

Committee: **Regulatory
Planning Committee**

Date: **25 October 2006**

Report by: **Director of Transport and Environment**

Proposal: **Outline application for a 48 bed residential unit for older people with day therapy suite, outreach and consulting rooms.**

Site Address: **The Ridge West, St Leonards on Sea**

Applicant: **Director of Adult Social Care**

Application No. **HS/2504/CC**

Key Issues: i) **Access to The Ridge West**
 ii) **Alternative means of access to the site**
 iii) **Flood Risk**

SUMMARY OF RECOMMENDATIONS

1. Subject to the payment of the Local Sustainable Accessibility Improvement Contribution, to authorise the Director of Transport and Environment to grant outline planning permission subject to conditions.

CONSIDERATION BY DIRECTOR OF TRANSPORT & ENVIRONMENT

1. Introduction

1.1 A decision on this outline planning application was deferred at the meeting held on 20 September 2006 for more detailed investigation of access and transport issues, bearing in mind the concerns expressed by the Committee about present traffic conditions and accommodating potential new highway schemes. A copy of that report is appended

1.2 This report sets out the results of those investigations and updates the Committee on other matters that have progressed since then.

2. Considerations

Access to The Ridge West

2.1 Concern was expressed by the Committee about the potential impact of the application proposal upon the proposed Highways Agency road scheme linking the A21 to the east with Queensway to the west. In turn this is related to the proposed Bexhill – Hastings Link Road intended to run from the A259/A269 junction in Bexhill to Queensway.

2.2 The Additional Information appended to this report shows the Highway Agency options for the Queensway – A21 link in relation to the Age Well site. One option is routed through Beauport Park caravan park to the north of Ridge West. The other option presents alternatives around a link to the south of the planning application site through the area identified for industrial / business development in the Hastings Local Plan and to the south of West Ridge Industrial Estate. It can be seen from this information that the planning application proposal is not affected by any of these link road options or *vice versa* and

supports the Highways Agency's view, explained in the report to the 20 September Committee, that it has no objection to the Age Well proposal.

2.3 Further concern was expressed by the Committee about extra traffic adding to the impact of the proposal on The Ridge West in terms of the levels of traffic generation and the perceived high levels of traffic using that road, particularly at peak times. Alternative means of access to the site were requested to be investigated

2.4 The anticipated levels of traffic impact are based on current experience at Mt. Denys and Pinehill further east along The Ridge. To a great extent this application is seeking to reprovide these services at The Ridge West in a modern building but in a similar working pattern. This is currently arranged as follows;

- 8 residential care staff working two day shifts from 07.30 – 14.30 and from 14.30 – 21.30
- A further 4 residential care staff work a night shift between 21.00 – 07.30.
- 4 day care staff working between 09.00 – 16.30. They look after up to 21 people who are transported to site together in shared transport arriving at about 10.00 and departing mid – late afternoon
- 8 ancillary staff carrying out administration, management and housekeeping duties are also employed arriving between 07.30 - 09.30.
- In addition there will be on average 12 visitors daily including family and allied health and care professionals.
- A further 4 deliveries of supplies during a week.

This breakdown suggests the peak vehicular activity associated to the site would be either side of 7.30 when 8 care staff and some of the 8 ancillary staff arrive and 4 night care staff leave.

2.5 The Highway Authority comments that these figures would result in daily trips of approximately 50 vehicles into and 50 vehicles out of the site. Furthermore, based on current practice at Pinehill and Mt. Denys, these movements would be spread throughout the day (with a peak around 7.30), rather than the majority being concentrated at typical peak morning and afternoon times, as would be more likely with alternative uses for the site that have been suggested. Not only is overall traffic generation (based on current practice elsewhere) relatively low, given the scale of development proposed, but its impact at the peak times, when The Ridge West is perceived to be congested, will not be as great as might otherwise be the case with proposals for alternative uses. The proposed access to the application site from The Ridge West is considered acceptable in its design including layout and visibility to the east and to the west.

