

**Report to:** Planning Applications Committee  
**Date:** 21 August 2023  
**Application No:** 220850  
**Location:** Site 7a, Pacific Drive, Eastbourne, BN23 6DW  
**Proposal:** Erection of apartment retirement living development (Use Class C3), access, car parking, and associated landscaping  
**Applicant:** McCarthy and Stone Retirement Lifestyles Ltd.  
**Ward:** Sovereign  
**Recommendation:**

1. That the application be delegated to the Head of Planning to secure agreement to the scheme from
  - the Councils Air Quality officer,
  - landscaping issues,
  - affordable housing issues and
  - ecological translocation issues.

On reaching agreement to these issues then 2 below:

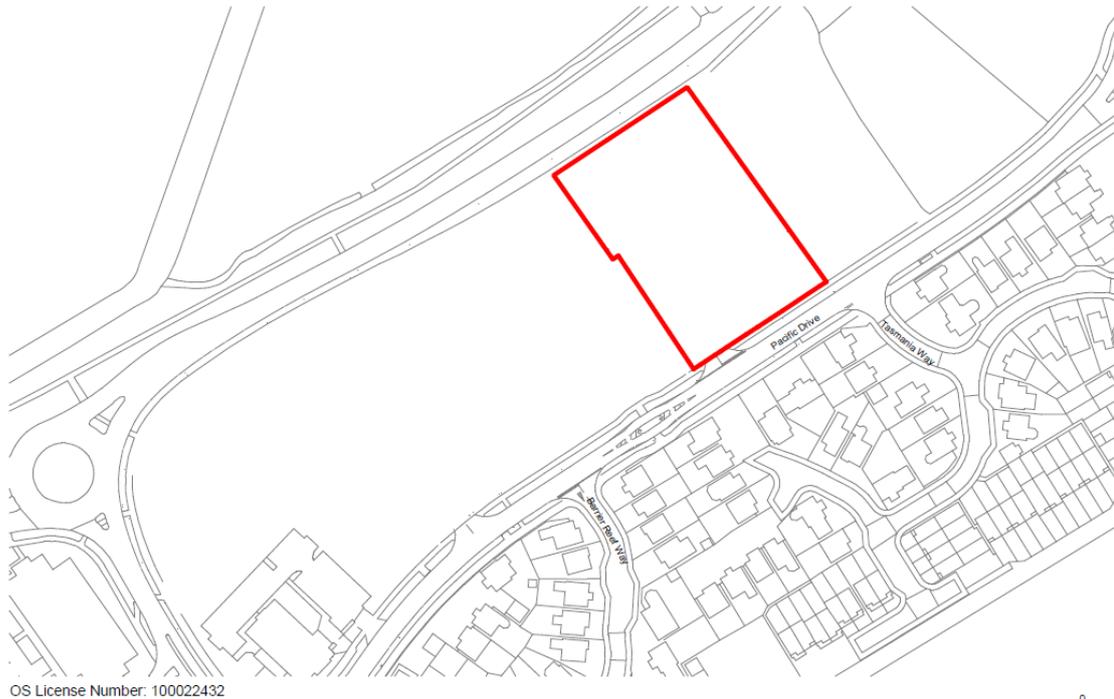
2. That the Head of Planning be authorised to Grant permission subject to conditions and S106 / S278 agreement for
  - Travel Plan audit fees
  - Other highway works including public transport initiatives
  - Late-stage review to establish affordable housing position (unless otherwise agreed),
  - Local Labour Agreement,
  - Ecological translocation controls
3. If no meaningful engagement with the legal agreement is pursued within six months, then the Head of Planning be authorised to refuse planning permission due to the lack of infrastructure.

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## Site Location Plan



Map of the application site

<b>1.</b>	<b>Executive Summary</b>
1.1	This application is brought before the Planning Committee due to the significant number of objections received following public consultation.
1.2	The application seeks planning permission for the erection of apartment retirement living development (Use Class C3), access, car parking, and associated landscaping. This application is one component in a tripartite submission. Two other applications have been independently submitted and reported elsewhere on this agenda.
1.3	The development is considered to be sympathetic to the surrounding built and natural environment as well as the amenities of neighbouring residents and would provide good quality residential offer, providing housing choice for the local community.
1.4	The application is recommended for approval subject to S106 agreement and conditions.
1.5	<u>Sustainability</u>  The scheme delivers an improvement over Part L of the current building regulations therefore securing a reduction in carbon emissions through the

	<p>use of improved building fabric, efficient heating and lighting systems supplemented by a photo voltaic array.</p> <p>This is considered to be given <b><u>significant positive weight</u></b> in the planning balance.</p>
1.6	<p><b><u>Land Allocation</u></b></p> <p>The site is allocated for employment purposes within the Local Plan and has dedicated policies limiting the use of the site. This has existed in various forms for more than 30 years.</p> <p>The site forms part of the wider development area for which outline approval for a mix of employment uses has been granted and this allowed for the reserved matters submission to be submitted within a 10-year period, this expires December 2024.</p> <p>The redevelopment for residential purposes is not in conformity to the Local Plan and as such should be afforded <b><u>significant negative weight</u></b> in the planning balance.</p>
1.7	<p><b><u>Under Delivery on land allocation aspiration</u></b></p> <p>It is recognised that despite the land being allocated and having an outline planning consent there has been no market interest in the development of the site.</p> <p>Against this background the redevelopment of the site for residential would see the regeneration benefits of inward invest, additional housing, job creation and contribution to the local economy through local purchasing of goods services and supplies.</p> <p>These regeneration benefits should be afforded <b><u>significant positive weight</u></b> in the planning balance.</p>
1.8	<p><b><u>Economic Impact</u></b></p> <p>The scheme represents a multi-million-pound investment into the Borough that would create jobs through the construction and operational phases of the development.</p> <p>It would also help to support the circular economy with goods and services secured through local supply chains.</p> <p>The investment and job creation and support through local supply chains to be given <b><u>significant positive weight</u></b> in the planning balance.</p>
1.9	<p><b><u>Noise Impacts</u></b></p> <p>Post construction noise impacts will be limited to the use of the car park by residents/visitors and service vehicles.</p>

