dwellings, there would be a requirement for provision of affordable housing as per Eastbourne Borough Council's Affordable Housing SPD (2017). The Langney neighbourhood is identified as a low value market neighbourhood and, as such, the ratio of affordable housing

required would be 30% of the overall development, amounting to 10.5 units. The tenure mix should be 70% rented, 30% Shared Ownership.

- 8.2.2 The applicant has stated that they would be unable to provide the full complement of affordable housing as it would render the development unviable. They have submitted a Financial Viability Assessment (FVA) in evidence of this. This document is currently being independently assessed by a Chartered Surveyor.
 - 8.2.3 It is therefore considered that, should members resolve to approve the application, this would be on the basis that the viability of the development is fully established and that, if further assessment indicate affordable housing can be provided, that the maximum amount possible is secured through the use of a Section 106 legal agreement.
 - 8.2.4 The legal agreement would also be used to secure a local labour agreement as well as contributions towards the improvement of the bus network, a travel plan and £5,000 to fund the Traffic Regulation Order (TRO) required to instate double yellow lines on the northern side of Swanley Close either side of the site access in order to prevent obstruction to the visibility splays.
- 8.3 Design:
- 8.3.1 Residential development on Swanley Close, and within the wider surrounding area, typically consists of single and two-storey dwellings interspersed with occasional small-scale flatted development. Larger, non-domestic buildings are present at Langney Shopping Centre to the north of the site where there are two and three-storey high flat roof buildings. Several dwellings of a similar design and scale to those that form the proposed development have recently been constructed on nearby sites distributed around the shopping centre. It is therefore considered that the general form and scale of the proposed dwellings would be in keeping with that of surrounding development.
 - 8.3.2 The linear arrangement of terraces dwellings along two trajectories at a 90-degree angle to each other is consistent with nearby development, particularly to the south of the site on the many cul-de-sacs that branch from Faversham Road. The open nature of the site frontages is also consistent with neighbouring development.
 - 8.3.3 The level of integration with the surrounding built environment is not considered to be achieved at the cost of the site completely losing its existing verdant character. The attenuation pond in the south-western corner of the site would be encompassed by native hedge planting interspersed with native trees and each site boundary would be flanked by either green buffers incorporating trees, hedgerow and wild grass and flowers or by the landscaped rear garden of a residential property. Permitted development rights will be removed by condition to strictly control the encroachment of ancillary buildings

and structures into these gardens, thereby enabling them to maintain their landscaping contribution.

- 8.3.4 Parking spaces are provided to the front of dwellings but it is considered that the use of green buffers adjacent to and behind these parking spaces would provide a verdant backdrop that would prevent parked cars being the dominant visual feature within the street. Pedestrian footways are also set back behind the parking bays where they would be flanked by planting, providing a pleasant environment for pedestrians and a suitable degree of separation between dwelling frontages and parked cars.
 - 8.3.5 All dwellings would face outwards towards neighbouring dwellings and there would not be any positioned in a secluded or isolated area. It is therefore considered that the layout of the development fosters a strong sense of community and integration that would promote interaction between occupants. It also ensures that all public areas, including parking spaces, enjoy a strong level of natural surveillance which would act as a deterrent to crime and anti-social behaviour.
 - 8.3.6 The proposed wall/fence along the southern boundary, which would measure between 2-2.1 metres in height, is considered to have a similar street scene presence to the existing 1.8-metre-high close boarded fence along the boundary. Whilst the wall would partially screen the development it would contribute to and integrate towards the wider street scene on Swanley Close due to the two-storey height of the proposed dwellings, the rising topography of the site and views that would permeate through opening made for site access.
- 8.4 Impact of proposed development on amenity of adjoining occupiers and surrounding area
- 8.4.1 The proposal involves the development of a site that is flanked on three sides by residential development. The site had previously been occupied by two dwellings, positioned within the north-eastern corner, although these have since been demolished. The proposed development therefore represents an intensified residential use of the site.
 - 8.4.2 Although the use of the site would be intensified, the residential density of the completed development would equate to approximately 49 dwellings per hectare, which is comparable with surrounding development and falls comfortably within the recommended parameters for density of residential development within the Langney Neighbourhood of 30-70 dwellings per hectare, as set out in Policy B1 of the Eastbourne Core Strategy. It is therefore considered that the intensity of the use of the site would be consistent with, and compatible with, the nature of surrounding domestic development.
 - 8.4.3 The proposed dwellings are all of a height that is consistent with surrounding development. Although there are bungalows to the