Alternative means of access to the site

2.6 Alternative ways of accessing the site either via Whitworth Road (off Junction Road) or the industrial estate service road off The Ridge West, immediately to the west of the reservoir have been investigated. The former is adopted for only part of its length and the latter not at all. The applicant would therefore need to secure the consent of the owner(s) of the unadopted parts in order to be allowed to use them. Setting this matter aside as well as the fact that neither lead to the application site, their junctions with The Ridge West are considered to offer poor visibility for drivers emerging onto The Ridge West. In the case of The Ridge West / Junction Road this is also considered to be particularly congested, and any increased use of this junction arising from the application proposal is undesirable in view of the acceptability of the proposed access onto The Ridge West. Furthermore it is not justifiable, on planning grounds, to require the applicant to improve the junction although the Local Sustainable Accessibility Improvement Contribution required could contribute towards some of the cost.

Flood Risk

2.7 Finally, since the last meeting, the Environment Agency has completed consideration of the Flood Risk Assessment submitted and has now withdrawn its objection, subject to an appropriate condition.

7. Conclusion and reasons for approval

7.1 The proposal will not affect, nor is it affected by, options for the Highways Agency proposed link road between Queensway and the A21 (Baldslow junction). Access to the application site from The Ridge West is considered to be the only feasible option and the proposal is not expected to generate significant levels of traffic entering or leaving the site to the extent that existing highway conditions on this part of The Ridge West would be harmed.

7.2 In accordance with Section 38 of the Planning and Compulsory Purchase Act 2004 the decision on this application should be taken in accordance with the development plan unless material considerations indicate otherwise.

7.3 The proposal is considered to comply with Policies S1 (sustainability), S6 (development within towns), EN1 (environment), TR3 (accessibility), TR16 (parking standards for development), H6 (local housing requirements), W10 (construction waste management) of East Sussex and Brighton & Hove Structure Plan 1991-2011, with Policy WLP11 of the East Sussex and Brighton and Hove Waste Local Plan 2006 and with Policies CN9 (nursing homes, rest homes and hostels), NC8 (nature conservation), NC11 (preserved woodland), DG1 (development form), DG2 (access and parking), DG6 (external lighting), DG7 (high or visually prominent buildings), DG8 (protection of views) and DG27 (surface water) of the Hastings Local Plan 2004.

7.4 There are no other material considerations and the decision should be taken in accordance with the development plan.

8. Recommendation

8.1 To authorise the Director of Transport and Environment to grant outline planning permission subject to:-

(a) The applicant making a Local Sustainable Accessibility Improvement Contribution.

(b) Upon receipt or confirmation of the transfer of the Contribution to grant outline planning permission subject to the following conditions,

- 1 (a) Application for approval of any reserved matter shall be made to the County Planning Authority before the expiration of three years from the date of this permission.
- (b) The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To comply with Section 92 Town and Country Planning Act 1990.

- 2 Approval of the details of the layout including siting, scale, appearance, access including car and cycle parking, and landscaping (including wildlife mitigation) of the site (hereinafter called "the reserved matters") shall be obtained from the Director of Transport and Environment in writing before any development is commenced

Reason: To comply with Section 92 Town and Country Planning Act 1990.

3. Construction of the development shall not commence until details of the proposed means of foul and surface water disposal have been submitted to, and approved in writing by the Director of Transport & Environment. The approved details shall form part of the development as constructed.

Reason: To ensure appropriate provision is made for foul and surface water disposal in accordance with Policies

4. Before development commences a Waste Minimisation Plan shall be submitted to and approved in writing by the Director of Transport & Environment and the development constructed in accordance with the approved Plan.

Reason: To minimise the amount of construction waste to be removed from site for final disposal in accordance with policy W10 of the East Sussex and Brighton and Hove Structure Plan 1991-2011 and WLP11 of the East Sussex and Brighton and Hove Waste Local Plan 2006.

5. Prior to occupation of the development a lighting scheme shall be submitted to and approved in writing by the Director of Transport & Environment and the approved details will be implemented as part of the built scheme.

Reason: To ensure an appropriate level of lighting to ensure security and safety of the site whilst remaining sensitive to its location in accordance with Policy DG6 of the Hasting Local Plan 2004.

