

Report to: PLANNING COMMITTEE

Date of Meeting: 06 June 2019

Report from: Assistant Director of Housing and Built Environment

Application Address: Harrow Lane Playing Fields, Harrow Lane, St Leonards-on-sea

Proposal: Outline application,(seeking approval of Access) for the erection of 140 residential units (22 no. 4-bed, 61 no. 3-bed, 36 no. 2-bed, 21 no. 1-bed units) of which fifty six are 'affordable homes', public open space, access and landscaping at Harrow Lane Playing Fields, St Leonards-on-sea.

Application No: HS/OA/17/00901

Recommendation: Grant Outline Planning Permission

Ward: ASHDOWN 2018

Conservation Area: No

Listed Building: No

Applicant: HASTINGS BOROUGH COUNCIL per Kember Loudon Williams Ridgers Barn Bunny Lane Eridge, Tunbridge Wells. TN3 9HA

Public Consultation

| | |
|----------------------------------|---------------------------|
| Site Notice: | Yes |
| Press Advertisement: | Yes - Council Application |
| Letters of Objection: | 22 |
| Petitions of Objection Received: | 1 |
| Letters of Support: | 0 |
| Petitions of Support Received: | 0 |
| Neutral comments received | 0 |

Application Status: Not delegated - Petition received
Council application on Council owned land

ADDENDUM - Amendments since 12th September 2018 committee

The application was recommended for approval by Councillors subject to a Section 106 (S106) agreement on 12th September 2018.

Since the Planning Committee the requirements of the Section 106 agreement have been altered to include:

- removal of £5000 financial contribution as this is dealt with by condition 15 linked to the Traffic Regulation Order (TRO).
- include description towards off-site highway works (secured by a section 278 agreement). These works would be Bus Stops (northbound and southbound), with clearways shelters, real time information and seating, ghost right turn lane and suitable pedestrian crossing point.
- amend bullet point 4 to include 'improving and maintaining existing play provision at Welton Rise play area'.

Thus the new recommendation is amended to read:

A) That the Planning Services Manager be authorised to issue planning permission upon completion of an agreement under S106 of the Town and Country Planning Act to secure:

- **a financial contribution of up to £337,400 towards local highway improvements;**
- **a section 278 agreement for off-site highway works including Bus Stops (northbound and southbound), with clearways shelters, real time information and seating, ghost right turn lane and suitable pedestrian crossing point;**
- **a Travel Plan and associated auditing contribution of £6,000;**
- **a financial contribution towards improving and maintaining existing play provision at Welton Rise play area of £110,600;**
- **the maintenance, management and monitoring of trees, protected species and wildlife areas;**
- **a financial contributions to libraries of £36,820;**
- **a financial contribution to public rights of way of £3,360;**
- **provision on site of 56 affordable dwellings**

These amendments to the S106 are the sole issue to be considered by the Planning Committee as a resolution to grant permission has already been granted.

The 12 September Planning Committee Report is copied below.

1. Background

The application was reported to the planning Committee on the 15th August 2018. Members deferred the determination of the application and requested that additional information be presented to justify the point of entrance to the site and option test the potential use a roundabout access. The use of the site for residential use is established by the Local Plan, only the detail with regards to the access arrangement to be agreed given that this is an outline application.

The applicant has advised they have considered alternative routes into the site and a mini roundabout option. Neither is considered acceptable or practical and given that ESCC find the proposed access arrangements acceptable there is no technical highways reason for amending it.

The Officer Report was taken to the 15th August Planning Committee and is copied below with the following sections updated:

- Access, parking and highways safety
- Representations
- Ecology, trees and open space.

2. Summary

The application site is 4.75ha, in the western part of the Borough allocated within the Local Plan to accommodate a possible net capacity of 140 dwellings. The site is framed by Harrow Lane to the west and Welton Rise to the south. The site adjoins two identified development sites, Holmhurst St. Mary to the East and 77 The Ridge to the north.

This is an outline planning application for the provision of up to 140 residential dwellings with all matters, other than access, reserved.

The proposal has been accompanied by indicative plans and supporting technical documentation, outlined below. An Environmental Impact Assessment (EIA) was not required as the applicable threshold of 150 residential units and 5ha were not triggered:

- Planning Statement
- Design and Access Statement
- Transport Statement
- Flood Risk Assessment and Outline Surface Water Drainage Strategy
- Preliminary Ecological Appraisal
- Arboricultural Impact Assessment and Method Statement
- Archaeological Site Investigation

Since the application was originally submitted, the indicative layout remains unaltered, further information has been provided to address comments made with regard to air quality and impact on Special Areas of Conservation (SAC's), Archaeology Assessment and additional information submitted to support Flood Risk Assessment.

As the proposal is in outline form only, the main consideration is the principle of the development, but to help with that assessment consideration has been given to the impact on the character and appearance of the area, the standard of the accommodation proposed, the impact on neighbouring residential amenities, highway safety and parking related matters, the impact on protected species and biodiversity (including trees), flooding and surface water drainage issues, air quality, noise and vibration, land contamination, heritage and archaeology.

Having considered these issues, the responses from objectors and the responses from statutory and non-statutory consultees, I consider the proposed development conforms to the development plan and is sustainable development in the context of the NPPF. The recommendation is that the planning permission be granted subject to conditions and a s106 legal agreement.

3. The Site and Surrounding Area

The application site is 4.75ha, in the western part of the Borough, it is framed by Harrow Lane to the west. The site adjoins two identified development sites, Holmhurst St.Mary (granted Outline consent for the development of 208 units) to the East and 777 The Ridge (Outline application for up to 50 dwellings submitted awaiting determination) to the north.

The application site was formerly used as a recreation ground (football fields), this use ceased in 2011 and the site has been deemed surplus to recreational use requirement. The loss of this site as a recreation ground was considered in detail at the Local Plan Inquiry when considering its allocation as a development site. As such the site is undeveloped, it enjoys an elevated position with a slight slope to the south-west. The site is an irregular form tapering to a point towards the south. Residential development adjoins the site boundary to the south-east, Fleetwood Close and Welton Rise. To the west, opposite Harrow Lane, is a complex of buildings associated with Ashdown House, adjoined by an industrial site. Residential uses front on Harrow Lane further to the north and south.

The primary access point to the site is currently on the north-west corner of the site off Harrow Lane, this can accommodate vehicular access. Pedestrian access onto the site is also available from Harrow Lane and The Ridge. The site has an informal and unpaved footpath running around the perimeter, a public footpath runs to the north and east boundary, providing excellent connections with the adjoining sites.