south and west on Swanley Close they already interact with two-storey dwellings on other parts of the road and in the wider surrounding area. As such, it is not considered that the proposed dwellings would be inherently overbearing towards these neighbouring bungalows.

- 8.4.4 The layout of the scheme ensures that dwellings are stepped away from site boundaries, with all adjoining properties either backing on to the rear garden area of one of the proposed dwellings or being flanked by one of the green buffers that are being put in place along parts of the site perimeter.
- 8.4.5 The nearest neighbouring property to the proposed development is the bungalow at No. 33 Swanley Close which is approx. 7.9 metres to the east of plot 6. The relationship would between side elevations of the respective properties, both of which contain only secondary windows and the distance maintained is consistent with the distance between side by side dwellings within the surrounding area. The roof of unit 6 pitches away from No. 33 and it is considered that this would help prevent it from appearing unacceptably overbearing. A row of native trees would also be planted between the two properties to soften visual impact.
- 8.4.6 Dwellings towards the eastern boundary of the site, which is backed on to by the rear gardens of numbers 34 to 40 Swanley Close would be positioned side-on to the gardens, with the side elevation incorporating only a door and a landing window. A good degree of separation would be maintained and sympathetic screening in the form of tree and hedgerow planting would be provided. Rear windows at unit 23 may offer a partial view of the rear garden of No. 43 Swanley Close but this would be from a distance of approx. 15 metres, at an acute angle and, ultimately, similar to typical views of rear gardens offered from rear facing first floor windows in the surrounding built environment.
- 8.4.7 On the western side of the site, the orientation of buildings result in properties within the proposed development facing backwards towards rear gardens of 19, 20 and 21. The proposed dwellings are set back a minimum of 20 metres from the neighbouring properties and it is considered that this is sufficient to prevent any unacceptable overbearing or overshadowing impact as well as to prevent views, which will be partially obstructed by site boundary treatment, from being invasive.
- 8.4.8 The site access is not positioned directly adjacent to any neighbouring properties, thereby minimising potential for disruption due to vehicle movements. It would, however, open onto Swanley Close directly opposite bungalows lining the southern side of the Close. Given that the frequency of trips associated with the development would not be significantly high and that vehicles leaving the site would emerge onto a quiet road in the form of Swanley Close, it is considered that there would be no unacceptable impact

on the amenities of those residents in the form of light emissions from the headlights of vehicles using the junction.

- 8.4.9 The internal roads and parking areas serving the proposed development are stepped well away from site boundaries to minimise impact upon the amenities of neighbouring residents.