6. The development of the proposal shall be located in a position, and undertaken in a manner which retains the open public vista across the site from The Ridge West towards the English Channel

Reason: To maintain the visual quality of the area, protect an important view of the setting of the town and to achieve a satisfactory standard of development in accordance with Policies S1, S6 and EN1 of the East Sussex and Brighton and Hove Structure Plan 1991-2011 and Policies DG7 and DG 8 of the Hastings Local Plan 2004

7. Before the first occupation of the development hereby permitted, a Travel Plan, in accordance with the aims and objectives of PPG13 (March 2001) and the Government White Paper (July 1998), shall be submitted to and approved in writing by the Director of Transport and Environment. The Travel Plan shall be implemented and thereafter maintained and/or developed in accordance with the approved details

Reason: To increase awareness and use of alternative modes of transport for school journeys in accordance with policy TR2 in the East Sussex and Brighton & Hove Structure Plan 1991 – 2011.

8. Prior to commencement of development a scheme for the provision of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be supported by detailed calculations and include a maintenance programme and establish ownership of the drainage system. The approved scheme shall be carried out in accordance with the details and timetable agreed

Reason: To reduce the risk of flooding in accordance with Policy DG27 of the Hasting Local Plan 2004.

Informative

1. A formal application for connection to the public sewerage is required in order to service this development. Please contact Southern Water Network Development Team (Wastewater) based in Otterbourne, Hampshire or via www.southernwater.co.uk

BOB WILKINS
Director of Transport and Environment
16 October 2006

Contact Officer: David Vickers Tel. 01273 481 629
Local Member: Councillor Wilson

BACKGROUND DOCUMENTS

Regional Planning Guidance for the South East 2001
East Sussex and Brighton & Hove Structure Plan 1991 - 2011
East Sussex and Brighton and Hove Waste Local Plan 2006.
Hasting Local Plan 2004
Planning Application File

HS/2504/CC



Application Site

Land in Applicants Ownership

Location Plan

Site

Scale 1:50000

Scale 1: 2500

Bob Wilkins
Msc CEng MICE MinstWM MIHT
Director, Transport and Environment
East Sussex County Council

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Committee: **Regulatory
Planning Committee**

Date: **20th September 2006**

Report by: **Director of Transport and Environment**

Proposal: **Outline application for a 48 bed residential unit for older people with day therapy suite, outreach and consulting rooms.**

Site Address: **The Ridge West, St Leonards on Sea**

Applicant: **Director of Adult Social Care**

Application No. **HS/2504/CC**

Key Issues: i. **Principle of development**
 ii. **Impact of proposed use and development**
 iii. **Highways Impact**
 iv. **Waste Minimisation**

SUMMARY OF RECOMMENDATIONS

Subject to the Environment Agency being satisfied in respect of Flood Risk Assessment, and subject to the payment of the local Sustainable Accessibility Improvement Contribution, to authorise the Director of Transport and Environment to grant outline planning permission subject to conditions.

CONSIDERATION BY DIRECTOR OF TRANSPORT & ENVIRONMENT

1. The Site and Surroundings

1.1 The application site comprises 0.92 hectares of land south of The Ridge West immediately east of the junction with Queensway. The site falls steeply from The Ridge West to the south and forms part of a field currently used for grazing horses. The southern boundary is marked by a public footpath running parallel to and outside the site. This is also the boundary of a Site of Nature Conservation Importance and an area allocated for industrial use within the Local Plan. Beyond that is an existing industrial area. The eastern boundary is adjacent to a preserved woodland. The northern boundary is marked by scrub and hedges alongside The Ridge West. Beyond is a caravan park within dense woodland which is also the edge of the High Weald Area of Outstanding Natural Beauty. To the west is more dense woodland between the site and Queensway.

2. The Proposal

2.1 The proposal is in outline for the formation of a new vehicular access from The Ridge West and the erection of a 48 bed residential unit for older people together with day therapy suite, outreach and consulting rooms.

