

Report to: PLANNING COMMITTEE
Date of Meeting: 23 May 2018
Report from: Assistant Director of Housing and Built Environment

Application Address: 1 & 2 Wayside, 490 & 492 Sedlescombe Road
North, St Leonards-on-sea, TN37 7PH
Proposal: Proposed 6 No. new build domestic houses.

Application No: HS/FA/17/00664

Recommendation: Grant Full Planning Permission

Ward: ASHDOWN 2018
Conservation Area: No
Listed Building: No

Applicant: Mr Turner per Baker Architectural Services 29
Stirling Road Castleham Business Centre East
St. Leonards-on-Sea, East Sussex. TN38 9NP

Public Consultation

Site Notice: Yes
Press Advertisement: No
Letters of Objection: 1
Petitions of Objection Received: 1
Letters of Support: 0
Petitions of Support Received: 0
Neutral comments received 0

Application Status: Not delegated - Petition received
Referred by Councillor Mike Edwards.
A petition has been received objecting to the proposal.

1. Site and Surrounding Area

The site comprises two residential plots with a detached bungalow on each plot. The bungalows are currently vacant and in a poor state of repair. The two bungalows are located on spacious plots which are generally larger than the majority of residential plots in the immediate and wider surrounding area. The site is located on the west side of Sedlescombe Road North just to the north of the junction with Harlequin Gardens. Vehicle access is provided in the south-eastern corner of the site on to Sedlescombe Road North with a further

vehicle crossover which provides access to a detached garage located in the north-eastern corner of the site. The site measures approximately 0.2 hectares and the gradient of the site rises fairly steeply from south to north.

The northern boundary of the site abuts a car showroom. The eastern boundary abuts the public pavement / highways verge onto Sedlescombe Road North. The south and west boundaries abut the residential garden of 12 Harlequin Gardens.

There is mature tree and hedge planting along the north and east boundaries of the site which screen a majority of the site from Sedlescombe Road North. The south and west boundary comprise hedgerow / landscaping and close boarded boundary fencing.

Constraints

SSSI Impact Risk Zone

Environment Agency Historic Landfill Site 250m Buffer

Scotia Gas Network Regional High Pressure Pipeline 2km Buffer

2. Proposed development

Demolition of the two houses on the site and erection of 6 dwellings.

A terrace row of three houses (plot 1-3) and a semi-detached pair (plot 4 and 5) are proposed in the northern part of the site at 90 degrees to Sedlescombe Road North. The houses would be accessed via a new vehicle access in broadly the same location as the existing vehicle crossover and detached double bay garage which would be demolished to facilitate the proposed access drive which would run parallel to the northern boundary of the site. Plots 1 – 5 would be split-level to account for the difference in ground level with two-storey front elevations and three-storey rear elevations. The new drive and parking areas would require works to the existing ground levels, including retaining walls, to provide a level access road.

A two-storey detached house (plot 6) is proposed adjacent to the southern boundary with the front elevation facing Sedlescombe Road North. This house would be served by the existing vehicle access in the southeast corner of the site with parking and turning provided at the side and front of the house, respectively.

Refuse storage facilities for plots 1-5 would be located at the front of the access drive behind a new native hedge. Refuse storage for plot 6 would be to the side of the house.

Additional native landscaping is proposed along part of the site boundaries and in the rear gardens of the proposed properties.

Amendments:

Amendments have been submitted reducing the development to 6 houses (from 7) and amending the layout to take account of the trees located on the eastern boundary. The houses have been moved further away from the western boundary shared with 12 Harlequins Gardens to overcome issues of loss of privacy / overlooking raised by the Council. Parking has been amended to provide two dedicated off-street parking spaces for each property. Further details have also been submitted regarding highways safety and visibility for the two proposed points of access.

A further site notice and additional consultation has been undertaken regarding the above amendments.