8.5 Living Conditions for Future Occupants

- 8.5.1 Para. 126 of the National Design Guide (2019), which is a companion to the Revised National Planning Policy Framework, states that 'well-designed homes and communal areas within buildings provide a good standard and quality of internal space. This includes room sizes, floor-to-ceiling heights, internal and external storage, sunlight, daylight and ventilation.'
- 8.5.2 All habitable rooms are served by clear glazed openings allowing for a good level of natural sunlight permeation and natural ventilation. The main living space at each property would be dual aspect, increasing exposure to natural light throughout the day. The layout of each dwelling is clear and uncluttered with hallway lengths kept to a minimum and awkwardly sized and shaped rooms being avoided, thereby enhancing functionality, accessibility, and adaptability. The dwellings that include study rooms are considered to demonstrate adaptability to the changing nature of work arrangements.
- 8.5.3 The Department for Communities and Local Government has produced the Technical housing standards - nationally described space standard. This document sets out minimum recommended Gross Internal Area (GIA) for new residential units, based upon number of bedrooms provided, number of storeys and number of occupants. The proposed 2 bed dwellings would have a GIA of approx. 72 m², thereby exceeding the minimum 70 m² set out in the space standards. The proposed 2 bed plus study dwellings have a GIA of approx. 82 m² which, again, exceeds the 70 m² threshold. The proposed 3 bed dwellings have a GIA of approx. 90 m² which exceed the 84 m² minimum GIA set out in the space standards.
- 8.5.4 Each dwelling would have access to a good sized private rear garden. Rear access to these gardens would be provided via alleyways leading from the internal road, except for plots 1 to 6 which would be accessed directly from Swanley Close via a gate. These gates are inward opening to prevent a risk of them being opened and hitting pedestrians. Access to the alleyways would be controlled to prevent the creation of a secluded public space which may otherwise allow for anti-social behaviour and crime to be carried out unobserved.
- 8.5.5 The attenuation pond and associated landscaping to the south-western corner of the site are not intended to be accessible to the public and are to be maintained as an ecological enhancement feature. As such, this part of the development would need to be fenced and gated to control access. This would need to be achieved in a sympathetic way to prevent an oppressive appearance to the

development. Full details of how access to this part of the site would be controlled would be secured using a suitable planning condition.

8.6 Landscape and Biodiversity

- 8.6.1 The site is former brickworks which was abandoned some time ago, the only remnants of this former use being the large ponds formed within the site because of the extraction of clay. Since the abandonment of the brickworks, the wooded area around the site has evolved through natural succession rather than through planting. This has resulted in a varied mix of flora within the site. The undisturbed nature of the woodland has been enhanced by the closing off the site, which is not accessible to the public. The site is subject of a woodland Tree Preservation Order. This order recognises that, whilst there are few trees that are of merit for protection when viewed in isolation, the cumulative amenity value of these trees is significant.
- 8.6.2 Several trees within the northern portion of the site have been removed, following the grant of outline permission for 10 dwellings within the northern part of the site under application 160150
- 8.6.3 Para. 131 of the NPPF state that 'Trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.'
- 8.6.4 The proposed buildings and associated surfacing would occupy a sizeable proportion of the site envelope and, as a result, all existing trees within the site interior would be removed. This includes a selection of trees towards the south-eastern corner of the site that were to have been retained as part of the previously approved scheme 190339 (which did involve the removal of the majority of trees from the site).
- 8.6.5 Although the loss of the existing trees is regretted, it represents the only viable way that the site can be utilised to its full potential, with viability being a key factor to support the extensive remediation works that would be required to develop the derelict land.
- 8.6.6 To provide mitigation to the loss of trees, an extensive scheme of native tree planting is proposed. This would include green buffers around the eastern and western edges of the site that would, in conjunction with garden space, help maintain connectivity with the neighbouring local wildlife site. Street trees are also included, in step with the requirements of para. 131 of the NPPF. Overall, 61 x native trees would be planted in the public area of the site. These trees would be provided in specimen form, being 2.75 to 3 metres in height at the time of planting. Additional trees planting would be

provided within the rear gardens of dwellings, these trees being 1.5 metres in height at the time of planting.