2.2 The applicant is seeking approval in principle only at this stage with all supporting drawings showing access, layout and building sections submitted on an indicative basis only. Whilst these do not form part of the application and therefore are not part of any decision they demonstrate how access to the site might be achieved and how a building could be arranged on such a sloping site.

2.3 Access is shown from The Ridge West to the north east corner of the site at a point as far from the junction with Queensway as possible. The building is indicated to be arranged over three floors but sited down the slope and away from the boundary with The Ridge West. The indicative layout also shows vehicle parking together with facilities for ambulance and emergency services.

2.4 The proposal is part of the Age Well project set up as a result of a review of County Council residential homes for older people. Four new buildings are proposed in different parts of the County which will be designed to support a range of specialist residential, residential with nursing care, respite and day care services.

2.5 In Hastings the review centred around existing facilities provided from Mt Denys and Pinehill further along The Ridge West to the east. The applicant states that public consultation supported provision of future specialised services from a dedicated unit. The proposed site fulfils this aim as well as remaining relatively 'local' to existing premises and at the same time being close to facilities currently available at Conquest Hospital.

3. Site History

3.1 None

4. Consultations and Representations

4.1 Hastings Borough Council; objects to the proposal. It considers the site to be key in relation to the proposed Bexhill – Hastings Link Road and is therefore a prime location for a gateway project which could contribute to the overall regeneration of Hastings. Site adjacent is allocated in the Local Plan for industrial use and would therefore be incompatible with a residential type use. Whilst the need for such a use is acknowledged and supported the proposed site is not appropriate and alternatives should be investigated. The Borough Council would be prepared to assist in locating a more suitable site. There is no information relating to ecology or tree issues. This is considered a necessity and contrary to local and national guidance, given the site is within a Wildlife Corridor and Site of Nature Conservation Importance allocated in the Local Plan. Overall the Council are disappointed not to have been involved in pre-application discussion given that the economic regeneration of Hastings is a major plank of County Council policies and objectives.

4.2 Environment Agency; object to proposal as it may present a significant flood risk resulting from surface water run-off. Request Flood Risk Assessment be carried out to demonstrate likely surface water can be dealt with within the developable area proposed.

4.3 Southern Water; initial investigations show there is inadequate capacity in the local network to provide foul sewage disposal to service the proposed development. Additional off-site sewers or improvements to the existing network will be required to provide sufficient capacity to service the development. Should the application receive approval an informative should be attached to any consent indicating the developer should enter into a formal agreement with Southern Water to provide necessary sewerage infrastructure. There are no public surface water sewers in the vicinity. It is recommended that surface water should be drained by means of an outfall to nearby land drainage watercourse.

4.4 Sussex Police Community Safety Branch; do not identify any major concerns with the proposals although great care should be taken to provide private garden space around the development. Without this incidents of anti-social behaviour are likely to arise.

4.5 County Archaeologist; the Historical Environment Record shows no sites of archaeological interest here or in the immediate vicinity.

4.6 Highway Authority; based on proposed occupancy figures anticipate daily trips to and from site of around 100. This level of generation could be accommodated by the proposed access. While there is some congestion along this part of The Ridge West during peak periods this proposal is unlikely to generate a significant increase in traffic movements and in particular is unlikely to generate a material increase during peak periods. There is a slight overprovision of car parking shown on the (indicative) layout and no cycle parking. 4 secure and covered spaces should be provided.

Any development should take into account the possibility of dualling Queensway and improving Ridge West. In accordance with the County Council's Supplementary Planning Guidance a Local Sustainable Accessibility Improvement Contribution should be secured towards local area transport improvements, such as alterations to the junction of Junction Road with Ridge West.

4.7 Local Representations; three letters received objecting to the proposal which will spoil an area of outstanding beauty and a wildlife haven housing bats and badgers. There are already sufficient homes in Hastings which do nothing to add to its attraction. The proposal will aggravate traffic problems resulting in increased noise and pollution.