	<p>The noise from the car park will be low and not deemed to result in a loss of amenity.</p> <p>Given suitable controls under other legislation (environmental health) in place to prevent/mitigate noise impacts beyond the boundary of the site this issue should be given <b><u>moderate positive weight</u></b> in the planning balance.</p>
1.10	<p><b><u>Landscape and Ecology Impacts</u></b></p> <p>Change in the landscape would be limited to the immediate site area due to the self-contained nature of the site. The scale and density of the development would be comparable with surrounding commercial development and the design incorporates significant green landscape buffers, with a significant landscape area to adjacent to the A259 Pevensey Bay Road.</p> <p>It is recognised that this is an allocated development site for employment uses and to some extent the existing habitat would have been impacted if the allocation had been implemented.</p> <p>The Aldi scheme proposes the incorporation of an ecological roof to mitigate the loss of habitat; given this and other landscaping at the site it is considered that the development would result in limited landscape harm, and this should be attributed moderate positive weight in the planning balance.</p> <p>In addition to the on-site landscape and biodiversity benefits the scheme proposes the translocation of protected species where appropriate and deemed to be necessary. All aspects of this translocation accord with best practice.</p> <p>This is considered to be attributed moderate positive weight in the planning balance.</p>
1.11	<p><b><u>Highways Safety &amp; Car Parking</u></b></p> <p>The scheme provides car parking, 20 EV charging positions and 4 cycle parking for residents, there is also safe/secure charging for 8 mobility scooters.</p> <p>The access and servicing requirements have been endorsed by ESCC Highways. The increase in traffic is of a degree that would NOT result in disruption or congestion on the surrounding highway network.</p> <p>It is considered that this should be attributed <b><u>moderate positive weight</u></b> in the planning balance.</p>
1.12	<p><b><u>Accessibility</u></b></p>

	<p>The scheme's design has been considered with regards to its access arrangements and servicing arrangements.</p> <p>The site is located with access to alternative modes of transport, cycling, walking and bus routes.</p> <p>This is considered to be attributed <b><u>moderate positive weight</u></b> in the planning balance.</p>
1.13	<p><b><u>Flood Risk &amp; Drainage</u></b></p> <p>At the time of writing this matter is under review by external consultees (ESCC Suds)</p> <p>The proposal has the endorsement of The Environment Agency.</p> <p>On the presumption that the scheme does not give rise to off-site flooding and a designed drainage system that satisfies the lead Local Flood Authority can be achieved then this should be given <b><u>moderate positive weight</u></b> in the planning balance.</p>
1.14	<p><b><u>Heritage and Archaeology</u></b></p> <p>The intrusive site survey has heralded little archaeology remains at the site and as such this should be given <b><u>limited positive weight</u></b> in the planning balance.</p>
1.15	<p><b><u>Design &amp; Appearance</u></b></p> <p>The design is considered functional and appropriate for its use and would not in and of itself be harmful to the site and surrounding area.</p> <p>The design and appearance should be given <b><u>limited positive weight</u></b> in the planning balance.</p>
1.16	<p><b><u>High Pressure Gas Main</u></b></p> <p>The location of the new building is outside of the access/exclusion zone for the high-pressure gas main.</p> <p>This issue is considered to be given <b><u>limited positive weight</u></b> in the planning balance.</p>
1.17	<p><b><u>Brownfield Land</u></b></p> <p>The scheme promotes the redevelopment of brownfield land and promotes residential accommodation which is supported in principle by the National Planning Policy Framework.</p> <p>This issue is considered to be given <b><u>significant positive weight</u></b> in the planning judgement.</p>

1.18	<p data-bbox="320 235 596 271"><u>Affordable Housing</u></p> <p data-bbox="320 309 1342 380">The application recognises that as the scheme proposes C3 residential accommodation that the Council's affordable housing policy is engaged.</p> <p data-bbox="320 418 1353 490">To this end the applicant is proposing a financial contribution towards off site provision.</p> <p data-bbox="320 528 1305 600">The precise detail /quantum of the contribution to be determined post resolution to approve stage.</p> <p data-bbox="320 638 1378 745">This approach is considered to be entirely in accordance with the Councils adopted affordable housing policy and as such should be given <b>significant positive weight</b> in the planning judgement.</p>
1.19	<p data-bbox="320 788 568 824"><u>Housing Delivery</u></p> <p data-bbox="320 862 1299 934">It is acknowledged that the units proposed under this scheme can be counted in terms of the Council's housing delivery targets.</p> <p data-bbox="320 972 1374 1115">The number of units proposed by this scheme in isolation and those in conjunction with the adjacent care home scheme would deliver a quantum of new housing in excess of that perceived by the emerging local plan as identified within the Growth Strategy.</p> <p data-bbox="320 1153 1366 1225">In this regard housing delivery is considered to have <b>significant positive weight</b> in the planning balance.</p>

<b>2.</b>	<b>Relevant Planning Policies</b>
2.1	<p><u>National Planning Policy Framework</u></p> <p>2. Achieving sustainable development</p> <p>4. Decision making</p> <p>6. Building a strong, competitive economy</p> <p>8. Promoting healthy and safe communities</p> <p>9. Promoting sustainable transport</p> <p>11. Making effective use of land</p> <p>12. Achieving well-designed places</p> <p>14. Meeting the challenge of climate change, flooding, and coastal change</p> <p>15. Conserving and enhancing the natural environment</p> <p>31 Local Plans to have regard to Market signals.</p> <p>38 Local Planning Authorities to work cooperatively with applicants to improve the economic, social, and environmental conditions of the area.</p> <p>81 Significant weights to economic growth</p> <p>87 Requirements for sequential test for sites that are not in accordance with the development plan.</p> <p>124 Make efficient use of land.</p> <p>126 High quality beautiful and sustainable developments</p> <p>130 Reflective of local character</p> <p>132 Importance of design quality.</p>
2.2	<p><u>Eastbourne Core Strategy 2006-2027:</u></p> <p>B1: Spatial Development Strategy and Distribution</p> <p>B2: Creating Sustainable Neighbourhoods</p> <p>C14: Sovereign Harbour Neighbourhood Policy</p> <p>D1: Sustainable Development</p> <p>D5: Housing</p> <p>D7: Community, Sport, and Health</p> <p>D8: Sustainable Travel</p> <p>D9: Natural Environment</p> <p>D10a: Design</p> <p>E1: Infrastructure Delivery.</p>
2.3	<p><u>Saved polices of the Eastbourne Borough Plan 2001-2011:</u></p>