The site is currently characterised by an open green space that was the former football pitches with densely planted hedgerows with mature trees on its boundaries, these have high ecological value.

The site is allocated for housing in the Hastings Local Plan: Development Management Plan (DMP) site policy LRA2, site constraints include, ecology, archaeology, flood risk, access and pedestrian routes.

The site is located in a setting comprising residential, commercial, community facilities and rural elements. Development in the area is primarily two/three storey in scale, with pitched roofs.

The nearest bus stop to the application site is located on Harrow Lane, close walking distance to the site, the buses provide good connections to Hastings and St. Leonards and surrounding areas.

4. Proposed development

The outline application, with all matters reserved for future approval except for access, is for a development of up to 140 residential dwellings. The description of development for the proposed scheme is:

“The erection of 140 residential units (22 no. 4-bed, 61 no. 3-bed, 36 no. 2-bed, 21 no. 1-bed units) of which fifty six are ‘affordable homes’, public open space, access and landscaping at Harrow Lane Playing Fields, St Leonards-on-sea. All matters are reserved for subsequent determination except for means of access.”

The illustrative masterplan submitted with the application suggested the layout for the scheme and associated parking and landscape areas. The proposed residential development of the

application site for 140 units comprises a mix of dwellings (semi-detached or terraced), flats over garages and apartments, which are in three blocks – two of which are situated at the entrance to the site, and one situated at the central arrival junction on the new access road. The indicative masterplan demonstrates that a development of this scale and associated infrastructure can be comfortably accommodated on the site with a satisfactory degree of soft landscaping and openspace. Whilst the masterplan is not being submitted for approval it provides the basis for which any future reserved matters application should be based.

In addition to the number of residential units, permission will also be sought for the associated vehicular and pedestrian access; this will be from a new vehicular access point via Harrow Lane. The impacts of this have been assessed in both highways and ecological terms. Walking and cycling links have been incorporated into the design in order to improve local connectivity and preserve the Public Right of Way and access to it on the Site.

The Council's illustrative design brief for the subject site suggests that the potential access point could be or close to the existing public footpath route that runs alongside the northern boundary. The application proposed a new access point further to the south, this will reduce potential conflict with users of the existing public footpath and provide enhanced spacing with access to the 777 The Ridge site.

Following liaisons with the East Sussex County Council Highway Authority, the application proposal provides a 'ghost island' right turning filter lane on Harrow Lane to serve the development and help ensure traffic flow is not restricted. As part of the access design, two footways of width 2 metres will connect between the site and the existing footways on Harrow Lane.

In terms of car parking the illustrative masterplan indicates a total of approximately 223 allocated and 68 unallocated car parking spaces. Of the unallocated spaces, approximately 28 spaces would be visitor spaces and 40 would be residents' spaces.

The proposed scheme will also include the provision of new green space within the site boundary and extensive boundary landscaping. The potential relationship of the application site with the development of the two allocated sites to the north and east has been considered in a combined masterplan.

Previous Site History

Pre Application Forum held 5th October 2016 to present the possible scheme to public and councillors

No other relevant planning history

National and Local Policies

Hastings Local Plan – The Hastings Planning Strategy (2014)

DS1 - New Housing Development

FA2 - Strategic Policy for Central Area

SC1 - Overall Strategy for Managing Change in a Sustainable Way

SC3 - Promoting Sustainable and Green Design

SC4 - Working Towards Zero Carbon Development

SC7 - Flood Risk

EN1 – Built and Historic Environment

EN2 - Green Infrastructure Network
EN3 - Nature Conservation and Improvement of Biodiversity
EN5 - Nature Reserves
EN6 - Local Wildlife Sites
EN7 – Conservation and Enhancement of Landscape
EN8 – Open Spaces – Enhancement Provision and Protection
H1 - Housing Density
H2 - Housing Mix
H3 – Provision of Affordable Housing
CI1 – Infrastructure and Development Contributions
T3 - Sustainable Transport
T4 – Travel Plans

Hastings Local Plan – Development Management Plan (2015)

LP1 - Considering Planning Applications
LP2 – Overall Approach to Site Allocations
LRA2 – Harrow Lane Playing Fields (140 dwellings)
DM1 - Design Principles
DM3 - General Amenity
DM4 - General Access
DM5 - Ground Conditions
DM6 - Pollution and Hazards
HN7 – Green Infrastructure in New Developments
HN8 - Biodiversity and Green Space

Other Policies/Guidance

Sussex Air Quality and Emissions Mitigation Guidance 2013

National Planning Policy Framework (NPPF)

Paragraph 11 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. Paragraph 12 of the NPPF states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Three dimensions of sustainability given in paragraph 8 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 9 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.

Section 12 of the NPPF sets out the requirement for good design in development. Paragraph 124 states: “The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”

Paragraph 127 of the NPPF requires that decisions should ensure developments:

- Function well;
- Add to the overall quality of the area for the lifetime of that development;

- Are visually attractive in terms of:
 - * Layout
 - * Architecture
 - * Landscaping
- Are sympathetic to local character/history whilst not preventing change or innovation;
- Maintain a strong sense of place having regard to:
 - * Building types
 - * Materials
 - * Arrangement of streets
- Optimise the potential of the site to accommodate an appropriate number and mix of development;
- Create safe places with a high standard of amenity for future and existing users

Paragraph 130 states permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way that it functions.

Paragraph 130 also seeks to ensure that the quality of an approved development is not materially diminished between permission and completion through changes to the permitted scheme.

5. Consultation Comments

The Local Highway Authority (LHA) - No Objection

The LHA has raised no objection with regard to proposed vehicle access from Harrow Lane, the indicative layout of the development or the impact on the local highway network subject to a number of conditions and matters to be secured by a s106 legal agreement towards accessibility, off-site highways works, pedestrian links and travel plan (Conditions 5-15). The LHA authority confirmed in emails that the access location was the most suitable on the Harrow Lane frontage and that the use of a roundabout would not be suitable as it did not comply with the 'Design Manual for Roads and Bridges' guidance (August 2007), detrimental traffic movement and safety impacts would arise from the roundabout option. The proposed access layout and design is considered suitable to deal with the expected volumes of traffic generated by the proposed development and passed a vehicle safety audit assessment.

Lead Local Flood Authority (LLFA) - No Objection

LLFA has raised no objection subject to conditions to ensure safe water run off arising from the development (Conditions 16-19).

Southern Water - No Objection

Southern Water has raised no objection to the development. They have flagged up issues with capacity in the sewerage network and the water mains and sewers crossing the site, but these issues and details of the new drainage infrastructure for the site can be secured by condition (Conditions 16-17).