The application is supported by the following documents:

- Design and Access Statement
- SuDS Report
- Waste Statement
- Tree Survey
- Ecological Appraisal
- Road Safety Audit
- Drawings

Relevant Planning History

None relevant

National and Local Policies

Hastings Local Plan – Planning Strategy (2014)

Policy FA1 - Strategic Policy for Western Area

Policy SC1 - Overall Strategy for Managing Change in a Sustainable Way

Policy DS1 - New Housing Development

Policy SC7 – Flood Risk

Policy H1 – Housing Density

Policy H2 – Housing Mix

Policy T2 – Sustainable Transport

Hastings Local Plan – Development Management Plan (2015)

Policy LP1 - Considering planning applications

Policy DM1 - Design Principles

Policy DM3 - General Amenity

Policy DM4 - General Access

Policy DM5 - Ground Conditions

Policy HN8 – Biodiversity and Green Space

Other Policies/Guidance

Sussex Air Quality and Emissions Mitigation Guidance 2013 [*If Relevant*]

National Planning Policy Framework (NPPF)

The NPPF states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Para 14 sets out a general presumption in favour of sustainable development and states that development proposals which accord with the development plan should be approved without delay.

Three dimensions of sustainability given in paragraph 7 are to be sought jointly: economic (by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation); social (providing housing, creating high quality environment with accessible local services); and environmental (contributing to, protecting and enhancing natural, built and historic environment) whilst paragraph 10 advises that plans and decisions need to take local circumstances into account, so they respond to the different opportunities for achieving sustainable development in different areas.

Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development.

3. Consultations comments

Highways - **No Objection**

Ecology Officer - **No Objection**

Environmental Health - Contaminated Land & Noise - **No Objection**

Arboricultural Officer - **No Objection**

Southern Water - **No Objection**

Estates - Have **No comments** on this application

Southern Gas Network – **No objections**

HBC Waste: **Do not recommend approval**

Natural England – **No comments** received

4. Representations

Following the initial consultation on the 7 unit scheme three objections were received from two different properties raising the following concerns:

- Increased parking pressures on the surrounding streets.
- Overlooking / loss of privacy.
- Impact on local wildlife and ecology.
- Increased noise and disturbance from intensification of use.
- Highways safety when entering and leaving the site.
- Increased vehicle traffic.
- Impact of the excavation works.

A petition signed by 19 people received 13 October 2017 raises the following issues:

- Construction noise (*non-material planning consideration*)
- Impact on property value (*non-material planning consideration*)
- Increased parking pressures on the surrounding streets.
- Density of the development is out of character.
- Cause a strain on local services.
- Increased noise and disturbance from intensification of use.
- Increased vehicle traffic.

A further 14 day consultation was undertaken regarding the amendments outlined above.

5. Determining Issues

The key planning considerations are: impact on neighbour amenity, design and the impact on the character of the area, highways safety and parking provision, trees and ecology, future living condition and ground stability.

a) Principle

The site is in a sustainable location and the application is therefore in accordance with policy LP1 Hastings Local Plan - Development Management (2015) in this respect and acceptable in principle subject to other local plan policies.

b) Impact on Character and appearance of area

Mature trees and hedgerow along the eastern boundary of the site screens a majority of the views in to the site and the two existing bungalows (to be demolished) are not discernible in

the streetscape of Sedlescombe Road North as a result.

A majority of the tree line screen would be retained save for one tree which would need to be removed to widen / facilitate the northern access route into the site. The removed tree would be replaced by a native hedgerow. Views of the house at plot 6 would be afforded via the existing vehicle access point and along the proposed driveway. However, any views of the house would not be significant due to the set back from the road and mature planting on either side of the access. In addition, plot 6 would be orientated to have an active frontage facing Sedlescombe Road North in accordance with policy DM1. Plots 1-5 would not address the streetscene along Sedlescombe Road North, however, due to the set back from the road and the existing tree / hedgerow planting along the eastern boundary the bulk of the development would be screened. Due to the existing screening along the eastern boundary of the site the proposed development would not be significantly prominent in the streetscene of Sedlescombe Road North and the development would not have an unacceptable impact on the character of the streetscape. It is also noted that the existing bungalows on the site are not orientated to front onto Sedlescombe Road North and the gradient of the site would not facilitate a wholly frontage development with adequate parking / vehicle access.