	<p>BI7: Design Criteria</p> <p>HO20: Residential Amenity</p> <p>NE4: Sustainable Drainage Systems</p> <p>NE16: Dev within 250m of Former Landfill Site</p> <p>NE18: Noise</p> <p>NE23: Nature Conservation of Other Sites</p> <p>NE28: Environmental Amenity</p> <p>UHT1: Design of New Development</p> <p>UHT4: Visual Amenity</p> <p>UHT7: Landscaping</p> <p>US1: Hazardous Installations</p> <p>US5 Tidal Risk</p> <p>HO20: Residential Amenity</p> <p>TR2: Travel Demands</p> <p>TR5: Contributions to the Cycle Network</p> <p>TR8: Contributions to the Pedestrian Network</p> <p>TR6: Facilities for Cyclists</p> <p>TR11: Car Parking</p> <p>TR12: Car Parking for those with Mobility Problems.</p>
2.4	<p><u>Eastbourne Employment Land Local Plan (ELLP- adopted 2016)</u></p> <p>Policy EL1 – Economy and Employment Land</p> <p>Policy EL4: Sovereign Harbour.</p>
2.5	<p><u>Supplementary Planning Documents and other relevant guidance</u></p> <p>Eastbourne Sovereign Harbour SPD</p> <p>Local Employment and Training SPD</p> <p>EBC Sustainability in Development TAN</p> <p>EBC Biodiversity Net Gain TAN</p> <p>EBC Electric Vehicle Charging Points TAN.</p>
<b>3.</b>	<b>Site Description</b>
3.1	The application site forms part of Sovereign Harbour and is situated along the northern boundary of the north harbour.

3.1	The site is bounded by Pevensey Bay Road (A259) to the north, one of the main routes to Pevensey Bay from Eastbourne and forms part of a national cycle network route. Pacific Drive is to the south of the application site and is the only vehicular access to the north harbour area.
3.2	In the Southwest corner of site 7a is the development of the Harbour Medical Centre approved in 2009.
3.3	The site is currently undeveloped land that has permission for a mixed use of residential, employment uses (office) and open space. See planning history for more context).
3.4	The nearest residential properties of Coral Reef Close and Barrier Reef Way. are located on the opposite side of Pacific Drive to the south of the application site.
3.5	The application site is located within the Environment Agency's Flood Zone 3.
3.6	Along the border with Pevensey Bay Road runs a high-pressure gas pipeline.
3.7	The application site is within close proximity to, but not within the District Shopping Centre of Sovereign Harbour, which is also known locally as The Crumbles.  The shopping centre is comprised of large industrial designed retail units that are currently occupied by mix of retail and leisure uses.

<b>4.</b>	<b>Proposed Development</b>
4.1	The application is seeking permission for the erection of a new building to accommodate 57 self-contained apartments providing C3 retirement living accommodation. 24 2-bed apartments and 33 1 bed apartments.  The proposed building is uniformly 4-storeys in height. Whilst the building is a simple 'L' shape footprint with legs that are approximately equal in length, its long facades are highly articulated, with projecting bays, recessed top floors, and generous balconies. The combination of this physical articulation, together with the proposed palette of external facade materials, will provide architectural interest, 'modelling' and shading, from whichever angle the building is viewed, mitigating its scale and mass.
4.2	The proposed apartments are in a single building, 'L' shaped in footprint, located towards the northern corner of the site, with the 'L' shaped car park in the southern corner. The open space between the car park and building provides an appropriate, south-facing area for the proposed communal garden, which fronts the communal lounge at ground floor level.  The building entrance is located at the southern corner of the building closest to Pacific Drive, making it clearly visible upon entry to the site and easily accessible from both the footpath on Pacific Drive and from the proposed car park. Pedestrian access to the building entrance, and

	<p>entrances to the mobility scooter garage and refuse store will all be broadly level, and with level thresholds as required for compliance with Approved Document Part M of the Building Regulations.</p> <p>The proposed palette of materials includes red and grey bricks, timber cladding, grey windows, and metal balconies.</p>
4.3	Proposed access to the site is via Pacific Drive opposite the residential properties of Coral Reef Close, providing access to a frontage parking court and pedestrian access to the building.
4.4	The proposal includes the provision of 41 TOTAL car parking spaces, including 6 spaces allocated as disabled parking, and 20 spaces for electric vehicle parking with the potential increase pending future demand.
4.5	<p>The proposal includes landscaping of the site featuring soft landscaping to the borders of the carparking area and a larger landscaped area to the north of the site adjacent to Pevensey Bay Road.</p> <p>In addition, all apartments will have access to a private balcony.</p>

<b>5.</b>	<b>Relevant Planning History:</b>
5.1	There have been numerous historic applications concerning the wider site, below are the most relevant to the consideration of this application.
5.2	<p><u>131002</u> Outline planning permission for the development of sites 1, 4, 5, 6, 7 and 8 at Sovereign Harbour, Eastbourne:</p> <p>Site 1 - up to 72 dwellings and access</p> <p>Site 4 - Commercial and employment uses (A1-A5 3,200sqm) (B1, C1 and D13,600sqm)</p> <p>Site 5 - Community use (800sqm)</p> <p>Site 6 - Employment and office uses (B1 up to 15,000sqm)</p> <p><u>Site 7 - Mix of employment uses (B1 6,700sqm) (C1 &amp; C2 up to 5,500sqm) (D1 up to 200sqm), up to 70 dwellings and open space (0.80 has)</u></p> <p>Site 8 - Up to 8 dwellings, open space, and berth holder facilities</p> <p>Planning Permission Approved Conditionally 02/12/2014.</p>

<b>6.</b>	<b>Consultations:</b>
6.1	<u>East Sussex Highways Agency</u>

	No objections subject to conditions.
6.2	<p><u>Environment Agency</u></p> <p>Object on matters of technical detail.</p> <p>OFFICER COMMENT: - These technical need to be resolved prior to development being commenced. This can be controlled via planning conditions.</p>
6.3	<p><u>Environmental Health (Contaminated Land)</u></p> <p>No objections subject to conditions that mirrored the EA conditions with the addition of a condition controlling the provision of construction Environmental Management Plan.</p>
6.4	<p><u>CIL</u></p> <p>The application would not be liable for CIL as per the Eastbourne CIL Charging Schedule.</p>
6.5	<p><u>Southern Water</u></p> <p>No objections but guide the developer in terms of required clearance works (for access) to exist SW assets in the locality.</p> <p>Approval is required by SW prior to any connection to the SW assets.</p> <p>Any surface water management proposal cannot utilize SW foul water assets.</p>
6.6	<p><u>Wealden District Council</u></p> <p>The Council raise no objections to this application.</p>
6.7	<p><u>County Archaeology</u></p> <p>No objections have been raised to this scheme.</p> <p>OFFICER comments: - despite the recommendation to this element of the scheme it is considered that the further work is required as stipulated by the Aldi application.</p>
6.8	<p><u>Environmental Protection (Noise &amp; External Lighting &amp; Air Quality)</u></p> <p>No objection subject to conditions controlling hours of work for construction and controls on external lighting.</p>