- 8.6.7 The new tree planting would include a significant proportion of native fruit and nut producing trees that would provide a food source for wildlife. The species have been selected specifically for the conditions provided by the site and for their suitability in terms of proximity to dwellings and, as such, are considered provide long term amenity and habitat value. 12 x bird boxes would be integrated directly into new buildings and structures, 6 of these boxes would be designed specifically for use by swifts.
- 8.6.8 It is noted that some of the trees that are to be removed have been identified as having suitable attributes to support roosting bats. A bat emergence survey has been commissioned by the applicant to explore this matter further. Bats are protected by law and any works that may impact upon their wellbeing would need to be approved by a qualified ecologist and licensed by Natural England. The Landscape and Ecological Management Plan (LEMP) submitted by the applicant includes the provision of 10 x bat boxes that would be integrated directly into new buildings/structures as well as an additional 4 x tree mounted bat boxes.
- 8.6.9 External lighting of the development would have to be sensitively managed, providing a suitable balance between providing security and accessibility without compromising the ability of bats to forage within the surrounding area. Due to the critical importance of securing a suitable scheme, a condition will be used to require full details to be submitted prior to the commencement of any works, with these being reviewed by the Council's Ecologist prior to any approval being granted.
- 8.6.10 The pond that is to be infilled measures approximately 2,400 m² in area and had, in the past, been used for fishing. The Ecological Assessment concludes that the pond itself is in a state of decline. Due to the presence of fish in this pond, and the Langney District Pond, the Preliminary Ecological Assessment accompanying the application maintains that they would be unsuitable as habitat for Great Crested Newts. All fish within the pond are subject to protection under the Animal Welfare Act (2006). All fish would therefore need to be removed from the pond in a sensitive way and to relocate to a suitable habitat. Although the Preliminary Ecological Assessment identifies the Langney District Pond as a potential relocation site, serious concerns have been raised by Sussex Wildlife Trust due to potential impact upon the existing fish population. A suitable receptor site for the fish will therefore need to be identified prior to any works commencing, along with details of an agreement that the site can be used and of the methodology for removing the fish. The primary methodology for draining the ponds has been identified as being through the use of mechanical pumps. However, the fish would either need to be removed before the commencement of pumping or mechanical draining should be used

to partially drain the pond before fish are captured using nets or electro-fishing (which is not harmful to the fish).

- 8.6.11 The pond is entirely fed by surface water and rainfall, it is not directly connected to any other watercourse, having only been formed as a result of excavations associated with the former use of the site as a brickworks. The loss of the pond habitat would be mitigated by the creation of an attenuation pond, utilising the existing dry pond area towards the southern edge of the site and increasing the size of the basin in order to provide adequate surface water storage capacity. The attenuation pond, whilst serving a functional purpose in providing surface water storage capacity, will be profiled, and planted in a manner that is sympathetic to the requirements of wildlife. This would enable the attenuation pond to form a biodiversity gain over the quality of habitat provided by the existing pond
- 8.6.12 Wildflower turf and native hedgerow will be present throughout the site to provide further variety in habitat. Wildflower grassland in public areas would be cut only once a year to allow it to grow out and produce seeds and flowers as well as a habitat for reptiles and amphibians.
- 8.6.13 A condition will be used to secure 'mammal gates' within site boundary treatment in order to ensure that small mammals are able to pass below fences and, therefore, forage around the site as well as access it from the neighbouring local wildlife site.
- 8.6.14 Ultimately, it is accepted that the proposed development would result in the loss of a degree of habitat on the site, although mitigation measures put in place partially compensate for this. It is also noted that the site is currently inaccessible to the public and unmanaged and, therefore, new planting designed specifically to enhance biodiversity could provide a more diverse habitat. This planting would also be managed in a manner to increase its effectiveness. It is therefore considered necessary to balance this loss of habitat with the economic and social gains that the provision of much needed housing would generate. It is also considered that, whilst habitat loss would occur, the proposed development would facilitate ecological enhancements and habitat management which the current site does not benefit from. It is therefore considered that the development accords with the principle of sustainable development, set out in para. 8 of the Revised NPPF as it adopts a joined-up approach in identifying mutually supportive gains across economic, social, and environmental areas.
- 8.6.15 These comments are in advance of receipt of formal comments from the County Ecologist. It is requested that members delegate this matter back to officers who will report any concerns raised by the ecologist back to them for their consideration.