5. The Development Plan policies of relevance to this decision are:

5.1 Regional Planning Guidance for the South East (RPG9) 2001: Policy H4 (provision of a range of dwelling types and sizes)

5.2 East Sussex and Brighton & Hove Structure Plan 1991-2011: Policy S1 (sustainability), S6 (development within towns), EN1 (environment), TR3 (accessibility), TR16 (parking standards for development), H6 (local housing requirements), W10 (construction waste management)

5.3 Hastings Local Plan 2004: Policy CN9 (nursing homes, rest homes and hostels), NC8 (nature conservation), NC11 (preserved woodland), DG1 (development form), DG2 (access and parking), DG6 (external lighting), DG7 (high or visually prominent buildings), DG8 (protection of views), DG27 (surface water)

5.4 East Sussex and Brighton & Hove Waste Local Plan 2006: Policy WLP11 (construction waste management)

The East Sussex and Brighton and Hove Waste Local Plan was adopted and came into force on 21 February 2006. Currently there is a High Court challenge to parts of the Plan.

6. Considerations

Principle of development

6.1 The site lies within the built – up area defined in the Hastings Local Plan 2004 and is not designated for any particular use or type of development. The site itself is not constrained by other designations such as Site of Nature Conservation Importance or Wildlife Corridor, although land adjoining is subject to a variety of such designations. The principle of development is therefore acceptable.

6.2 Policy H4 in RPG9 and Policy H6 in the East Sussex and Brighton & Hove Structure Plan 1991-2011 offers encouragement and support to schemes which aim to provide accommodation by a variety of means and tenures to meet specific local requirements including sheltered housing, accommodation designed to be suitable for people with disabilities or mental health problems and other accommodation suitable for people receiving care in the community

6.3 Policy CN9 of the Hastings Local Plan sets out a general presumption in support of proposals such as this subject to specific criteria designed to ensure appropriate location and layout and to prevent over-concentration of institutional type uses and harm to local amenity.

6.4 Although the site is within the built-up area it is relatively isolated from any residential neighbours. The nearest is some 150 metres distant and whilst this means that the impact of the proposal on residential amenity will be negligible its relative isolation also means that it is not ideally located for access by means other than vehicles such as taxi, ambulance or car. However the age and likely frail physical state of the building's users (other than staff) will mean that their preferred mode of transport to and from the building will be by these means anyway. The use of the site for such a facility is considered acceptable in principle.

6.5 Hastings Borough Council objects to the proposal on grounds, *inter alia*, that the site adjacent is allocated in the Local Plan for industrial use and would therefore be incompatible with a residential type use. The Borough Council also considers the site to be in a prime location for a gateway project which could contribute towards the overall regeneration of Hastings. Whilst these comments are noted, the relationship of the site to the proposed industrial area is little different to that which exists between all other identified industrial estates in the Local Plan and residential uses which are adjacent. I therefore consider that the use of the application site for residential purposes would not compromise the local plan allocations and it is possible to achieve an acceptable level of residential amenity.

6.7 The proposed site is not identified in the Local Plan for any use nor has it been identified by Sea Space (the Bexhill & Hastings Task Force regeneration company) for development. Notwithstanding this, granting planning permission for the Age Well development would not necessarily preclude alternative development of either the application site or other land to the west for other uses.

Impact of proposed use and development

6.8 Policy S1 in the East Sussex and Brighton & Hove Structure Plan 1991-2011 seeks to ensure that development occurs in an environmentally sustainable way. Policy NC8 of the Hastings Local Plan 2004 sets out general planning requirements to minimise any damage to wildlife and habitats. Policy NC11 states that planning permission will not be granted for development within 20 metres of the boundary of any existing preserved woodland of more than 0.4 hectares unless it includes adequate protection for the trees. Policy DG6 seeks to control the impact of external lighting and Policy DG7 sets out criteria against which visually prominent buildings will be assessed. Policy DG8 seeks to protect public views of local landmarks which contribute to a 'sense of place'; of important urban or natural features or, most pertinently in this case, from public positions which provide an appreciation of the character, form or setting of the town.

6.9 There are no reasons to believe that the development will not be capable of being constructed or operated in an environmentally sustainable way in general compliance with Policy S1 of the East Sussex and Brighton & Hove Structure Plan 1991-2011.