	Air quality impacts needs further justification prior to be found acceptable, this can be controlled via planning condition.
6.9	<p><u>Regeneration</u></p> <p>No objection subject to a local labour agreement covering construction and operational jobs.</p>
6.10	<p><u>Sovereign Harbour Residents Association</u></p> <p>Object: lack of parking, parking in the street will increase, potentially a contaminated site.</p>
6.11	<p><u>Planning Policy</u></p> <p>No objections.</p> <p>The site is considered a sustainable location for development, with access to key services and public transport. The proposal if granted would contribute 57 residential units to the borough's housing supply. According to the Planning Statement the proposed development would also employ 1-2 people in the long term and would generate local jobs in the construction stage.</p> <p>The site is currently allocated through the Employment Land Local Plan for employment uses, however given the lack of delivery since the site was granted outline planning permission in 2014, and the lack of developable sites for housing in the borough, the site should be considered for alternative uses.</p> <p>The site is identified in the Regulation 18 Local Plan 'Growth Strategy' consultation as potentially being able to provide around 40 residential units, whilst also providing some employment generating uses.</p> <p>The borough faces a high housing need with limited sites available for delivery, therefore available sites should be maximised in a sustainable way to provide much needed new homes. Therefore, Planning Policy have no objection in principle to the proposed development of housing at the site, however conflicts with policy in relation to affordable housing should be fully considered and tested.</p>
6.12	<p><u>ESCC SUDS</u></p> <p>Object due to insufficient information.</p> <p>OFFICER COMMENT: - It is accepted by officers that the SuDS scheme is and will be a designed technical solution. The applicants are in discussion</p>

	with the Lead Local Flood Authority on these matters. It is considered that these details can adequately controlled via planning condition.
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<b>7.</b>	<b>Other Representations:</b>
7.1	<p><u>Notification</u></p> <p>Notification of this application has been undertaken in the form of:</p> <ul style="list-style-type: none"><li>neighbour notification letters</li><li>site notices displayed in roads neighbouring the site and</li><li>a press advert in a locally distributed newspaper.</li></ul>
7.2	<p><u>Neighbour Representations:</u></p> <p>Circa 105 letters of objection have been received, a summary of the responses received is outlined below:</p> <ul style="list-style-type: none"><li>• Proposed access to the site is inappropriate due to being the only vehicular access to the north harbour.</li><li>• Access should be from Pevensey Bay Road</li></ul> <p><b>Officer Response:</b> Members should focus on the application before them, and this is to access the site off Pacific Drive. There are no objections to this point of access from ESCC Highways.</p> <ul style="list-style-type: none"><li>• Surrounding road network is insufficient to support the level of trips to and from a supermarket.</li></ul> <p><b>Officer Response:</b> There is no objections to the proposals from East Sussex Highways Department.</p> <ul style="list-style-type: none"><li>• Proposed access could impact access for the RNLI, emergency services and bus routes.</li><li>• Impact to highway safety for pedestrians, cyclists, and vehicles</li></ul> <p><b>Officer Response:</b> There is no objections to the proposals from East Sussex Highways Department.</p> <ul style="list-style-type: none"><li>• Expected price of the flats</li><li>• Don't need another care home.</li><li>• Extra pollution causing health impacts.</li><li>• Land should be kept for wildlife.</li><li>• Too much traffic</li><li>• Impact upon GP/Doctors</li><li>• Lead to on street parking</li><li>• Light pollution</li><li>• Noise impacts</li></ul>

	<ul style="list-style-type: none"> <li>• Should be redeveloped for recreational purposes.</li> <li>• Overdevelopment of the site</li> <li>• Should be built in the retail park.</li> <li>• Should build flats for the young</li> <li>• Will change the character of the area.</li> <li>• Loss of view</li> <li>• 4 storeys very imposing</li> <li>• Block sunlight to new park</li> <li>• High water table will make it difficult to build.</li> <li>• More affordable housing should be built.</li> <li>• Parking provision on site is insufficient.</li> <li>• Should be used as recreational space.</li> </ul>
7.3	<p><u>Other Representations:</u></p> <p>10 letters of support have been received, which raise the following points:</p> <ul style="list-style-type: none"> <li>• Excellent use of this derelict site</li> <li>• Job creation</li> <li>• More homes are needed</li> <li>• Land is allocated for development</li> <li>• The sites are accessible.</li> </ul>

<b>8.</b>	<b>Appraisal:</b>
8.1	<p><u>Key Considerations:</u></p> <p>Key considerations for this application are whether the proposal complies with national and local policy, and the level of impact the proposal may have on the residents of the North Harbour and surrounding area.</p>
8.2	<p><u>Principle:</u></p> <p>In decision making, Local Planning Authorities are required by the National Planning Policy Framework (NPPF) to consider the balance between the 3 overarching objectives of sustainable development:</p> <ol style="list-style-type: none"> <li>1. social,</li> <li>2. economic, and</li> <li>3. environmental benefits.</li> </ol>

	<p>Despite being contrary to an existing land use allocation the development when assessed against the Local Plan and the NPPF as a whole provides sustainable social and economic development in that delivers housing for which there is acute need.</p> <p>Therefore, it is considered acceptable in principle.</p>
8.3	<p><u>Sustainability</u></p> <p>The new building will be built to standard exceeding Part L of the current building regulations by 19%. This is a high threshold for residential property. This will be delivered by a fabric first approach, meaning that the construction of the building would be constructed to a highly thermal efficiency standard.</p> <p>The construction elements would be further supplemented by efficient lighting and heating systems and solar panels on the roof.</p> <p>The external layout delivers a number of EV charging points with the potential for growth if there is demand.</p> <p>Given the above it is considered that the sustainable elements of the scheme are considered to be acceptable and appropriate for this scale of the development.</p>
8.4	<p><u>Land Allocation</u></p> <p>The site was previously granted outline planning permission in December 2014 for a mix of employment uses including B1 (6,700sqm), D1 (up to 200sqm), C1 and C2 (up to 5,500sqm) (Ref: 131002).</p> <p>The S106 of the above permission, required 8900sqm (NIA) of B1 floorspace on site 4 and 7a, or if less, then the difference between the allocation (in the Employment Land Local Plan) and 11,100sqm.</p> <p>The S106 also required that site 7a was marketed for a maximum of 10 years, if by the date 6 months before the end of the marketing period no acceptable offers have been received then the requirement to market and utilise the Business Area for B1 space purposes shall be deemed to have been satisfied and the council shall have due regard to this when considering any subsequent application for reserved matters for an alternative development.</p> <p>Limited evidence has been provided to show compliance with the Business Areas Marketing Obligations of the S106 and no Reserved matter application has been submitted.</p> <p>It is not in dispute that the site is allocated for employment/commercial uses with retail positively excluded from the potential mix.</p>