County Archaeologist - No Objection

The County Archaeologist has raised no objection subject to conditions to secure the investigation of archaeological interest (Conditions 20-21).

Rights of Way Officer – No objection, subject to s106 to improve adjoining public footpaths (Condition 22).

Environment & Natural Resources Manager - No objection

The Environment & Natural Resources Manager has provided comments combining all of his team's specialism, which includes ecology, trees, play areas and open space. No objection to the development has been raised subject to conditions in relation to CEMP:Biodiversity, Ecological Design Strategy and landscape and Ecological Management Plan (Condition 23-28).

Tree Officer – No objection, opportunity for enhanced boundary and landscape planting, to come forward as part of scheme detail (Condition 29).

Environment Health (EH) - No Objection

EH has provided feedback on the matters in this application relating to air quality, noise and vibrations, and ground conditions. Conditions to be applied requiring a full assessment of noise and air impacts of the detail of the proposed scheme at the reserved matters stage. Phase One Contamination Report provided in response to this, Phase 2 Assessment if required by condition (Condition 30).

Head of Housing – No objection

Subject to 40% affordable for social rent, contained in s106 legal agreement.

Sports England – Objection

Sports England are not a statutory consultee as grounds not in sports use for more than 5 years. Objection to loss of sports ground.

County Strategic Economic Infrastructure – No objection, subject to contributions required towards Library (£36,820 and Rights of way £3,360, secured through a s106 legal agreement).

6. Representations

There has been **23** representations received from 18 different properties. 21 from local residents, and a representation on behalf of a local resident from the Rt.Hon Amber Rudd MP and a petition was submitted following the Planning Committee on the 15th August 2018 with **12** signatures. The following concerns were raised:

Objections:

- Loss of playing fields, open space, trees and hedges – the site is still actively used for informal leisure use (dog walkers, exercise classes etc.)
- Traffic generation and congestion – particularly along The Ridge and Harrow Lane
- Road safety – lack of safe pedestrian crossings on The Ridge and Harrow Road
- Air pollution impacts from more cars
- Compound loss in quality of living for local people, against overall health strategy for getting people more active
- Quantum of development too high cumulatively in this vicinity

- Impacts of Bexhill to Hastings Link Road (BHLR) on The Ridge
- Impact on the environment
- Harm to ecology
- Poor design and unimaginative scheme
- Lack of social infrastructure, GP, dental and school spaces
- Insufficient school places in the area will result in more car trips
- Inadequate play space for children and young people
- Queensway Gateway not open
- Unrealistic housing targets
- Holmhurst St Mary is large enough without this site coming forward
- Need for a new 'village housing plan' to revitalise village life
- Create a 'Land Community Trust' to deliver new more affordable homes

The **petition** objected to the planning application for the following reason: "In contravention of paragraph 130 of the NPPF the proposed development does not take the opportunities available for improving the character

and quality of the area in the way that it functions : namely with regard to highway safety and parking related matters. Moreover we object on the basis that the development has a quantifiable negative impact on the local

area, the quantum of development is too high with too many dwellings and that access onto Harrow Lane has not been designed with sufficient attention to traffic volumes and safety".

7. Planning Considerations

In determining the application Section 38 (6) of the Planning and Compulsory Purchase Act 2004 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".

In this instance the main policies of the development plan are listed above.

a) Principle

Policy LP1 of the Hastings Local Plan - Development Management Plan (2015), paragraph 4.3 of the Hastings Local Plan – Planning Strategy (2014) and paragraph 11 of the NPPF set out a presumption in favour of sustainable development. The site is within a sustainable location with reasonable/good access to public transport, shops, services and facilities and as such the development is considered acceptable in principle subject to other local plan policies.

As explained above this is an outline planning application for the provision of up to 140 new dwellings. As this is an outline planning application, the main consideration is whether the principle of the development is acceptable as the applicant has requested that matters of appearance, landscaping, layout and scale are reserved matters and details of these will be submitted at a later date should outline planning permission be granted. The developer has requested that access is approved at this stage and a single point of access for vehicle traffic is shown on the indicative layout plan submitted with the application. The access would utilise the existing Harrow Lane. The proposal is on a previously undeveloped site and does not include the demolition of existing buildings.

The principle of development on the application site for residential use has been established through the allocation of the Harrow Lane Playing Fields (Site Ref. LRA2), for residential development, as set out in Policy LRA2 of the Hastings Local Plan Development Management Plan (September 2015). The site has been subjected to a rigorous assessment at the Local Plan Inquiry to prove that its use for sport and recreational use was surplus to requirements and that it was suitable for the delivery of 140 residential units.

Concerns raised by Sport England and local residents with regards to the recreational value of the site were considered at the Local Plan Inquiry, the grounds of objection and circumstances relating to the sites land use designation have not changed since the Inquiry. Sports England have raised an objection to the planning application due to the loss of recreational facilities, they are not a statutory consultee as the grounds have not been in sports use for more than 5 years. The Local Planning Authority are satisfied that the sites designation for residential use was comprehensively considered at the Local Plan Inquiry and that the loss of the recreational space is considered acceptable in land use terms.

The proposed development will help meet the housing targets set for the Borough through Policy DS1 of the Hastings Planning Strategy (February 2014) and contribute to the 5 year land supply. The application proposal will also make a positive contribution towards the delivery of high quality homes that widen opportunities for home ownership and create sustainable, inclusive and mixed communities, based on current and future demographic trends, as encouraged by the NPPF.

In order to establish whether the principle of development is acceptable, the applicant has provided an indicative drawing showing the layout of the development. Given the size of the development and its potential impact, the application has also been accompanied by supporting technical documents. Between the indicative drawings and the supporting documents an assessment can be made on the main issues, which include, the impact on the character and appearance of the area, the standard of the accommodation proposed, the impact on neighbouring residential amenities, highway safety and parking related matters, the impact on protected species and biodiversity (including trees), flooding and surface water drainage issues, air quality, noise and vibration, land contamination, heritage and archaeology. These considerations will help determine whether the development is acceptable in principle as well as whether the proposed access is appropriate.

Policy LRA2 – Harrow Lane Playing Fields allocation

As mentioned above the site is allocated for residential development in the Development Management Plan. This allocation forms part of policy LRA2. This policy is the first consideration in establishing the principle of developing the site for residential. As the site is allocated, significant weight can be given to residential development and this is particularly true given that the Development Management Plan has been recently adopted. This means that the allocation and the suitability for development can be considered up-to-date.