6.10 Although in outline the indicative siting shows the building more than 20 metres from the area of preserved woodland immediately adjoining the site to the east. Precise details of siting would be the subject of further approval should outline planning permission be given although it is clear that the building can be accommodated on the site without conflicting with Policy NC11.

6.11 Concern has been expressed by the Borough Council about the impact on ecology and by local residents specifically about the impact on bats and badgers. The site is not identified in the Local Plan as having any particular wildlife or ecological interest and it should be borne in mind that the Borough Council considers the site suitable for

development albeit for different purposes. It is also considered unlikely to provide refuge for either bats or badgers bearing in mind its open nature. These species are more likely to inhabit adjacent land not part of the application site. Nevertheless bearing in mind the aims of Policy NC8 in the Hastings Local Plan 2004 it is considered prudent to require any necessary wildlife mitigation measures be incorporated into reserved matters.

6.12 As noted above the site is relatively isolated yet potentially prominent on a ridge. The main sources of lighting at present are streetlights in an elevated position with additional sources to the south, lower down the slope from the industrial estate and residential areas. Whilst internal lighting is an inevitable part of development and to a certain extent external lighting too this can and, in this case should, be designed to minimum levels required for the safe operation of a given development. There is no overriding reason to believe that the aims of Policy DG6 of the Hastings Local Plan cannot be satisfied in any detailed proposal although it is recommended that lighting specification be submitted as part of any future detailed applications.

6.13 The site is undoubtedly prominent in long views from the south and at the same time offers an opportunity from The Ridge West to appreciate the urban form, development and setting of Hastings and St. Leonards to the south east and the English Channel beyond. Policy DG7 of the Hastings Local Plan indicates the proposal to be high and visually prominent simply because there is no other surrounding development while Policy DG8 seeks to protect views from public positions. The indicative details accompanying the application suggest a building arranged on three floors with the lowest two floors below the level of The Ridge West and the majority of the building arranged on an east – west axis following the contours of the site. If a detailed proposal were to proceed in this way it is considered that important views across to the Channel from The Ridge West would not be obstructed nor would the visual quality of the surrounding area be harmed.

6.14 Policy S1 (h) of the East Sussex and Brighton & Hove Structure Plan 1991-2011 seeks to avoid development of land likely to increase risk of flooding elsewhere and Policy DG27 of the Hastings Local Plan 2004 addresses the issue of surface water runoff from development where this might increase risk of flooding.

6.15 The Environment Agency has objected to the proposal as it considers the proposed development may present a significant flood risk from the generation of surface water runoff. It requests a Flood Risk Assessment (FRA) to assess the potential impact and risks posed by the development (notwithstanding it is in outline at this stage) as well as potential mitigation to reduce any identified risks arising from the assessment. It comments that it may be possible to find a solution that would overcome this objection, subject to submission of a satisfactory FRA and incorporation of suitable areas within the site for appropriate drainage methods. The Environment Agency's clear preference is for such methods to be achieved using Sustainable Drainage Systems (SUDS) which aim to mimic the flow of drainage that currently occurs.

6.16 A FRA has subsequently been submitted and at the time of writing is being considered by the Environment Agency. I hope to be able to report the Agency's comments orally at the meeting.

Highways Impact

6.17 Policies TR3 and TR16 of the East Sussex and Brighton & Hove Structure Plan 1991-2011 seek to ensure that proposal provide for the demand for access that they create as well as complying with adopted local authority parking standards. These aims are reflected in Policy DG2 of the Hastings Local Plan 2004.

6.18 Should outline permission be given the detailed layout showing access and amount and location of parking would be subject to further consideration and approval. However the Highway Authority has commented in respect of the indicative details accompanying this

application *vis-à-vis* anticipated impact on the highway network, amount of car parking, position and form of site access, lack of cycle parking and accessibility improvements. Such comments have been drawn to the attention of the applicant. The principle of access is acceptable and other issues identified would form part detailed submissions at 'reserved matters' stage. A Local Sustainable Accessibility Improvement contribution should be secured as part of the development to provide for local area transport improvements in accordance with the County Council's Supplementary Planning Guidance.