The southern flank wall of plot 6 would rise above the existing shared boundary hedge and would therefore be visible from Harlequins Gardens. The southern elevation of plot 6 comprises a gable end with a cat slide roof which would reduce the overall height and scale of the house adjacent the southern boundary. In addition, the southern elevation would be set back from Harlequin Gardens and would not appear overly dominant on the streetscape.

The design comprises conventional residential houses comprising facing brick work under tiled pitched roofs with gable ends and cat slide roofs. The proposed design would generally be in keeping with the character of the surrounding residential area and a materials condition would ensure good quality materials are used, including integrated / in-roof solar panels.

Objections have been received stating the proposal would represent overdevelopment of the site. It is noted that the existing bungalows are located on spacious plots which are generally larger than a majority of residential plots in the immediate and wider surrounding area. The proposed plot sizes would be more in keeping with the surrounding residential development to the south and east of the site. In addition, the proposal would represent 30 dwellings per hectare in accordance with policy H1 for this suburban residential location.

(Condition 3 relates to materials, condition 5 soft landscaping and condition 13 hard landscaping)

c) Impact on Neighbouring Residential Amenities

The application site adjoins one residential property at Harlequin Gardens. The rear garden and side access at 12 Harlequin Gardens abuts the western boundary of the application site. The southern boundary of the application site abuts a further section of the residential curtilage at 12 Harlequin Gardens which contains a detached garage and a small section of triangular lawn bound by hedge and tree planting.

The house at plot 1 would be located 8.4m distance from the shared boundary and approximately 20m from the house at 12 Harlequin Gardens. The house at plot 6 would be located 20m from the house at 12 Harlequin Gardens and approximately 15m from the shared boundary.

Following the receipt of amended plans it is considered that the proposed development would be located a sufficient distance from the boundary shared with 12 Harlequin Gardens and would not result in an unacceptable loss of amenity in terms of loss of privacy, light or

outlook to this nearest neighbouring property.

The proposal comprises a net increase of 4 houses which is not considered to be a significant intensification of the existing residential use at this site, in an established residential area. In addition, the proposal would represent 30 dwellings per hectare in accordance with policy H1 for this suburban residential location.

d) Future Residential Amenities

The internal floor space measurements meet the minimum requirements set out in the Government guidance 2 "Technical housing standards – nationally described space standard" (March 2015), and the habitable rooms would receive adequate levels of natural light and ventilation. The housing is therefore considered to provide an adequate standard of living accommodation in accordance with Policy DM3 and HC1 of the Development Management Plan 2015.

The proposals include private rear gardens measuring approximately 10m in length in accordance with the requirements of Policy DM3 and HC1 of the Development Management Plan 2015, securing an acceptable living environment for future residents.

Dedicated refuse storage would be provided at the front of the site adjacent to the road and would be discreetly located behind a new native hedgerow which would be secured under a landscape condition. Bins would be collected from the refuse storage area in a similar fashion to the existing properties. Refuse storage has not been indicated for plot 6 and further details will be secured by condition.

Condition 5 relates to soft landscaping (tree and hedge planting), condition 17 relates to refuse storage.

e) Ecology and trees

The application is supported by a Preliminary Ecology Report and Tree Report which indicates that the proposed development would not have a harmful impact on any trees of significant amenity value or any on-site ecology features subject to tree protection measures and ecology enhancements and mitigation measures.

Three individual trees, one group of trees and part of a second group of trees would be lost as a result of the proposed development which include 2 x group of broadleaved and evergreen species, 1 x Cypress, 1 x Cherry, 1 x Sycamore. None of the trees proposed to be removed are covered by a TPO.

Amended plans have been submitted during the course of the application moving the houses away from the eastern / Sedlescombe Road North boundary to ensure a majority of the trees are retained (except for one tree located adjacent the widened vehicle access in the northern part of the site) and to avoid potential issues arising from a future pressure to fell these boundary trees from overhanging canopies.