8.7 Drainage

- 8.7.1 Most of the site falls within Flood Zone 1. Flood Zone 2 encroaches the south-western corner of the site, extending into the area where

the attenuation pond is to be provided as well as part of the rear gardens of units 1 and 2. No buildings would be positioned in Flood Zone 2 and the Environment Agency have not raised any objection against the development. It is therefore considered that the submitted Flood Risk Assessment is adequate and that there is not a requirement for a sequential test to site selection to be applied.

- 8.7.2 The proposed development would significantly increase the amount of impermeable surfacing within the site in the form of buildings and roads and would also result in the existing pond being filled in. However, it should be noted that the permeability of the site in its current condition is relatively low due to the amount of clay in the soil and high groundwater levels. For this reason, the use of infiltration drainage has been discounted.
 - 8.7.3 The development would incorporate an attenuation pond in the south-western corner of the site that would be used to store excess surface water run-off and allow its controlled release into the public sewer. The use of this feature is consistent with sustainable drainage principles set out in in para. 080 of the Planning Practice Guidance for Flood Risk and Coastal Change.
 - 8.7.4 The pond has the capacity to store surface water and allow controlled discharge into the public sewer at a rate of 5 litres per second at peak levels. Southern water have confirmed there is capacity in their network to accommodate discharge of 5.5 litres per second and, therefore, the proposed drainage scheme, which is supported by the Lead Local Flood Authority (LLFA) is considered to be acceptable.
 - 8.7.5 A management and maintenance plan would be adopted with regular inspections of pond inlets, outlets and flow control devices, removal of silt and excess vegetation and CCTV inspections of pipework.
- 8.8 Highways
- 8.8.1 The proposed development would be accessed via Swanley Close, a residential cul-de-sac. ESCC Highways have stated that they do not consider that the additional trips generated by the development would adversely impact upon traffic on the surrounding highway network. They also note that the sustainable nature of the site, with Langney Shopping Centre nearby as well as access to public transport and other local services, would likely reduce the number of trips made in private cars. The Highways Officer paid regard to issues identified by objectors relating to congestion on the road during the school run, however, they concluded that peak vehicle movements to and from the site would not coincide with these hours.
 - 8.8.2 A pedestrian link would be provided to allow direct access from the site to Langney Shopping Centre.
 - 8.8.3 The design of the new access is considered acceptable to serve the development. The Road Safety Audit submitted with the application did however identify a concern that visibility splays would be obstructed by cars parked on Swanley Close either side of the site

access. In response to this, a Traffic Regulation Order would be used to secure parking restrictions in the form of double yellow lines on the northern side of Swanley Close. The restrictions would extend 25.2 metres to the west and 27.6 metres to the east, ensuring the entire visibility splay is kept clear.

- 8.8.4 A total of 80 x car parking bays would be provided within the site. Each 2-bedroom dwelling would have a single allocated space and each 3-bedroom dwelling would have two allocated spaces. An additional 12 x unallocated spaces would be provided for residents along with 10 x spaces for visitors. ESCC Highways consider the quantum of parking to be acceptable.
 - 8.8.5 Parking bays would be provided to the front of dwellings where they would benefit from a good level of surveillance. The pedestrian footway runs behind them meaning that cars would not have to cross the footway whilst entering and leaving the parking bays. This is of benefit for pedestrian safety. Bollards should be provided to prevent parking vehicles intruding onto the footway.
 - 8.8.6 Each dwelling would be provided with 2 x secure cycle storage facilities and it is considered that these would encourage uptake in the use of the bicycle as a more sustainable mode of transport. A condition will also be used to secure electric vehicle charging points to support and encourage the use of electric vehicles.
 - 8.8.7 Initial plans to have gated access to the development have been withdrawn in response to concerns from ESCC Highways that this would result in delivery and servicing vehicles obstructing Swanley Close whilst waiting to access the site. Tracking diagrams submitted in the Transport Report demonstrate that the development could be safely accessed and serviced by refuse collection vehicles.
 - 8.8.8 The applicant has submitted a Travel Plan which sets out measures to be adopted to increase the proportion of journeys made by walking/cycling and reduce the proportion of trips made by car. These measures would be implemented by a Travel Plan Coordinator and would be monitored to assess their effectiveness.
 - 8.8.9 A Construction Environmental Management Plan (CEMP) has been provided by the applicant. This management plan sets out measures to reduce impact upon the highway network because of construction related traffic as well as to control noise, light and air emissions and contamination. The management plan confirms the construction access to the site would be from the south. A waste minimisation statement is incorporated. The management plan also includes details of how the site manager will liaise with residents to address any complaints. The CEMP has been assessed by ESCC Highways and is acceptable.
- 8.9 Contamination
- 8.9.1 Any spoil or other material brought to the site to infill the existing pond will need to be suitably certified by the Environment Agency as uncontaminated, clean, and inert. Details of where this material will