	<p>The land allocation has been in place in various guises and in a number of different policy documents for about 20years. The site also has the benefit of an outline planning permission with a requirement for the reserved matters submitted within a 10-year period. This period for submission of details was imposed given the exceptional circumstances of the site and the give the best possible chance that the site would be developed for its designated purpose.</p> <p>In this regard the proposal would be contrary to the adopted Local Plan and the outline planning permission, and this should be given significant weight in deciding this proposal.</p>
8.5	<p><u>Under-delivery on land allocation aspirations</u></p> <p>It is not in dispute that the site lies fallow and vacant, which in part is a reflection of the markets desire to implement the site's land use allocation.</p> <p>It is considered that the period of time that the site has not been developed is a material consideration and with no indication that things will alter into the future it is considered that to retain the allocation for the plan period would not be appropriate.</p> <p>It is considered that to bring the site forward and to develop and conclude the development of this site and neighbouring plots then there is the requirement to consider alternative uses.</p> <p>Given the acute housing need within the Borough and that the Council is under the Government's 'Presumption in favour of sustainable development' it is considered that the delivery of 57 residential units in excess of the 40 scoped within the recent 'growth strategy' should be significant weight in the planning balance.</p>
8.6	<p><u>Economic impacts</u></p> <p>This proposal will deliver a multi-million-pound inward investment into the Borough and will also create a number of construction jobs during the construction phase.</p> <p>It is accepted that as these are residential flats that there will be limited jobs created from the operational phase of the scheme. However, it is evident that the scheme will through its local procurement of goods and services make a significant contribution to the local economy.</p> <p>This level of job creation and support for the local economy should be given significant weight in the planning balance as is it considered to support the principles of economic sustainability, one of the three pillars of sustainable development with in the NPPF.</p>
8.7	<p><u>Affordable Housing</u></p>

	<p>It is accepted that the Councils affordable housing policy is engaged by/with application.</p> <p>It is recognised that given that this scheme is an end user operator that it is unrealistic to expect that an onsite provision of affordable units would/could be delivered.</p> <p>The applicant does recognise the importance of the delivery of affordable housing to meet the Council aspirations and to this end against the backdrop of viability issues they are proposing that a financial contribution is offered to support the provision of offsite provision of affordable housing.</p> <p>Whilst the precise details of the sums on offer are still to be negotiated, if sums offered do not amount to an appropriate level, then the Council will invoke a late-stage review with the S106 in order to analyse whether additional contributions can be sought.</p>
8.8	<p><u>Noise impacts</u></p> <p>Noise impacts will fall into two categories; construction and operational.</p> <p>For the construction phase there will be controls via recommended conditions such as the construction method statement and hours of working condition. These controls are considered necessary and appropriate to mitigate construction noise.</p> <p>For the operational phase the noise impacts will be for the use of the car park and service vehicles.</p> <p>The carpark noise given the relatively low-level noise generated is not likely to give rise to a statutory noise nuisance and as such there are no controls or limitations over its use.</p> <p>Any noise impacts are considered to acceptable and appropriate for the site and surrounding area.</p>
8.9	<p><u>Landscape and Ecology impacts</u></p> <p>The hard landscaping is considered appropriate to the form and function of the development and as such is deemed to be acceptable.</p> <p>The soft landscaping includes buffer planting to the car park with larger areas of planting to the perimeter of the site. This is deemed acceptable and appropriate for the nature of the residential apartment block.</p> <p>The site has been left undeveloped for a significant period of time and as such has developed into a mosaic of different habitats/species. It is acknowledged that these habitats will be impacted by the development to some degree and where possible mitigation planting/soft landscaping is proposed. In addition, it is acknowledged that there will be the requirement for some species present on the site to translocated to a receptor site.</p>

	<p>At the time of writing there are unresolved issues with the nature of the landscaping proposed and the translocation site. The recommendation at the head of this report addresses this issue and no development can commence until such time as this issue is resolved.</p> <p>Notwithstanding the unresolved issues (above) the site is an allocated site that foresaw comprehensive re-development, and it is considered therefore that in broad terms the habitat would have been lost/impacted as a result of the Local Plan allocation. Against this background the proposed soft landscaping is considered acceptable and is considered to make a positive contribution to the appearance of the site and surrounding area.</p>
8.10	<p><u>Car Parking</u></p> <p>The scheme proposes 41 spaces which includes 6 disabled spaces, 20 active EV charging points and 21 passive EV charging spaces. It is accepted that this is lower than the ESCC standards but due to the demographics of the scheme ESCC consider this to be acceptable subject to a travel plan.</p> <p>The provision of 4 cycle spaces and buggy charging store are also considered by ESCC to be acceptable.</p>
8.11	<p><u>Accessibility</u></p> <p>The site is located approximately 4.8km from Eastbourne town centre. The nearest bus stop to the site is located within 200m from the site which provides services to Eastbourne, Langney, Silverhill, Hastings, Pevensey Bay, and Willingdon. The nearest train station to the site is located 2.8km from the site. Additional/improvements to the local bus-stops will be facilitated by the S106 agreement. The application provides cycling parking and cycle storage in addition the site is relatively level and provides for footpath access to customers on foot and or mobility scooters.</p> <p>The site is therefore considered to be located in an accessible location.</p> <p>An outline travel plan has been submitted. The measures outlined within the submitted outline travel plan appear reasonable. The completion and implementation of a full travel plan should be secured by condition, with a S106 agreement for audit fees for the Travel Plan.</p>
8.12	<p><u>Flood Risk and Drainage</u></p> <p>These issues have been addressed by documentary evidence with no objection from the Environment Agency regarding potential flood risk and flood risk mitigation and from ESCC Suds team in terms of surface water disposal.</p> <p>Both these issues are limited by the specifications submitted with the applications and controlled via planning conditions.</p>