The loss of on-site trees would be regrettable, however, none of the trees constitute significant visual amenity trees within the wider surrounding area and the tree loss would be mitigated through replanting along the site boundaries and rear garden boundaries, which would be secured by a landscaping condition.

The Preliminary Ecology Report indicates that there is a potential to disturb reptiles and nesting birds during the site clearance and construction works and mitigation measures are set out in the Ecology Report which would be secured by condition. No additional surveys are recommended in the Preliminary Ecology Report. In accordance with the aims and

objectives of the NPPF ecology enhancements could be achieved on-site through the installation of bird / bat bricks or boxes incorporated in the development and could be secured by condition. Subject to conditions the proposal is, therefore, considered to be acceptable from a tree and ecology perspective.

Condition 3 and 6 relate to Ecology, condition 7 relates to tree protection and condition 5 relates to tree planting.

f) Highway Safety/Parking

This application proposes two off-street parking spaces for each house which would be in accordance with the Councils parking provision for residential developments in this location. No visitor parking is proposed within the site although for a development of this size visitor parking is not considered wholly necessary and ESCC Highways have raised no objections to the level of parking provision proposed.

The two existing residential vehicle access points would be utilised and the increase in vehicle movements is not considered to give rise to any unacceptable highways safety issues and on-site turning would enable vehicles to enter and leave the site safely in forward gear.

The southern access point currently serves the two bungalows. This access would be used by plot 6 only which would represent a decrease in vehicle movements, therefore, no highways safety objections are raised to the continued use of this access.

The northern access is to be widened to 6m to serve the five dwellings at plot 1-5 which ESCC highways deemed to be acceptable and a turning area would allow vehicles to enter and leave the site in forward gear.

A safety audit has been undertaken (at the request of ESCC Highways) to assess the access in the north-east corner of the site which would serve plots 1-5. The Safety Audit and ESCC Highways have recommended a number of measures to ensure that suitable visibility is achieved to the north and to ensure the access does not increase highways safety issues on Sedlescombe Road North.

To address these issues and to accommodate the increase in traffic at this access ESCC Highways recommend the following measures which would be secured via a Section 78 agreement (and conditions) with ESCC Highways:

- *The existing parking controls to the south of the access point be extended northwards to a point that secures suitable sightlines.*
- *The exiting road markings are amended to include a solid white line on the existing hatching and the provision of a new RTL/extension to the existing RTL.*

The extension to the parking controls (double Yellow Lines) will require a Traffic Regulation Order and the applicant would be expected to cover costs of implementing the order. Subject to the above highways improvements ESCC Highways do not raise any objections to the proposed development from a highways safety or parking perspective.

The increase in trips generated by the proposed development would not have a significant impact on the surrounding road network, adequate on-site parking is proposed, therefore, the proposal is considered to be in accordance with Policy DM4 of the Development Management Plan 2015.

Cycle parking is proposed for plots 1-5 but none has been shown for plot 6. There is adequate space in the rear garden or to the front of the property to provide sufficient cycle parking and further details would be secured by condition.

ESCC Highways have requested an individual condition for wheel washing which would be covered by the construction management plan and a condition for the southern access which is already in situ. These conditions are not considered necessary and do not meet the tests in the NPPG and have not been included.

Condition 8 relates to parking, condition 9 to visibility splays, condition 10 highway works, condition 11 to construction management plan, condition 14 relates to the northern access, condition 15 relates to turning spaces and condition 16 to cycle parking.

g) Site Constraints

The proposed development would not have a significant detrimental impact on the Site of Special Scientific Interest Impact Risk Zone (IRZ) due to the scale of the proposed development.

h) Air Quality and Emissions

Having regard to guidance contained within 'Air Quality and Emission Mitigation' 2013 produced by Sussex Air Quality Partnership, the proposed development will not exceed statutory guidelines for airborne pollutants and Environmental Health Officers have no objection in this respect. No external lighting is proposed and residential amenities are not harmfully affected. The development will not give rise to ground or surface water pollutions [*and conditions are attached which require details of surface and water drainage.*] The development is therefore in accordance with Policy DM6 of the Hastings Development Management Plan (2015).

i. Drainage

The application has been accompanied by a SuDS Support Tool for Small Scale Development which recommends that ground surveys should be undertaken to determine the most appropriate means of surface water drainage. The Toolkit indicates that surface water would be managed across the site via rainwater harvesting. The surface water drainage strategy is considered acceptable, in principle, and further details can be secured by condition in consultation with ESCC Drainage. Southern Water has confirmed that they can provide a water supply and foul drainage to the site and the necessary application can be made directly to Southern Water to ensure adequate foul drainage is provide.