be sourced from will need to be submitted to and approved by the Local Planning Authority, in consultation with the Environmental Health Department, prior to the commencement of any works.

- 8.9.2 The application is accompanied by a combined Preliminary Ground Contamination Risk Assessment, Geotechnical Assessment, Quantitative Ground Contamination Risk Assessment and Remediation Strategy Report. This report identifies potential sources of contaminants on the site and appropriate measures to remove or mitigate their presence. It also includes framework for a verification report to confirm works have been carried out in accordance with the methodology presented and to provide confirmation that contaminants have been suitably managed prior to the occupation of the development.

9. **Human Rights Implications**

- 9.1 The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been considered fully in balancing the planning issues; and furthermore, the proposals will not result in any breach of the Equalities Act 2010.

10. **Recommendation**

- 10.1 Approve conditionally subject to section 106 to secure Affordable Housing (if found to be viable, Travel Plan Monitoring Fee, Traffic Regulation Order and Local Labour Agreement.

- 10.2 **Time Limit** - The development hereby permitted shall be begun before the expiration of three years from the date of permission.

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

- 10.3 **Approved Plans** - The development hereby permitted shall be carried out in accordance with the following approved drawings: -

- 6960/LBP/A - Site Location Plan
- 6960/100/B - Proposed Block Plan
- 6960/101/C - Rendered Site Plan
- 6960/102/C - Proposed Site Context Plan
- 6960/110/B - Plots 1 – 6 Proposed Elevations and Roof Plans
- 6960/111/B - Plots 7 – 9 Proposed Elevations and Roof Plans
- 6960/112/A - Plots 10 – 14 Proposed Elevations and Roof Plans
- 6960/113/B - Plots 15 – 18 Proposed Elevations and Roof Plans
- 6960/114/B - Plots 19 – 22 Proposed Elevations and Roof Plans

- 6960/115/B - Plots 23 – 30 Proposed Elevations and Roof Plans
- 6960/116/B - Plots 31 – 36 Proposed Elevations and Roof Plans
- 6960/117B - Plots 37 – 43 Proposed Elevations and Roof Plans
- 6960/118/B - Plots 44 – 49 Proposed Elevations and Roof Plans
- 6960/130/A - House Type A1 and A2 Proposed Floor Plans
- 6960/131/B - House Type B1 and B2 Proposed Floor Plans
- 6960/132/B - House Type C1 and C2 Proposed Floor Plans
- 6960/140/B - Entrance Gates and Boundary Wall/Fence
- 6960/120/A – Street Scene Elevations
- 6960 Extmat – External Finishes Schedule
- PLG/1678/21D – Landscape Proposals with Boundary Treatments
- P21002-HZL-00-DR-2200 S4 P6 – Outline Drainage Scheme
- P21002-HZL-00-DR-2240 S4 P2 – Outline Drainage Scheme Manhole Schedules
- P21002-HZL-00-DR-0250 S4 P1 – Common Parts Maintenance Plan
- P21002-HZL-00-DR-2201 S4 P3 – Proposed Pond Topography
- P21002-HZL-00-DR-2220 S4 P1 – Drainage Details (Sheet 1 of 3)
- P21002-HZL-00-DR-2221 S4 P1 – Drainage Details (Sheet 2 of 3)
- P21002-HZL-00-DR-2222 S4 P1 – Drainage Details (sheet 3 of 3)
- 2021/5896/001/P6 – Proposed Access and Visibility Splays
- 2021/5896/002/P3 – Swept Path Analysis
- Planning, Design and Access Statement by Town and Country Planning Solutions (May 2021)
- Transport Statement by RGP Transport Planning and Infrastructure Design Consultants (June 2021)
- Transport Statement Addendum by RGP Transport Planning and Infrastructure Design Consultants (July 2021)
- Travel Plan by RGP Transport Planning and Infrastructure Design Consultants (May 2021)
- Flood Risk Drainage Assessment by Hazelind Consultants Ltd (June 2021)
- Arboricultural Report and Tree Survey by Greenspace Ecology Solutions (November 2016).
- Arboricultural Impact Assessment and Method Statement by Greenspace Ecology Solutions (Rev D August 2021)
- Preliminary Ecological Appraisal by Greenspace Ecology Solutions (April 2019)