Development in accordance with policy LRA2 requires a number of policy criteria to be met. As this is an outline planning application, explicit detail of the policy criteria has not been provided but where detail is lacking this could form part of any later detailed planning application or could be secured by imposing a planning condition. Considering this, I consider that the proposed development is generally in conformity with policy LRA2 but the table below summarises this in a bit more detail:

Policy LRA3 criteria

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| a) include 40% | The applicant proposes 40% affordable housing on site, criteria met. |
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| | |
|---|---|
| affordable housing | |
| b) 2% of new homes fully adapted dwellings for wheelchair users | To be a condition of any Outline Planning Permission, detail to be defined in Reserved Matters application (condition 32). |
| c) provide an Ecological Constraints and Opportunities Plan (ECOP), incorporate betterment measures | The application does not include a document specifically referenced as an ECOP but the ecology reports, tree reports and the landscaping information between them identify the constraints of the site. The ecological matters have also been considered and are discussed in more details below. A comprehensive Landscape Framework will come forward as a Reserved Matters Application, an ECOP will be a condition. |
| d) provide new green space and a landscape buffer | Landscaping details are listed as reserved matters. That being said the indicative plans show plenty of opportunity for new green space and landscape buffering. The quality of landscape provision on site is considered to represent good design and positively contribute to creating a visually attractive place as advocated by the NPPF. |
| e) provide an arboricultural report explaining how trees will be incorporated into the development | Landscaping and layout are reserved matters but the application has been accompanied by an arboricultural report and the indicative plans show how trees can be incorporated within the development. This is discussed in further detail below but I am satisfied with the impact on trees. There will be some loss but there is also opportunity for enhancement which is an acceptable balance. |
| f) Include Flood Risk Assessment (FRA), incorporate SuDS | FRA submitted and additional information on SUDS included, this has been approved by necessary Statutory Consultees. |
| g) investigate the feasibility of district heating or CHP | This is not covered within the application but I am satisfied that such details could be included within any reserved matters application. |
| h) contribute to existing play facilities | The proposal will include its own informal play areas as well as a s106 agreement contribution to existing play facilities in the area. |
| i) include walking and cycling links | These are either shown indicatively or can be secured by condition. Final details will be included in any reserved matters application (condition 22). |
| j) be supported by a transport assessment and travel plan. Contributions to highways improvements | The proposal has been accompanied by these documents. The matters have been considered by the Local Highway Authority, which is discussed in further detail below, and the recommendations have been incorporated into the proposal. Conditions and contributions have been requested by the LHA. |
| k) provide connections to the sewerage and | As this is an outline application, full details of this have not been provided. Southern Water have also flagged up concerns about capacity in the network but suggested conditions that would enable |

| | |
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| water supply systems | these capacity concerns to be properly addressed (condition 17). |
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As can be seen from this summary the proposal currently largely demonstrates compliance with this policy or the matters can be addressed by condition. This compliance offers support for the development of the site and significant weight is attached to this.

b) Impact on the character of the area

The indicative layout of the application proposal is considered acceptable as the suggested masterplan addresses the constraints of the site topography and existing landscape features. Centrally positioned green spaces connect with the existing pathway links, contribute to visual amenity and views enjoyed from the central and upper parts of the site.

The access road arrives at site level at the western edge of the central green with the south eastern edge defined by a curving spine road connecting to housing areas. The concept masterplan aims to create a sense of place through the creation of well-defined public spaces and quality public realm. The site entrance will be framed by three storey apartment buildings forming a gateway and leading into the central arrival space which is fronted by distinctive crescent houses and corner buildings of 2 or 3 storeys. The scale of buildings away from the central area would reduce to two storeys to minimise their visual impact and the Harrow Lane frontage west and east of the entrance would be largely screened by enhanced planting. The green edge that is a key character component of the site will be retained, the impact on the character of the area is considered acceptable.

The proposed density in this instance is approximately 29.5 dwellings per hectare, Policy H1 of the HPS suggests 30 dwellings per hectare; the proposed development is not an overly intensive use of the site. The site is currently undeveloped and there are no major constraints other than edge planting, access, ecology and water run-off that restrict its development.

Residential properties in the area are a mixture of two-storey dwellings, bungalows and chalet bungalows and three storey block of flats. Properties are predominantly detached but there are a number of semi-detached pairs. The proposed development will add to the types and mix of dwellings on offer by creating family homes and smaller terrace properties that is suitable for both younger families and those wishing to downsize.

Other concerns have related to the general intensity in activity in the area, including increased vehicular movements. There have been worries that such increases in activity would change the local character for the worse. Although the development will increase the local population and development on the green space it is not accepted that the proposed residential use would be to the detriment of local character. Whilst the proposal will certainly change the relationship of the site with existing surrounding development, it has a low density and is for residential use, it is not considered that an increase in development at the site of the suggested scale warrants a refusal.

As the full details have not been submitted at this stage, any issues with regard to the size of the properties, garden provision, issues with the layout and how it impacts on character, relationship with neighbouring properties, etc. can be addressed at the detailed stage. It could mean a reduction in unit numbers but as the proposal is for up to 140 units this would be acceptable. A number of informative notes have been added to guide the design of any

reserved matters application that is submitted.

Details of the green and sustainable design in accordance with policies DC3 and DC4 of the Hastings Planning Strategy can be secured by condition and submitted as part of the detailed application.

In principle the proposed development is compliant with policy SC1, EN1, EN7, H1 and H2 of the Hastings Planning Strategy and policies DM1, DM3, and HN9 of the Development Management Plan, and will not have an adverse impact on local character or neighbouring amenities and homes will be built to an appropriate standard.

c) Impact on neighbouring residential amenities

The proposed development is suitably distanced from surrounding properties to the south and east of the application site to cause no harm from loss of light, overshadowing or from being overly dominant. The main concerns from local residents typically relate to noise and disturbance and the impacts of overlooking.

With regard to noise and disturbance, as described above it is not considered that the development will have a significant change in its relationship with the surrounding area. Development would be well-spaced from existing properties and the existing topography and natural screening should provide some protection to any increase in day-to-day household noise.

The nearest residential properties are on Welton Rise, these are separated from the application site by the mature trees that form an effective boundary. The properties as drawn on the indicative layout are some 25-30m from the rear elevations of the properties.

In terms of overlooking the indicative layout means that units 62 and 80 could potentially have no first floor habitable room windows on the side elevations facing existing neighbouring properties on the east boundaries of the application site.

The distance of properties to the west of the application site across Harrow Lane (20m) to the boundary of the application site, the rear elevations of unit 24 and 25 are some 40m, the issues of privacy, overlooking and loss of daylight will not arise.