	<p>This is considered to provide sufficient controls over this issue.</p>
<p>8.13</p>	<p><u>Heritage and Archaeology</u></p> <p>NPPF Paragraph 205. says that local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.</p> <p>This application is accompanied by a desk – based archaeological assessment and detailed geotechnical records which place the site in its archaeological, historic and geoarchaeological context.</p> <p>The British Geological Survey has mapped the superficial geology at the site as Storm Beach Deposits – gravel. This gravel accumulation is known as ‘The Crumbles’ and may have developed in the medieval period.</p> <p>The proposed development does not lie within an Archaeological Notification Area. However, an Archaeological Notification Area (a non – designated heritage asset) associated with an area of wetland / peat deposits on East Langney Levels is located just c.45m. to the north-west of the site. Analogous peat deposits found c.2.3km. to the west of the site are known to contain the remains of a nationally important Late Bronze Age timber platform and causeway, together with elements of at least two other prehistoric timber trackways, all preserved by waterlogging.</p> <p>Seven geotechnical boreholes have been excavated across the area of proposed development. Six of these (BH2, BH3 and WS01, WS02, WS03, WS04) recorded the presence of c.1.30m. to 4.0m. - thick ‘made–ground’ above gravel / gravel-clay. However, borehole BH1 revealed a sequence of ‘made-ground’ (c.2.10m. thick) above gravel (c.2.40m. thick) above a 1m. – thick layer of ‘organic clay’ and peat. No absolute evidence for the date or formation process of this relatively thick peat deposit has as yet been recorded, although it does appear to lie beneath gravel deposits thought to have developed in the medieval period. Indeed, it is entirely possible that this horizon represents an extension of the peat deposits known to exist just c.45m. to the north-west of the site on East Langney Levels (see above). Until proven otherwise, the peat deposit recorded in borehole BH1 must be considered to have the potential to hold important geoarchaeological and palaeoenvironmental evidence and even preserved prehistoric structures analogous to those found on Shinewater Marsh. At c.4.50m. beneath the current land surface this peat deposit is likely to be impacted by the piling suggested as a construction method for the new development.</p> <p>In light of the potential for impacts to heritage assets with archaeological interest resulting from the proposed development, the area affected by the</p>

	<p>proposals should be the subject of a <b><i>programme of archaeological works</i></b>. This will enable any archaeological deposits and features that would be disturbed by the proposed works, to be either preserved <i>in situ</i> or, where this cannot be achieved, adequately recorded in advance of their loss. These recommendations are in line with the requirements given in the <b>NPPF</b> (the Government's planning policies for England):</p> <p>This issue will be controlled via planning conditions.</p>
8.14	<p><u>Design</u></p> <p>The design of the building is considered appropriate for this site, reflective of the existing blocks at Macauley Place, off Pacific Drive.</p> <p>The building is four storeys in height under a flat roof with external balconies with the main building clad in a range of red and grey bricks and timber boarding. The scale and design of the building and its setting within the plot behind a car park and areas of soft landscaping, is considered to be acceptable.</p> <p>There is no objection to the proposal in design terms.</p>
8.15	<p><u>High Pressure Gas</u></p> <p>There is a high-pressure gas main running adjacent to the A259.</p> <p>The statutory undertaker and the health and safety executive require safeguarded land, essentially a protected buffer strip in order to ensure that there is not development that may impact upon the gas main causing risk to life/property. In addition, this buffer strip allows for ease of access for repairs and maintenance of the gas main if required.</p> <p>The development falls outside of this buffer zone and therefore there are no issues with this element of the development.</p>
8.16	<p><u>Brownfield Land</u></p> <p>Paragraph 120 (c) of the NPPF gives substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.</p> <p>It is considered that the economic and social aspects of the application proposal support the redevelopment of this brown field land.</p>
8.17	<p><u>Planning Obligations:</u></p> <p>There will be a need for a S106/S278 agreement to cover the issues raised in the recommendation listed in the title block.</p>
8.18	<p><u>Human Rights Implications:</u></p>

	<p>The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been taken into account fully in balancing the planning issues; and furthermore, the proposals will not result in any breach of the Equalities Act 2010.</p>
8.19	<p><b><u>Conclusions:</u></b></p> <p>The local plan is more than 5 years old, and is therefore out of date in so far as it relates to housing delivery. The policies of relevance to this application are considered to be up to date and in accordance with the NPPF therefore they should be given full weight in decision making.</p> <p>The application proposal is contrary to the Local Plan allocation, and decisions must be made in accordance with the development unless material considerations indicate otherwise.</p> <p>For the reasons outlined in this report specifically the weight given to housing delivery it is considered that when taken as a whole the benefits of the scheme outweigh them harm on non-compliance with policy aspirations that have failed to materialise.</p> <p>The scheme is recommended for approval subject to a legal agreement and conditions.</p>

<b>9.</b>	<b>Recommendations</b>
9.1	<p>1. That the application be delegated to the Head of Planning to secure agreement to the scheme from</p> <ul style="list-style-type: none"> <li>• the Councils Air Quality officer,</li> <li>• landscaping issues,</li> <li>• affordable housing issues and</li> <li>• ecological translocation issues.</li> </ul> <p>On reaching agreement to these issues then 2 below:</p> <p>2. That the Head of Planning be authorised to Grant permission subject to conditions and S106 / S278 agreement for</p> <ul style="list-style-type: none"> <li>• Travel Plan audit fees</li> <li>• Other highway works.</li> <li>• Late-stage review to establish affordable housing position (unless otherwise agreed),</li> <li>• Local Labour Agreement,</li> <li>• Ecological translocation controls</li> </ul> <p>3. If no meaningful engagement with the legal agreement is pursued within six months, then the Head of Planning be authorised to refuse planning permission due to the lack of infrastructure.</p>

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<b>10.</b>	<b>Conditions:</b>
10.1	<p><b>Bus stops</b></p> <p>Prior to the commencement of development details of off-site highway works detailing the relocation of the bus stop shall be submitted the Local Planning Authority for approval in consultation with the Highway Authority.</p> <p><b>Reason:</b> To safeguard the operation of the public highway.</p>
10.2	<p><b>Travel Plan</b></p> <p>No part of the development shall be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport and/or as advised by the Highway Authority.</p> <p><b>Reason:</b> To encourage and promote sustainable transport.</p>
10.3	<p><b>Parking layout</b></p> <p>The development shall not be occupied until a parking area has been provided in accordance with the approved plans and the area shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.</p> <p><b>Reason:</b> To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.</p>
10.4	<p><b>Size of parking spaces</b></p> <p>The proposed parking spaces shall measure at least 2.5m by 5m (add an extra 50cm where spaces abut walls).</p> <p><b>Reason:</b> To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.</p>
10.5	<p><b>Cycle Parking</b></p> <p>The development shall not be occupied until cycle parking areas have been provided in accordance with details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles.</p>