- Landscape and Ecological Management Plan by Greenspace Ecology Solutions (July 2021)
- Combined Preliminary Ground Contamination Risk Assessment, Geotechnical Assessment, Quantitative Ground Contamination Risk Assessment and Remediation Strategy Report (Ref; 14842) by Ashdown Site Investigations Ltd (May 2021)
- Noise Impact Assessment Report by MEC AIR (May 2021)
- Construction Management Plan by the Park Lane Group (August 2021)

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

- 10.4 **External Materials** - The external materials and finishes to be used on the dwellings hereby approved shall be in accordance with the palette of materials detailed on the approved plans.

Reason: In the interest of visual amenity, in accordance with saved policies UHT1 and UHT4 of the Eastbourne Borough Plan and policies B2, D1 and D10a of the Eastbourne Core Strategy.

- 10.5 **Removal of Permitted Development Rights** - Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no buildings, structures or works as defined within Part 1 of Schedule 2, classes A-E; inclusive of that Order, shall be erected or undertaken on the site unless permission is granted by the Local Planning Authority pursuant to an application for the purpose.

Reason: In order to safeguard the amenities of neighbouring residents and the character of the street scene on Swanley Close in accordance with saved Policies UHT1, UHT4 and HO20 of the Eastbourne Borough Plan and policies B2, D1 and D10a of the Eastbourne Core Strategy..

- 10.6 **Refuse and Recycling** - Prior to first occupation of the development hereby permitted a scheme for the secure storage of refuse and recycling shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in full as approved prior to first occupation of the development and the refuse and recycling storage facilities shall thereafter be retained for use at all times.

Reason: To ensure the development can be adequately serviced by refuse collection services in accordance with Policy D1 of the Eastbourne Core Strategy.

- 10.7 **Hard and Soft Landscaping** - All hard and soft landscape works shall be carried out in accordance with the approved details.

All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of any dwelling or the completion of the development whichever is the sooner. All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development is adequately screened and secured in a visually sympathetic manner in accordance with saved policy UHT1 of the Eastbourne Borough Plan and Policy D1 of the Eastbourne Core Strategy

- 10.8 **Drainage Infrastructure to be provided** - Prior to the first occupation of any part of the development hereby approved, the surface water drainage infrastructure detailed in the submitted Flood Risk and Drainage Assessment Report and on associated plans shall be installed and in full working order. Evidence (including photographs and as built drawings) should be submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.

Reason: To ensure the site is adequately drained and that surface water is appropriately managed in accordance with saved Policy US4 of the Eastbourne Borough Plan and paras 167 and 169 of the NPPF.