These distances will ensure that there is no harm from overlooking in planning terms, the boundary screening will add to the level of protection from overlooking. The orientation of the proposed properties and height will ensure that overshadowing and loss of daylight will not result.

Some noise and disturbance during construction is inevitable but this can be minimised by restricting working hours and the submission of a construction management plan which should be followed during construction. Both can be secured by conditions (No11 & 24).

It is considered that the proposed development will not result in any harm to neighbouring residential amenities. It complies with policy SC1 - Overall Strategy for Managing Change in a Sustainable Way, of the Hastings Planning Strategy, and policy DM3 - General Amenity of the Development Management Plan.

d) Access, parking and highway safety matters

The Local Highway Authority (LHA) have raised no objection, the proposed development is considered acceptable subject to conditions and a s106 legal agreement to secure the necessary improvements. In terms of highways capacity and impacts the LHA agrees with the findings of the Transport Assessment that with the Queensway Gateway Road and improvements to the Ridge and junction with Harrow Lane that traffic flows arising from this application and the adjoining developments are anticipated to result in a 'nil detriment scenario by the end of the 2028 local plan period'. The travel plan set out measures to reduce car trips, these include provision of a car clubspace and more proactive measures such as:

- 1) 3 months bus travel, with an option to renew for a further 6 months at a discount
- 2) £100 for cycles or accessories
- 3) 5 supermarket deliveries

The suggested access point and layout is acceptable to ESCC from a highways safety and traffic impact perspective, its location halfway between the access point to Ashdown House and the public footpath to the north is also considered beneficial. Alternative access points to the site were considered including:

1 - From Holmhurst St.Mary site, this was discounted as it placed over capacity on the approved Eldridge Way access and placed more traffic directly onto The Ridge as well as through the newly created residential streets.

2 - From Harrow Lane, The option of a shared access with 777 The Ridge at the point of the existing access was discounted as this was on the line of the existing public right of way that would require re-diversion, widening of the road and reduction of land available on which to develop. This would have large costs implications which may well make the development unviable.

The provision of a mini roundabout was considered by ESCC Highways and their response is summarised below.

1) The visibility required to achieve a mini roundabout would require significant cutting into the bank, resulting in large retaining walls fronting Harrow Lane that is likely to detrimentally impact on the character and appearance of the area but introducing a dominant hard feature in addition to the road, where previously there was a bank. This is highly likely to be unacceptable in design terms and not therefore a suitable alternative.

2) Mini roundabouts on a straight length of road such as this would only be appropriate with traffic calming measures to slow traffic down on Harrow Lane. It is possible however that those traffic calming measures would interfere with private access points and the bus stop.

3) Traffic flows from the site are not going to be to a level to warrant balance in the flow ratios required to allow for a mini-roundabout to operate safely (mini-roundabouts need good deflection or drivers tend to overshoot the junction when you have straight sections (Harrow Lane)).

4) A Mini-roundabout would create difficult turning movement for larger vehicles including refuse vehicles and fixed base delivery lorries entering and leaving the site

As such the proposed access into the site is considered to be a suitable arrangement and it is considered that alternative arrangements for access would not provide a better option in highway safety terms.

The pedestrian linkages across and on the edge of the site provide for a permeable site with links to adjoining residential areas and open spaces.

Emergency vehicles and refuse lorries will have the capacity to enter the site and leave in a forward gear.

The indicative masterplan indicates that adequate car parking spaces for residents and visitors can be provided on site so as not to impact access to the site and safely on adjoining roads. Based on the expected mix of dwellings a total of 223 allocated and 68 unallocated car parking spaces are indicated, this would include 28 visitor spaces. This is in accordance with the East Sussex County Council parking standards and is considered acceptable. Covered cycle parking spaces per unit are to be provided in a safe and convenient location, this is also acceptable in policy terms. Conditions 5 and 7 to 15 relate to highway matters.

e) Ecology, trees and open space

The planning application has been accompanied by appropriate reports in terms of identifying baseline ecology conditions on the site and flagging possible negative impacts that may arise as a result of the development. The reports identify a number of activities on site in relation to protected species and explains how these can be dealt with. It should be noted that the proposal is in outline form so exact details of the impact on ecology and any mitigation will be agreed later but the applicant has provided sufficient information to explain that harm will be limited and in some cases there will even be benefits and enhancements.

The existing trees on the site are not covered by any Tree Preservation Orders (TPO's), the trees are on the periphery of the site and will largely not be impacted by the proposed development. The detailed design of the proposed scheme provides the opportunity for improved planting on the site and is supported by the Boroughs Arboriculturist.

The Boroughs Ecologist has raised no objection subject to a number of conditions in relation to Construction Environmental Management Plan (CEMP):Biodiversity, Ecological Design Strategy (EDS) and Landscape and Ecological Management Plan (LEMP). A financial contribution towards the improvement and maintenance of the play area at Welton Rise which is in the vicinity of the site is also sought to improve overall play space. Provide a new and useable open space on site and links to surrounding public footpaths. Conditions 24 to 26 refer.

The site is not designated as open space and is allocated for housing within the adopted Local Plan which has been subject to an independent examination by a Government appointed planning inspector.

The site will bring forward its own area of open space with three portions of the site, to the north, in the centre and to the south, these areas will be connected by attractive pedestrian routes. The extent to which open space is provided within the site means that the density will be 29.5dph below 30dph which is recognised as a minimum density for sites and below policy H1 of the Local Plan which advises developments should be a minimum of 30 dph.

The Local Plan identifies the site as surplus to open space provision requirement but in an area lacking quality children's play area, as such policy LAR2 requires development to contribute to existing play facilities in the surrounding area. The proposed scheme would include a children's play area and this is secured by condition no. 27.

In addition the proposed development at Holmhurst St Marys and 777 The Ridge both have their own areas of open space and woodland. The applications are subject to their own individual site assessments, these spaces when delivered will provide amenity open areas for the enjoyment not only of the new residents within the development but can also be enjoyed by existing residents in the area. Excellent pedestrian connections across the sites provide good access to and between the different open spaces.

It is considered therefore there will be suitable quantity and quality of open space provision in the area.

f) Flooding and drainage

The application has been accompanied by a Flood Risk Assessment that advises of minimal risks, additional information on infiltration rates and swale design was submitted in response to comments from the Lead Local Flood Authority (LLFA), ESCC. The LLFA has considered this information and have raised no objections subject to detail being included within the reserved matters application for such measures as above ground SuDS and ongoing management. Conditions are requested to ensure surface water runoff from the development is managed safely (Conditions 16-19).