	<p><b>Reason:</b> In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development.</p>
10.6	<p><b>Surface Water Drainage onto the Public Highway</b></p> <p>Notwithstanding the details submitted with this application no surface water is permitted to be discharged from the proposed site layout onto the public highway.</p> <p><b>Reason:</b> To ensure the appropriate management of surface water on and adjacent to the highway and prevent an increased risk of flooding.</p>
10.7	<p><b>Visibility Splays</b></p> <p>The access shall not be used until visibility splays of 2.4m by 43m are provided in both directions and maintained thereafter.</p> <p><b>Reason:</b> To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.</p>
10.8	<p><b>Construction Management Plan</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• the anticipated number, frequency and types of vehicles used during construction,</li> <li>• the method of access and egress and routeing of vehicles during construction,</li> <li>• the parking of vehicles by site operatives and visitors,</li> <li>• the loading and unloading of plant, materials, and waste,</li> <li>• the storage of plant and materials used in construction of the development,</li> <li>• the erection and maintenance of security hoarding,</li> <li>• 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),</li> <li>• details of public engagement both prior to and during construction works.</li> </ul> <p><b>Reason:</b> In the interests of highway safety and the amenities of the area</p>
10.9	<p><b>Wheel washing</b></p> <p>During any form of earthworks and/or excavations that is carried out as part of the development, suitable vehicle wheel washing equipment should be provided within the site, to the approval of the Planning Authority in</p>

	<p>consultation with the Highway Authority, to prevent contamination and damage to the adjacent roads.</p> <p><b>Reason:</b> In the interests of highway safety and for the benefit and convenience of the public at large.</p>
10.10	<p><b>Flood Risk Assessment Implementation</b></p> <p>The development shall be implemented in accordance with the submitted Flood Risk Technical Note dated July 2023 and Flood Warning and Evacuation Plan dated January 2023 and the following mitigation measures it details:</p> <ul style="list-style-type: none"> <li>• Finished floor levels shall be set no lower than 4.61 metres above Ordnance Datum (AOD)</li> <li>• An area of safe refuge designated above the ground floor of the building for residents and staff as per section 5.3.2 of the FWEP.</li> <li>• The owners/residents/staff are to sign up to the Environment Agency’s free Flood Warning Service</li> </ul> <p>These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme’s timing/ phasing arrangements.</p> <p>The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.</p> <p><b>Reasons:</b></p> <p>To reduce the risk of flooding to the proposed development and future occupants.</p> <p>The condition is in line with the Planning Practice Guidance (PPG) to the National Planning Policy Framework (NPPF) for Flood Risk and Coastal Change.</p>
10.11	<p><b>Development on land affected by contamination.</b></p> <p>No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority.</p> <p>This strategy will include the following components:</p> <ol style="list-style-type: none"> <li>1. A preliminary risk assessment which has identified: <ul style="list-style-type: none"> <li>• all previous uses</li> <li>• potential contaminants associated with those uses.</li> <li>• a conceptual model of the site indicating sources, pathways, and receptors.</li> <li>• potentially unacceptable risks arising from contamination at the</li> </ul> </li> </ol>

	<p style="text-align: center;">site.</p> <ol style="list-style-type: none"> <li>2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.</li> <li>3. The results of the site investigation and the detailed risk assessment referred to in (2) 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.</li> <li>4. A verification plan providing details of the data that will be collected to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance, and arrangements for contingency action.</li> </ol> <p>Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.</p> <p><b>Reason:</b> To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 174 of the National Planning Policy Framework.</p> <p>The previous use of the proposed development site as a tramway and infilled areas presents a medium risk of contamination that could be mobilized during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located upon a secondary aquifer A.</p>
10.12	<p><b>Verification report</b></p> <p>Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of 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.</p> <p>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.</p> <p><b>Reason:</b> To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 174 of the National Planning Policy Framework.</p>
10.13	<p><b>Unexpected Contamination Report</b></p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with</p>

	<p>has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.</p> <p><b>Reason:</b> _To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 174 of the National Planning Policy Framework.</p>
10.14	<p><b>Suds infiltration into the ground</b></p> <p>No drainage systems other than infiltration shall be used unless otherwise agreed in writing by the Local Planning Authority.</p> <p>There shall be no infiltration of surface water to the ground without the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be conducted in accordance with the approved details.</p> <p><b>Reason:</b> To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 174 of the National Planning Policy Framework.</p> <p>The previous use of the proposed development site as tramway and infilled areas presents a medium risk of contamination that could be mobilised by surface water infiltration from the proposed sustainable drainage system (SuDS). This could pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located upon a secondary aquifer A.</p>
10.15	<p><b>Piling and Boreholes</b></p> <p>Piling and investigation boreholes using penetrative methods shall not be conducted other than with the written consent of the local planning authority. Where piling is proposed, this should include a foundation works risk assessment to be submitted for approval in writing by the local planning authority prior to piling taking place. The development shall be conducted in accordance with the approved details.</p> <p><b>Reason:</b> To ensure that the proposed construction and monitoring, does not harm groundwater resources in line with paragraph 174 of the National Planning Policy Framework and Position Statement A4 of the <a href="#">‘The Environment Agency’s approach to groundwater protection’</a>.</p> <p>Piling and investigation boreholes using penetrative methods can result in risks to potable supplies from, for example, pollution/turbidity, risk of mobilizing contamination, drilling through different aquifers, and creating preferential pathways.</p>