(Condition 4 relates to foul and surface water drainage)

j) Environmental Impact Assessment

The National Planning Practice guidance (Paragraph: 017 Reference ID: 4-017-20170728) states that "Projects which are described in the first column of Schedule 2 but which do not exceed the relevant thresholds, or meet the criteria in the second column of the Schedule, or are not at least partly in a sensitive area, are not Schedule 2 development."

This development is not within a sensitive area as defined by Regulation 2 (1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and does not exceed the thresholds of schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

k) Screening of Application under Habitats Regulations 2017 - Impact of Development on Ashdown Forest Special Area Conservation (SAC)

Wealden District Council have raised objections in respect of a number of planning applications in that the additional vehicle movements created by the proposed development would harm the special integrity of the Ashdown Forest Special Area of Conservation and its conservation objectives. Specifically concern is raised that additional vehicle movements could give rise to acid deposition and eutrophication by nitrogen deposition that would directly affect the special integrity of the Ashdown Forest Special Area of Conservation and its conservation objectives. The objection also refers to Pevensey Levels and Lewes Downs. The proposal is not directly connected with or necessary to the management of the Ashdown Forest, Pevensey Levels or Lewes Downs SACs and therefore it is necessary to determine if the proposal, in combination with other relevant development, would have a likely significant effect on the conservation objective or special integrity of the SACs. As such an Appropriate Assessment has been undertaken which notes the following:

The Pevensey Levels SAC is located 10.5 km from the site and is designated for its population of Ramshorn Snail (*Anisus vorticulus*). Provided the water is unpolluted and has a fairly diverse flora (without much emergent vegetation e.g. reeds) this species doesn't have very precise habitat structure or botanical requirements.

While eutrophication (excessive vegetation growth from nutrient enrichment) is a risk, the ditches of the Pevensey Levels (like most freshwater bodies) are understood to be 'phosphate-limited', meaning that phosphate is the most important nutrient to control. Phosphate does not derive from atmosphere but does come in large volumes from agricultural runoff and treated sewage effluent. Provided phosphate levels can be controlled then nitrogen inputs (even through the water column) are unlikely to have a material effect on plant growth/habitat structure in the ditches. This is why, in most freshwater SACs, the attention is focussed on controlling phosphate inputs rather than nitrogen inputs.

In any case, since there are no applicable critical loads or NO_x critical levels for the interest features of this SAC there are no appropriate reference levels/damage thresholds for any impact assessment. It is also noted that the Site Improvement Plan produced by Natural England does not mention air quality as a concern.

Lewes Downs SAC and Ashdown Forest SAC are located 35 km and 34.5 km from the site respectively. The site is so far removed from the SACs that it is not considered a proportionate approach to prevent development that would give rise to additional traffic. There is no clear evidence to show that increased traffic movement in this borough would result in an increase in traffic movement on roads nearby these SACs, including the A26 and A22, above an expected variance to the Annual Average Daily Traffic Movement (AADT). The Ashdown Forest Visitor Survey 2016 produced by Footprint Ecology shows that both in 2008 and 2016 that no visitors to Ashdown Forest were recorded as coming from Hastings. Whilst it is reasonable to assume that, that data may change slightly on different survey days, the variance arising could not reasonably be assumed to be above the expected variance levels of the AADT.

The agent has provided the following response in relation to the Appropriate Assessment:

- The proposal has been reduced from 7 units to 6 units.
- The units are located on a brownfield site.
- Developing brownfield sites protects greenfield areas being developed and protect the interests of Natural England.