Southern Water have noted concerns about capacity in the water supply and sewerage network but again these matters can be dealt with by condition and the requirement for a formal application to connect to the public sewerage system is to be included as an informative (Conditions 16-19 and Informatives 3-8).

The proposed development addresses policy SC7 of the Hastings Planning Strategy. Condition 16-19 set out the requirements for additional technical information including a drainage strategy and infrastructure, maintenance and management plan and details of how flood risk during the construction phase will be managed.

g) Environmental Health matters

The planning application documents did not include an assessment on air quality, noise and vibrations. The reserved matters application on the detail of the proposed scheme will be conditioned to include a requirement for air quality noise and vibration assessment.

A Phase 1 Land Contamination Desk Study Report has been submitted, this identified a 'low risk' of any on site contamination. A Phase 2 site investigation study will be required by Condition 30.

Conditions to control environmental issues during construction and post development, will also be applied (Condition 11 and 24).

The proposed development addresses policies DM5 and DM6 of the Development Management Plan.

h) Heritage and archaeology

The applicant has assessed the heritage of the site, taking into account the sites archaeological potential and the general historic landscaping.

This information has been considered by the County Archaeologist, who has recommended conditions to ensure that archaeology is dealt with appropriately during construction. (Conditions 20-21)

The scheme has considered heritage impacts appropriately and is acceptable in terms of policy EN1 of the Hastings Planning Strategy and policies HN1 and HN4 of the Development Management Plan.

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

Hastings Borough Council instructed environmental consultants, Aecom, to undertake an Ashdown Forest Air Quality Impact Assessment 2018. The purpose of the assessment was to identify likely significant effects of housing and employment growth in Hastings Borough on the conservation objectives of Ashdown Forest Special Area of Conservation (SAC) from 2017 to 2033. The assessment took account of all traffic growth expected on roads within 200m of Ashdown Forest SAC/Special Protection Area (SPA), not just in Hastings, but also other growth areas, particularly surrounding SAC/SPA.

The focus of study was on Ashdown Forest SAC and SPA. Hastings Borough Council has taken a precautionary judgement regarding total amount of housing and employment growth to 2033, with the study reflecting a 'worst case' scenario to growth in Hastings from adopted Local Plan, outstanding planning permissions and proposed development within draft AAP.

The report does not consider air quality implications of growth in Hastings Borough for Pevensey Levels SAC and Ramsar site and for Lewes Downs SAC. In respect of Pevensey Levels SAC/Ramsar site the interest feature of this SAC (*Anisus vorticulus* - aka. a snail) is not affected by nitrogen from vehicle emissions. Lewes Downs SAC is too far removed to be affected noting that nitrogen deposition from additional traffic beyond that modelled would have to be four times that currently expected from all traffic to exceed critical load at this location.

As such the proposed development is not considered to harm the special conservation objectives of Ashdown Forest, Pevensey Levels or Lewes Downs Special Areas of Conservation.

j) Other

The proposed development makes no specific reference to policies SC3 and SC4 of the HPS and the requirement for new development to be sustainably designed. Green and sustainable building design measures are secured via appropriate Building Regulations that ensure a fabric first approach that helps reduce the energy load and carbon footprint of the buildings. Each property will be required to have an electric vehicle charging point (Condition 31).

This is an allocated housing site and its impacts on infrastructure are considered in the Borough's Infrastructure Delivery Plan. Matters like road improvements and the impact on

social infrastructure can be addressed by the financial contributions required but it is not considered that the development needs to provide for health or social related services. East Sussex County Council has commented in relation to contributions towards additional county council service infrastructure. No additional contribution to schools is requested as these have existing capacity that can accommodate the additional child school yield generated by the proposed development. A financial contribution towards Library and Rights of Way has been requested. Contributions to mitigate those identified impacts arising from the development will be included within the s106 Planning Agreement.

Health Care Provision: There is no recommended number of FTE GPs per 1,000 patients per practice, recognising the differing needs of the registered patients of GP practices. GP practices plan and utilise their workforce to best meet the needs of their patients. It can be noted for comparison, that the average number of FTE GPs per 1,000 patients per practice in England is 0.58. (Source GP Workforce Census published by HSCIC includes information on ALL types of General Practitioners (including GP Provider (single-handed or partnerships). Hastings and Rother Clinical Commissioning Group brings together 219 GPs, working in 33 practices, there are approximately 183,000 people living in the catchment area. This equates to 1.19 doctors per 1,000 patients, double the national average. The High Glades and Silver Springs medical practice is close to the application site, they have approximately 14,000 registered patients and 7 full-time GP's, at a ratio of 0.5 doctors per 1000 patients this is below the national average, although around the average for more densely populated urban area. GP care is supported by 4 full-time nurses, the patient list remains open. From this it can be determined that local residents concerns re-GP access, whilst understood, is not in significant distress when compared to the national picture. The local practice confirmed that if demand increased they have capacity to expand.

8. Affordable Housing and other contributions

The application is for 140 dwellings and as such affordable housing should be provided on site in accordance with policy H3 of the Hastings Plan. For greenfield sites, such as this, and for developments of 15 or more dwellings, 40% of the proposed units should be provided as affordable. This means that 56 of the units should be affordable. The affordable housing will be secured through a s106 legal agreement.

East Sussex Highways and Contributions Team have also highlighted the following financial contributions are required to support the application:-

- Library - £36,820 (To help accommodate additional demand on services from new residents)

- Rights of Way - £3,360 (Improvements to footpaths 142, 143 and 144, to accommodate additional foot-traffic and promote more sustainable modes of transit)

Local Equipped Area for Play (LEAP) at Welton Rise - £110,600 (money towards improvement of facility to accommodate additional demand arising from development)

A s106 legal agreement will also secure the retention and maintenance of open space

provided within the site.

9. Evidence of Community Involvement

The applicant engaged in a Pre-Application Forum in October 2016 and responded to local community concerns. This dialogue with the local community has helped inform the planning application and masterplan and the comments were included in the Planning Statement.

10. Conclusion

Considering the above discussion the proposed development is considered to be sustainable development in accordance with the NPPF. It will provide for much needed residential accommodation and secure benefits such as affordable housing, public open space and improvements to local play facilities and rights of way. The proposed access to the site is considered acceptable. These proposals are also considered to comply with or appropriately address the development plan in accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004.