10.16	<p><b>Construction and Environmental Management Plan</b></p> <p>No development shall take place, including any works of demolition, until a Construction Environment Management Plan has been submitted to, and approved in writing by the local planning authority. The Construction Environment Management Plan shall provide for:</p> <ul style="list-style-type: none"> <li>• traffic management in the adjoining highways;</li> <li>• site operatives' travel plan;</li> <li>• the parking of vehicles of site operatives and visitors;</li> <li>• loading and unloading of plant and materials;</li> <li>• storage of plant and materials used in constructing the development;</li> <li>• the erection and maintenance of security hoarding;</li> <li>• measures to control all environmental effects of the development including artificial illumination, noise, vibration, dust, air pollution and odour, including the effects of decontamination, and site illumination during construction.</li> </ul> <p>The approved Construction Environment Management Plan shall be adhered to throughout the construction period for the development.</p> <p><b>Reason:</b> In the interests of amenity of the locality.</p>
10.17	<p><b>Archaeological Reporting/Investigation</b></p> <p>[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.</p> <p>[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 <i>Local Planning Authority</i>. <i>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].</i></p> <p><b>Reason:</b> To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with the National Planning Policy Framework.</p>
10.18	<p><b>Hours of Construction Work</b></p> <p>Permitted hours of work:</p>

	<p>The permitted hours of work when noise can be audible at a site boundary are:</p> <p>MONDAY TO FRIDAY 8:00am to 6:00pm</p> <p>SATURDAY 8:00am to 1:00pm</p> <p>SUNDAY AND BANK HOLIDAYS No work allowed.</p> <p>Best practicable means” shall be used to minimise noise and vibration resulting from construction operations. The developer and all contractors shall use methods of work that conform with the Code of practice for Noise and Vibration on Construction and Open Sites, BS 5228 Parts 1 and 2; 2009.</p> <p>Any noisy operations outside the permitted hours (including delivery of materials) cannot be undertaken without prior approval of the Local Planning Authority. Note: permission would only be granted in exceptional circumstances e.g., Emergency works.</p> <p>The movement of vehicles to and from the site must be controlled to minimise noise and disturbance to nearby residents.</p> <p>All workers on the site including sub-contractors, self-employed staff and employees must be made aware of the need to keep noise and disruption to a minimum from building works, equipment, plant and machinery, radios, music, vehicles, or any other sources.</p> <p>Contact details shall be clearly visible on the site to provide local residents a relevant point of contact in the event of any issues arising.</p> <p>Liaison between officers from the Environmental Health and the site management should be established at the earliest possible stage of any construction works.</p> <p><b>Reason:</b> To protect the amenities of surrounding properties.</p>
10.19	<p><b>External lighting</b></p> <p>Prior to its implementation, a lighting scheme (LS) shall be submitted to and approved in writing by the Local Planning Authority. The LS shall include full specification of all external lighting and shall include level of illumination, duration, direction, and any variation in brightness. Thereafter the lighting scheme shall be implemented in full accordance with the approved details, prior to first occupation of the development and maintained as such for the lifetime of the development.</p> <p><b>Reason:</b> In the interests of the amenity of the area and neighbouring occupants.</p>
10.20	<p><b>Approved Plans</b></p> <p>To be reported via the addendum report.</p>

10.21	<p><b>Time Limit</b></p> <p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p><b>Reason:</b> To comply with Sections 91 &amp; 92 of the Town &amp; Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).</p>
10.22	<p><b>Landscape and Ecological Management Plan</b></p> <ul style="list-style-type: none"> <li>• Landscape and Ecological Management Plan For Reptile Receptor Site</li> <li>• A landscape and ecological management plan (LEMP) shall be submitted to, and approved in writing by, the local planning authority prior [...to the commencement or occupation...] of the development [or specified phase of development]. The content of the LEMP shall include the following: <ul style="list-style-type: none"> <li>a) habitat descriptions and evaluation of features/habitat types to be managed;</li> <li>b) ecological trends and constraints on site that might influence management;</li> <li>c) aims and objectives of management;</li> <li>d) appropriate management options for achieving aims and objectives;</li> <li>e) prescriptions for management actions, together with a plan of management compartments;</li> <li>f) preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period;</li> <li>g) details of the body or organisation responsible for implementation of the plan;</li> <li>h) legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.</li> <li>i) ongoing monitoring and remedial measures. Note: The plan will set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed, and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.</li> </ul> </li> </ul> <p><b>Reason:</b> In order to comply with the terms of this application and in order to ensure that species and habitats are protected/mitigated.</p>
10.23	<p><b>Hard and Soft Landscaping</b></p> <p>The development hereby approved shall be landscaped in full accordance with the submitted Landscaping Plans during the first planting season following completion or first occupation of the development, whichever is</p>

	<p>sooner. Any new tree(s) that die(s) or are/is removed, becomes severely damaged or diseased, shall be replaced and any new planting other than trees which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Replacement planting shall be in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: To safeguard and enhance the character, amenity, and biodiversity of the site.</p>
10.24	<p><b>External materials</b></p> <p>No external materials or finishes shall be applied until a schedule of materials has been submitted and approved by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and maintained as such, unless otherwise agreed in writing by the Local Planning Authority.</p> <p><b>Reason:</b> In the interests of the character and amenity of the area.</p>
10.25	<p><b>Refuse Storage</b></p> <p>No part of the development hereby approved shall be occupied until the refuse storage facility has been provided in accordance with the submitted details. The refuse store shall thereafter be retained in its approved form and for its intended purpose for the lifetime of the development.</p> <p><b>Reason:</b> To ensure satisfactory refuse and recycling provision to the property and to protect amenity.</p>
10.26	<p><b>Landscape Maintenance Plan</b></p> <p>Prior to first occupation of the development hereby approved, a landscape management and maintenance plan shall be submitted to and approved by the Local Planning Authority. Thereafter the Plan shall be implemented in accordance with the details approved for the lifetime of the development.</p> <p><b>Reason:</b> To safeguard and enhance the character, amenity, and biodiversity of the site.</p>
10.27	<p><b>Translocation Details</b></p> <p>Translocation of protected species from site shall be carried out to the identified receptor site in accordance with the submitted Reptile Mitigation Strategy by Ecology Solutions, Report Ref: 10572.RepMit.vf1 dated July 2023. Or with any other mitigation strategy approved by the Local Planning Department in consultation with East Sussex County Ecology.</p> <p><b>Reasons:</b> To ensure the protection species populations that would be affected by the development.</p>

<b>11.</b>	<b>Informatives</b>
11.1	The applicant is hereby reminded of the Control of Asbestos Regulations 2012 when carrying out demolition and other works associated with the development hereby permitted. For more information, please visit <a href="http://www.hse.gov.uk/Asbestos/regulations.htm">http://www.hse.gov.uk/Asbestos/regulations.htm</a>
11.2	All waste material arising from any site clearance, demolition, preparation, and construction activities at the site should be stored, removed from the site, and disposed of in an appropriate manner following current guidance and practices.
<b>12.</b>	<b>Background Papers</b>
12.1	None.