- An increase in traffic and parking is minimal
- The Ashdown Forest is not adversely affected as this is approximately 35 miles away from the site. The Lewes Downs and Pevensey Downs are not remotely close to the proposed site.

The proposed development would result in a net increase of 4 houses which is not considered to result in a significant increase in vehicle movement compared to the existing use. In addition, the application site constitutes a brownfield site where there is a presumption in favour of sustainable redevelopment and the proposed development density would be in accordance with policy H1 of the DMP. Therefore, it is considered that the proposal would not significantly increase the traffic movements generated across the whole site and there would be no significant impacts of this application, individually or in combination with other relevant development, on the integrity of the SPA/SAC/Ramsar.

Natural England (NE) was consulted regarding whether the proposed development would have a significant adverse effect on Special Areas of Conservation (SACs) and their response was that they have no comment to make on this application.

Hastings Borough Council Ecology Officer has commented in respect of this issue that, 'There is no clear evidence to show that increased traffic movement in the borough as a result of this development would result in an increase in traffic movements on roads nearby the designated sites and therefore present an adverse impact on the special features of the designated sites.'

For the reasons noted it is considered that the proposed development, in combination with other relevant development, would not harm the special integrity of the Ashdown Forest, Pevensey Levels and Lewes Downs Special Areas of Conservation and their conservation objectives. Finally, without prejudice to the above assessment and conclusion, it is noted that Wealden District Council precautionary approach is not proportionate in that they have raised a blanket objection to developments giving rise to additional traffic movements without considering how mitigation could allow development to come forward.

6. Conclusion

The proposal comprises the redevelopment of a brownfield site at a density of 30 dwellings per hectare in accordance with policy H1 of the DMP.

The proposed dwellings would provide an acceptable living environment for the future occupants without adversely impacting on the amenities of neighbouring residents.

The proposed dwellings would constitute a good standard of design and would be in keeping with the character and appearance of the area and would help to provide additional family sized accommodation in this part of the borough.

The proposal would be acceptable in terms of parking provision and there are no highways safety objections.

It is therefore considered that the scheme represents sustainable development and is acceptable. As a result a recommendation of approval has been made for these proposals.

These proposals comply with the Development Plan in accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004 which states:

"If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

The Human Rights considerations have been taken into account fully in balancing the planning issues.

7. Recommendation

Grant Full Planning Permission subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

BA1640.01, BA1640.03F, BA1640.04B, BA1640.05B, BA1640.05C, BA1640.06B, BA1640.07B, BA1640.07C, BA1640.08B, BA1640.09A, BA1640.10A, BA1640.10B, BA1640.11A, BA1640.12B, BA1640.14

Supporting documents: Tree Survey Arboricultural Impact Assessment & Tree Protection Plan (AR/55417) dated July 2017 and Preliminary Ecological Appraisal (EA/55417) dated August 2017.

3. No development shall take place above damp proof course level until samples/details of the materials to be used in the construction of the external surfaces of the houses and hardsurfaces hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The material details shall include bird boxes which shall be incorporated in the development and in-roof solar panels. Development shall be carried out in accordance with the approved details.

3. (i) Construction of the development shall not commence until details of the proposed means of foul sewerage and surface water disposal/management have been submitted to and approved in writing by the Local Planning Authority.

(ii) Development shall then be carried out in accordance with the details approved under (i) and no occupation of any of the dwellings hereby approved shall occur until those works have been completed.

and

(iii) No occupation of any of the dwellings hereby approved shall occur until the Local Planning Authority has confirmed in writing that it is satisfied, that the necessary drainage infrastructure capacity is now available to adequately service the development.

5. No development shall take place above damp proof course level until there has been submitted to and approved by the Local Planning Authority a scheme of soft landscaping, which shall include indications of all existing trees and hedgerows on the land including details of those to be retained, together with measures for their protection in the course of development.

New soft landscaping details shall include planting plans (including replacement trees for those lost); written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate together with an implementation programme.