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

Grant Outline Planning Permission subject to the following conditions:

1. Approval of the details of the layout, scale and external appearance of the building(s), and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.
2. Plans and particulars of the reserved matters referred to in Condition 1 above, relating to the layout, scale, siting, design and external appearance of any buildings to be erected, and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.
3. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
4. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
5. The development hereby permitted shall be carried out, in terms of access only, in accordance with the following approved plans: ITP 129-1-01-P2 and

ITP 1219-1-02-P2.

No part of the development shall be occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved plans (ITP 129-1-01-P2 and ITP 1219-1-02-P2).

6. No part of the development shall be occupied until provision has been made within the site to prevent surface water draining onto the public highway, in accordance with plans and details to be submitted to and approved by the Local Planning Authority.
7. The access shall have maximum gradients of 4% (1 in 25 from the channel line, or for the whole width of the footway/verge whichever is the greater and 11% (1 in 9) thereafter.
8. No part of the development shall be first occupied until visibility splays of 2.4 metres by 90 metres have been provided at the proposed site vehicular access onto Harrow Lane in accordance with the approved plans. Once provided the splays shall thereafter be retained, maintained and kept free of all obstructions over a height of 600mm.
9. The development hereby permitted shall not commence until details of the layout of the access roads and the specification for the construction of the access which shall include details of footways, surfaces, lighting, parking and cycle parking, have been submitted to and approved in writing by the Local Planning Authority and the use hereby permitted shall not commence until the construction of the road link has been completed in accordance with the specification to be agreed with the Highway Authority.
10. No part of the development shall be occupied until the vehicle turning space has been constructed within the site in accordance with details submitted to and approved in writing by the Local Planning Authority. This space shall thereafter be retained at all times for this use and shall not be obstructed.
11. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters,
 - the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and egress and routeing of vehicles during construction,
 - the parking of vehicles by site operatives and visitors,
 - the loading and unloading of plant, materials and waste,
 - the storage of plant and materials used in construction of the development,
 - the erection and maintenance of security hoarding,
 - the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway

(including the provision of temporary Traffic Regulation Orders, traffic management),

- details of public engagement both prior to and during construction works.

12. No development shall take place, including demolition, on the site until an agreed pre commencement condition survey of the surrounding highway network has been submitted and approved in writing by the Local Planning Authority. Any damage caused to the highway as a direct consequence of the construction traffic shall be rectified at the applicant's expense.
13. 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.
14. Upon the occupation/commencement of use, the Applicant shall implement the measures incorporated within the approved travel plan. The Applicant shall thereafter monitor report and subsequently revise the travel plan as specified within the approved document.
15. No development shall be commenced until such time as a Traffic Regulation Order securing the provision of parking restriction on the west side of Harrow lane opposite the site access has been approved in writing by the County Council and written confirmation of this approval is made available to the Local Planning Authority.
16.
 - (i) Construction of the development shall not commence until a drainage strategy that includes details of the proposed means of foul sewerage and surface water disposal/management, together with an implementation timetable, have been submitted to and approved in writing by the Local Planning Authority.
 - (ii) Development shall be carried out in accordance with the details approved under (i) and no occupation of any of the dwellings or flats hereby approved shall occur until those works have been completed.
 - (iii) No occupation of any of the dwellings or flats 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.
 - (vi) Prior to occupation of the development evidence (including photographs) should be submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.

17.
 - (i) Surface water runoff from the proposed development should be limited to a maximum of 10.5l/s, which is the rate agreed to by Southern Water for all rainfall events including those with a 1 in 100 (plus 40%) annual probability of occurrence. Evidence of this (in the form of hydraulic calculations) should be submitted with the detailed drainage drawings. The hydraulic calculations should take into account the connectivity of the different surface water drainage features.
 - (ii) The detailed design should also include information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely. This should incorporate measures to intercept and slow down overland surface water flows through the woodland south of the development.
 - (iii) The detailed design of the attenuation ponds should be informed by findings of additional groundwater monitoring between autumn and spring. The design should leave at least 1m unsaturated zone between the base of the ponds and the highest recorded groundwater level. If this cannot be achieved, details of measures that will be taken to manage the impacts of high groundwater on the drainage system should be provided. Evidence of how impacts of high groundwater on the structural integrity of the tank will be managed should also be provided.
18. A maintenance and management plan for the entire drainage system should be submitted to the Local Planning Authority before any construction commences on site to ensure the designed system takes into account design standards of those responsible for maintenance. The management plan should cover the following:
 - a) The plan should clearly state who will be responsible for managing all aspects of the surface water drainage system, including piped drains, and the appropriate authority should be satisfied with the submitted details.
 - b) Evidence that these responsibility arrangements will remain in place throughout the lifetime of the development should be provided to the Local Planning Authority.
19. The applicant should detail measures to manage flood risk, both on and off the site, during the construction phase. This may take the form of a standalone document or incorporated into the Construction Management Plan for the development.
20. No development shall take place until the developer has secured the implementation of a programme of archaeological work, in accordance with a Written Scheme of Archaeological Investigation which has been submitted to and approved in writing by the Local Planning Authority.
21. The development hereby permitted shall not 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) has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition [20] to the

satisfaction of the Local Planning Authority, in consultation with the County Planning Authority.

22. Safe access to footpath Hastings 142, 143 and 144 is to be maintained at all times during and following completion of the development. Details of walking and cycle links should be submitted as part of a Reserved Matters application.
23. The landscaping details required by condition 1 above (reserved matters) shall include details of open space and play provision.
24. No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan for biodiversity (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP: Biodiversity shall include the following;
 - a) Risk assessment of potentially damaging construction activities.
 - b) Identification of "biodiversity protection zones".
 - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
 - d) The location and timing of sensitive works to avoid harm to biodiversity features.
 - e) The times during construction when specialist ecologists need to be present on site to oversee works.
 - f) Responsible persons and lines of communication.
 - g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP: Biodiversity shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details and phasing agreed, unless otherwise agreed in writing by the local planning authority.

25. No development shall take place until an ecological design strategy (EDS). The EDS shall include the following:
 - a) Purpose and conservation objectives for the proposed works.
 - b) Review of site potential and constraints.
 - c) Detailed design(s) and/or working method(s) to achieve stated objectives.
 - d) Extent and location/area of proposed works on appropriate scale maps and plans.
 - e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
 - f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
 - g) Persons responsible for implementing the works.
 - h) Details of initial aftercare and long-term maintenance.
 - i) Details for monitoring and remedial measures.
 - j) Details for disposal of any wastes arising from works.

The EDS shall be implemented in accordance with the approved details

and all features shall be retained in that manner thereafter.

26. A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to commencement of the development. The content of the LEMP shall include the following;

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the 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.