- 10.9 **External Lighting Details** - Prior to first occupation of the development hereby permitted, details of external lighting shall have been submitted to and approved in writing by the Local Planning Authority. The external lighting shall be installed in accordance with the approved details and thereby retained as such unless a variation is subsequently submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of environmental amenity and biodiversity in accordance with saved policy NE28 of the Eastbourne Borough Plan and Policies D1 and D9 of the Eastbourne Core Strategy.

- 10.10 **In accordance with the Ground Condition Surveys** - Construction of the development shall be carried out in full accordance with the methodology set out in the Combined Preliminary Ground Contamination Risk Assessment Geotechnical Assessment Quantitative Ground Contamination Risk Assessment and Remediation Strategy Report.

Reason In the interest of the amenities of the residents

- 10.11 **Ground Contamination Verification Report** - The development hereby permitted shall not be occupied or brought into use until there has been submitted to the Local Planning Authority verification by a competent person that the remediation scheme approved under the provisions of condition 10 has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Local Planning Authority in advance of implementation). Unless otherwise agreed in writing by the Local Planning Authority such verification shall comprise:

- as built drawings of the implemented scheme.

- photographs of the remediation works in progress; and
- certificates demonstrating that imported and/or material left in situ is free from contamination.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under condition 10.

Reason: In the interest of the control of pollution in accordance with saved Policies NE17 and NE28 of the Eastbourne Borough Plan.

- 10.12 **Landscape Management Plan** - The Approved Landscape and Ecological Management Plan (LEMP) shall be implemented in accordance with the approved details and adhered to at all times. Where deemed necessary by the Local Planning Authority shall include contingencies and/or remedial action to be further agreed and implemented where the results from monitoring show that conservation aims and objectives of the LEMP are not being met.

Reason: In the interest of ecology and biodiversity in accordance with policy D9 of the Eastbourne Core Strategy.

- 10.13 **Access Details** - Prior to the first occupation of any part of the development hereby approved, the layout new access shall be completed in accordance with the approved plans and the specification set out on Form HT407 which is attached to and forms part of this permission

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with policies D1 and B2 of the Eastbourne Core Strategy and paras 110 and 112 of the NPPF.

- 10.14 **Visibility Splays** - The access shall not be used until the areas shown on the submitted/ plan (plan no 2021/5896/001 Rev P7) are cleared of all obstructions exceeding 600 mm in height and kept clear thereafter.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with policies D1 and B2 of the Eastbourne Core Strategy and paras 110 and 112 of the NPPF.

- 10.15 **Parking and Turning** - The development shall not be occupied until parking and turning areas have been provided in accordance with the approved plans. These areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles. The parking spaces shall measure at least 2.5m by 5m (add an extra 50cm where spaces abut walls).

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with policies D1 and B2 of the Eastbourne Core Strategy and paras 110 and 112 of the NPPF.

- 10.16 **Cycle Parking** - No part of the development shall be occupied until covered and secure cycle parking spaces have been provided in accordance with plans (Plan no 6960/101/D). The areas 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 in accordance with policy D8 of the Eastbourne Core Strategy and para. 106 of the NPPF.

- 10.17 **Construction Management Plan** - Construction works shall be carried out in full adherence with the methodology and mitigation measures set out in the approved Construction Environmental Management Plan.

Reason: In the interest of environmental and residential amenities in accordance with saved policies NE28 and HO20 of the Eastbourne Borough Plan and in the interest of highway safety in accordance with paras. 110 and 112 of the NPPF.

- 10.18 **Electric Charging** - Prior to the first occupation of any part of the development hereby approved, each dwelling shall be provided with at least one allocated and operational electric vehicle charging point. The charging point shall thereafter be retained in place throughout the lifetime of the development.

Reason: To promote the use of more sustainable modes of transport in accordance with policies B2, D1 and D8 of the Eastbourne Core Strategy and para. 112 of the NPPF.

11. **Appeal**

- 11.1 Should the applicant appeal the decision the appropriate course of action to be followed, considering the criteria set by the Planning Inspectorate, is written representations.

12. **Background Papers**

- 12.1 None.