

Supplementary report to the Planning Applications Committee
on 7 September 2022

LW/21/0548

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367 South Coast Road Telscombe Cliffs Ringmer

The Applicant is incorrectly described in the Title Block the applicant as taken from the application form is Mr C Dwyer-Smith.

Conditions

Conditions No6 and No10 and No 11 appear to be duplicating each other. Condition No 6 is reworded to cover these issues and also make it clear regarding the provision of disabled spaces.

Condition No 6

No part of the building shall be occupied until the vehicle parking including disabled spaces and the turning space shown on Plan Number 0353 03 Rev A. have been laid out within the site and these spaces shall be made permanently available for that use.

For the avoidance of doubt the disabled spaces shall be sited such that they have level and in curtilage access to the ramps that provide disabled access to the front entrance to the development.

Reason: In the interest of and for the safety of persons and vehicles using the premises and or adjoining road network.

LW/21/0977

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Evershed Court Fairlight Avenue Telscombe Cliffs

Informative

The applicant is encouraged to explore the use of a permeable surface to the provision of the car-parking spaces. In the interest of mitigating the potential for surface water runoff.

LW/21/0224

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Newhaven Fire Station Fort Road Newhaven

General Comments

The retaining wall is located within the application site and as such its on going maintenance would fall to the applicant which in this case is the Lewes District Council

The applicant has confirmed that the proposed method of construction is to be modular, with the module being manufactured in Newhaven and transported to the site for erection. The developer has confirmed that can locate a crane within the site in front of the houses (in the access and parking spots).

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Lorries will ideally come into the site as well to cause zero disruption to the road, however at worst we may need to suspend a single lane of Fort Road whilst lorries are unloaded with pedestrian crossovers in place whilst the lifting takes place.

LW/21/0014

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Land East and West of Down Walk Peacehaven

Representations

Additional objection on grounds that there is insufficient infrastructure in the area to support the new dwellings, loss of bat habitats.

Additional objection on grounds that trees on boundary on adjoining site have been wrongly identified as leylandii. Any cutting back of branches will cause the trees to be unstable. Also, objector has seen bats in the area

Recommendation

Additional conditions are recommended

19) **Parking Provision** No part of the development hereby approved shall be occupied until all of the vehicle parking spaces have been provided as shown on the approved plans. The spaces thereafter shall be retained for the use of parking motor vehicle and shall not be used for any other purpose at any time. Reason: In order to ensure sufficient car parking is provided to mitigate the potential for indiscriminate carriage way parking which may impede other road uses and thereby giving rise to highway/pedestrian safety issues.

20) **Tree Protection** Prior to the commencement of any development hereby approved tree protection fencing shall be installed to the East/West boundaries of the site. This fencing shall be erected to the full extent of any overhanging tree canopy and be retained in position for the full construction period of the residential properties hereby approved. Reason: In the interest of protection the existing tree screen along the Eastern and Western boundaries.

21) **Updated Preliminary Ecological Assessment** If the development hereby approved is not commenced within 6 months from the date of this approval then an updated Preliminary Ecological Assessment (PEA) shall be submitted to and approved in writing by the Local Planning Authority. The findings of this PEA will help to inform the details/specification of Condition No7 (Ecological Enhancements).

Reason In order to ensure that the site is kept under regular review in the interest of protected species/habitat.

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Travis Perkins Green Road Wivelsfield Green

Title Block

The Ward is incorrectly referred to it should read Wivelsfield only

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Representations

Wivelsfield Parish Council objects to the proposal on grounds that density is too high and visitor parking insufficient. Also, if approved, no works to commence until boundary dispute is resolved.

Officer response: The density, at 30dph, is compliant with policy CP2 (see para. 8.1.1). The parking provision meets ESCC standard for this location (see para. 8.5.2). The applicant has provided proof of title regarding the disputed boundary (see para. 8.7.1).

Further objection from local resident on grounds that no more houses are needed in the area and the site should be used for medical purposes.

Officer response: The proposal for residential development, which meets all relevant national and local planning policies, is the only one before the council.

LW/21/1005

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Bridge Farm Barcombe Barcombe Mills

Consultations:

Environment Agency

Additional comments received from Environment Agency, who requested a Flood Risk Assessment be provided due to the proximity to Flood Zone 2/3. An FRA was submitted and was approved by the Environment Agency. A condition will be attached to secure flood mitigation measures worded as per below: -

The development shall be carried out in accordance with the submitted Flood Risk Assessment (FRA) (ref: 2019/01, dated 23 August 2022) and the following mitigation measures it details:

- *Finished floor levels shall be set no lower than 7.35 metres above Ordnance Datum (AOD) in accordance with section 8.1(4) of the submitted FRA.*

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/ phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

ESCC Highways

A clarification is provided regarding the ESCC Highway Officer comments in section 6.1. It is implied that the proposed works would 'effectively double' the site, but the proposed development is well below 100% of the overall commercial floor space provided on the site.