The plan shall also 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. The approved plan will be implemented in accordance with the approved details.

27. No development shall take place until a scheme for the provision of open space (including children's play area), as part of the development within the site in accordance with policy EN8 of the Hastings Local Plan and national guidance on open space provision has been submitted to and agreed by the Local Planning Authority. The scheme shall include details of the laying out and construction of the open space, a timetable for its provision and arrangements for its future maintenance. The open space shall then be provided and maintained in accordance with the approved scheme, unless otherwise agreed in writing with the Local Planning authority.

28. No development shall take place until the measures outlined in the submitted arboricultural report (titles Arboricultural Impacts Assessment and Method Statement, prepared by PJV Consultancy, dated August 2017) have been fully implemented, unless:

- (i) the programme for such measures is otherwise specified within that document in which case the works shall be carried out in accordance with the timescales contained therein or;
- (ii) unless the scheme(s), or programme(s) of measures contained within the

arboricultural reports is otherwise first varied, by way of prior written approval from the Local Planning Authority.

29. The details required by Condition 1 shall include a full and adequate site investigation and soils report and work shall not proceed until and unless measures deemed to be necessary by the Local Planning Authority as a result of such report have been incorporated in the development proposals.
30. Each individual dwelling hereby approved shall not be occupied until a minimum of one electric vehicle charging point has been installed on the given building(s) with dedicated off street parking, and shall thereafter be retained for that purpose.
31. The details submitted for condition 1 (reserved matters) above shall include provision of at least 2% of the dwellings to be fully adapted for wheelchair users.
32. Before the development hereby approved is occupied provision shall be made for the ability to connect to fibre-based broadband.

Reasons:

1. The application is in outline only.
2. The application is in outline only.
3. This condition is imposed in accordance with the provisions of Section 92 of the Town & Country Planning Act 1990.
4. This condition is imposed in accordance with the provisions of Section 92 of the Town & Country Planning Act 1990.
5. For the avoidance of doubt and in the interests of proper planning.
6. In the interests of highway safety.
7. In the interests of road safety.
8. In the interests of road safety.
9. To secure satisfactory standards of access for the proposed development.
10. In the interest of highway safety and for this benefit and convenience of the public at large.
11. To the interests of highways safety and the amenities in the area.
12. In the interests of highway safety and the amenities of the area.
13. To encourage and promote sustainable transport.

14. To encourage and promote sustainable transport.
15. In the interests of amenity and road safety.
16. To prevent increased risk of flooding.
17. To prevent increased risk of flooding.
18. To prevent increased risk of flooding.
19. To prevent increased risk of flooding.
20. To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with the National Planning Policy Framework.
21. To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with the National Planning Policy Framework.
22. To maintain Public Rights of Way.
23. To ensure a satisfactory form of development in the interests of the character and amenity of the area.
24. To protect features of recognised nature conservation importance.
25. To protect features of recognised nature conservation importance of the site and in the interests of the amenity of the neighbouring residential occupiers.
26. To protect and enhance the ecological value of the site.
27. To ensure a satisfactory form of development in the interests of the character and amenity of the area.
28. In the interests of the health of the trees and the visual amenity of the area.
29. To ensure a satisfactory standard of development.
30. To ensure a satisfactory standard of development.
31. To comply with condition LRA1 of the Hastings Local Plan, Development Management Plan.
32. To ensure the development complies with policy SC1 of the Hastings Local Plan: The Hastings Planning Strategy.

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 paragraph 38 of the National Planning Policy Framework.
3. The applicant is advised that the 300 mm diameter surface water sewer requires a clearance of 3 metres either side of the sewer to protect it from construction works and allow for future access for maintenance. No development or new tree planting should be located within 3 metres either side of the centreline of the public sewer.
4. The applicant is advised that the 200 mm diameter water trunk main requires a clearance of 6 metres either side of the water trunk main to protect it from construction works and allow for future access for maintenance.
5. The applicant is advised that no development or new tree planting should be located within 6 metres either side of the centreline of the water trunk main without consent of Southern Water.
All existing infrastructure, including protective coatings and cathodic protection, should be protected during the course of construction works. No new soakaways should be located within 5m of a public sewer and water main.
6. The applicant is advised that noncompliance with Sewers for Adoption standards will preclude future adoption of the foul and surface water sewerage network on site. The design of drainage should ensure that no groundwater or land drainage is to enter public sewers.
7. The applicant is advised that due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

8. The applicant is advised that a formal application for connection to the water supply 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
9. The applicant is advised that all side elevations facing access roads should be designed to a high standard and avoid blank facades and large expanse of wall.
10. The applicant is advised that the gateway 'key' buildings located either side of the junction into the site from Harrow Lane shall incorporate a design that better addresses its corner location than currently shown on illustrative plans

and elevations. This amended design shall form part of the reserved matters application.

11. The applicant is advised that rear parking courts should be enclosed by brick walls and this should be shown within any subsequent Reserved Matters application.
12. The applicant is advised that parking spaces to the front of garages should have a depth of 6m. Any Reserved Matters application should incorporate this into the design.
13. The applicant is advised that they must ensure the proposed works, hereby approved, do not contravene laws protecting wildlife including the Countryside and Wildlife Act 1981. Where the applicant is in doubt they should contact Natural England on wildlife@naturalengland.org.uk Telephone 020 802 61089 or Environment and Natural Resources on parks@hastings.gov.uk Telephone 01424 451107 prior to commencement of any works.
14. The applicant should contact the Sussex Police Architect Liaison Officer at the Police Station, Bohemia Road, Hastings to discuss the "Secured by Design" principles for new developments.
15. No site clearance or tree or hedge removal shall be carried out on site between the 1st March and 31st July inclusive in any year, unless otherwise approved in writing by the Local Planning Authority.
16. Nothing in this permission shall be construed as giving approval to the details shown on the plans accompanying the application hereby approved. Such plans have been treated as being indicative only.
17. Incentives for residents encourage them to rethink journeys from the very start of locating in a new neighbourhood to be adopted within the travel plan to be resubmitted with the reserved matters applications, to include:
 - 1) 3 months of bus travel with option to renew for a further 6 months with discount
 - 2) £100 for cycles or accessories
 - 3) 5 supermarket deliveries
 - 4) Car club vehicle dedicated space within the development
 - 5) Other incentives should include as suggested in the residents' information pack plus scheduled cycle training and Bike doctor visits.

Officer to Contact

Mr R Temple, Telephone 01424 783254

Background Papers

Application No: HS/OA/17/00901 including all letters and documents