All planting seeding or turfing comprised in the approved soft landscaping scheme shall be carried out prior to the occupation of any part of the development, or with the written agreement of the Local Planning Authority, in the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

6. The proposed development and site clearance shall be carried out in accordance with the ecological mitigation measures and enhancements contained in Preliminary Ecological Appraisal (EA/55417) dated August 2017.
7. No development shall take place until temporary protective fences to safeguard the trees and/or hedges to be retained on the site have been erected in accordance with the current BS5837:2012: Trees in relation to design, demolition and construction, standards and to the satisfaction of the Local Planning Authority. All such fences shall be kept in a sound, upright and complete condition until the development has been completed and/or the Local Planning Authority confirm in writing that the works have been sufficiently completed for the fencing to be removed.
8. The development shall not be occupied until parking areas have been provided in accordance with the approved plans and the parking areas shall thereafter be retained for that use.
9. Prior to commencement of development visibility splays of 2.4m x 120m shall be provided and maintained at the southern access in both directions.
10. Prior to commencement of development details of the required highway works (right turn facility and feature to prevent south bound vehicles overtaking) shall be submitted to and agreed by the Local Planning Authority in consultation with the Highway Authority and the works shall be implemented prior to the first occupation of the development.

11. Prior to the commencement of development a Construction Traffic Management plan shall be submitted to and agreed by the Planning Authority in consultation with the Highway Authority and the plan shall be in operation throughout the construction period.

The construction plan shall contain details of wheelwashing.

12. No development shall take place above damp proof course level until full details of all boundary fences, walls, enclosures and retaining structures have been submitted to and approved in writing by the Local Planning Authority. The approved boundary details shall be erected before the building to which it relates is occupied
13. No development above damp proof course level shall take place until full details of the hard landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials and retaining walls, where relevant.

All hard landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

14. The northern access point shall be 6m wide and provided in accordance with plans submitted to and approved by the Local Planning Authority, and shall be constructed and maintained to highway standards.
15. The development shall not be occupied until turning space (one for each access) for vehicles has been provided and constructed in accordance with details which shall have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the turning spaces shall thereafter be retained for that use and shall not be used for any other purpose;
16. 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 and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles.
17. The development shall not be occupied until refuse storage areas have been provided in accordance with details which have been submitted to and approved in writing by the Planning Authority and the areas shall thereafter be retained for that use and shall not be used other than for refuse storage.

18. With the exception of internal works the building works required to carry out the development allowed by this permission must only be carried out within the following times:-

08.00 - 18.00 Monday to Friday
08.00 - 13.00 on Saturdays
No working on Sundays or Public Holidays.
19. During any form of earthworks and/or excavations that are 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, to prevent contamination and damage to the adjacent roads

Reasons:

1. This condition is imposed in accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. For the avoidance of doubt and in the interests of proper planning.
3. In the interests of the visual amenity of the area.
4. To prevent increased risk of surface water flooding.
5. In the interests of the visual amenity.
6. To protect features of recognised nature conservation importance and to secure ecological enhancements.
7. To protect the retained trees within the site and adjacent the site boundary.
8. To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway
9. To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.
10. To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.
11. To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.
12. In the interests of the visual amenity.
13. To ensure a satisfactory form of development in the interests of the character and amenity of the area.
14. To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

15. To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.
16. In order that the development site is accessible by non car modes and to meet the objectives of sustainable development.
17. In the interests of the visual amenity.
18. To safeguard the amenity of adjoining and future residents.
19. In the interests of highway safety and for the benefit and convenience of the public at large.

Notes to the Applicant

1. Failure to comply with any condition imposed on this permission may result in enforcement action without further warning.
2. Statement of positive engagement: In dealing with this application Hastings Borough Council has actively sought to work with the applicant in a positive and proactive manner, in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.
3. A formal application for connection to the water supply and public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

Detailed design of the proposed drainage system should take into account the possibility of surcharging within the public sewerage system in order to protect the development from potential flooding.
4. The highway works will require the developer to enter into an agreement with ESCC. The applicant should contact the Transport Development Control team 01273 482254.

Officer to Contact

Mr A Jolly, Telephone 01424 783250

Background Papers

Application No: HS/FA/17/00664 including all letters and documents