6.19 The Highways Agency has confirmed it has no objection to the proposal in respect of current plans for the Bexhill – Hastings Link Road and possible alterations to the junction of The Ridge West with Queensway and / or the A21.

Waste Minimisation

6.19 Policy W10 of the East Sussex Brighton & Hove Structure Plan 1991 - 2011 encourages a reduction in the amount of construction industry waste as does Policy WLP11 of the East Sussex and Brighton & Hove Waste Local Plan 2006.

6.20 Whilst this is not a detailed application it is clear from the topography of the site there is considerable potential for waste generation. A preliminary Waste Minimisation Statement does accompany the outline application and this states that development would be likely to be on piled foundations which minimises the amount of excavated material. This would generate some excess topsoil which could be stored and reused for landscaping on site. This approach is acceptable in principle however a proposal of this scale will require a detailed Waste Management Plan to accompany detailed proposals and submission of this should be conditional to an outline permission.

7. Conclusion and reasons for approval

7.1 In accordance with Section 38 of the Planning and Compulsory Purchase Act 2004 the decision on this application should be taken in accordance with the development plan unless material considerations indicate otherwise.

7.2 The proposal is considered to comply with Policies S1 (sustainability), S6 (development within towns), EN1 (environment); TR3 (accessibility), TR16 (parking standards for development), H6 (local housing requirements), W10 (construction waste management) of East Sussex and Brighton & Hove Structure Plan 1991-2011, with Policy WLP11 of the East Sussex and Brighton and Hove Waste Local Plan 2006 and with Policies CN9 (nursing homes, rest homes and hostels), NC8 (nature conservation), NC11 (preserved woodland), DG1 (development form), DG2 (access and parking), DG6 (external lighting), DG7 (high or visually prominent buildings), DG8 (protection of views) and DG27 (surface water) of the Hastings Local Plan 2004.

7.3 There are no other material considerations and the decision should be taken in accordance with the development plan.

8. Recommendation

8.1 Subject to the Environment Agency being satisfied in respect of Flood Risk Assessment to authorise the Director of Transport and Environment to grant outline planning permission subject to:-

(a) The applicant making a Local Sustainable Accessibility Improvement Contribution.

(b) Upon receipt or confirmation of the transfer of the Contribution to grant outline planning permission subject to the following conditions;

1. (a) Application for approval of any reserved matter shall be made to the County Planning Authority before the expiration of three years from the date of this permission.
(b) The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To comply with Section 92 Town and Country Planning Act 1990.

2. Approval of the details of the layout including siting, scale, appearance, access including car and cycle parking, and landscaping (including wildlife mitigation) of the site (hereinafter called "the reserved matters") shall be obtained from the Director of Transport and Environment in writing before any development is commenced.

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4. Before development commences a Waste Minimisation Plan shall be submitted to and approved in writing by the Director of Transport & Environment and the development constructed in accordance with the approved Plan.

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6. The development of the proposal shall be located in a position, and undertaken in a manner which retains the open public vista across the site from The Ridge West towards the English Channel.

Reason: To maintain the visual quality of the area, protect an important view of the setting of the town and to achieve a satisfactory standard of development in accordance with policy S1, S6 and EN1 of the East Sussex and Brighton and Hove Structure Plan 1991-2011 and policies DG7 and DG 8 of the Hastings Local Plan 2004.

7. Before the first occupation of the development hereby permitted, a Travel Plan, in accordance with the aims and objectives of PPG13 (March 2001) and the Government White Paper (July 1998), shall be submitted to and approved in writing by the Director of Transport and Environment. The Travel Plan shall be implemented and thereafter maintained and/or developed in accordance with the approved details.

Reason: To increase awareness and use of alternative modes of transport for school journeys in accordance with policy TR2 in the East Sussex and Brighton & Hove Structure Plan 1991 - 2011

Informative

1. A formal application for connection to the public sewerage is required in order to service this development. Please contact Southern Water Network Development Team (Wastewater) based in Otterbourne, Hampshire or via www.southernwater.co.uk

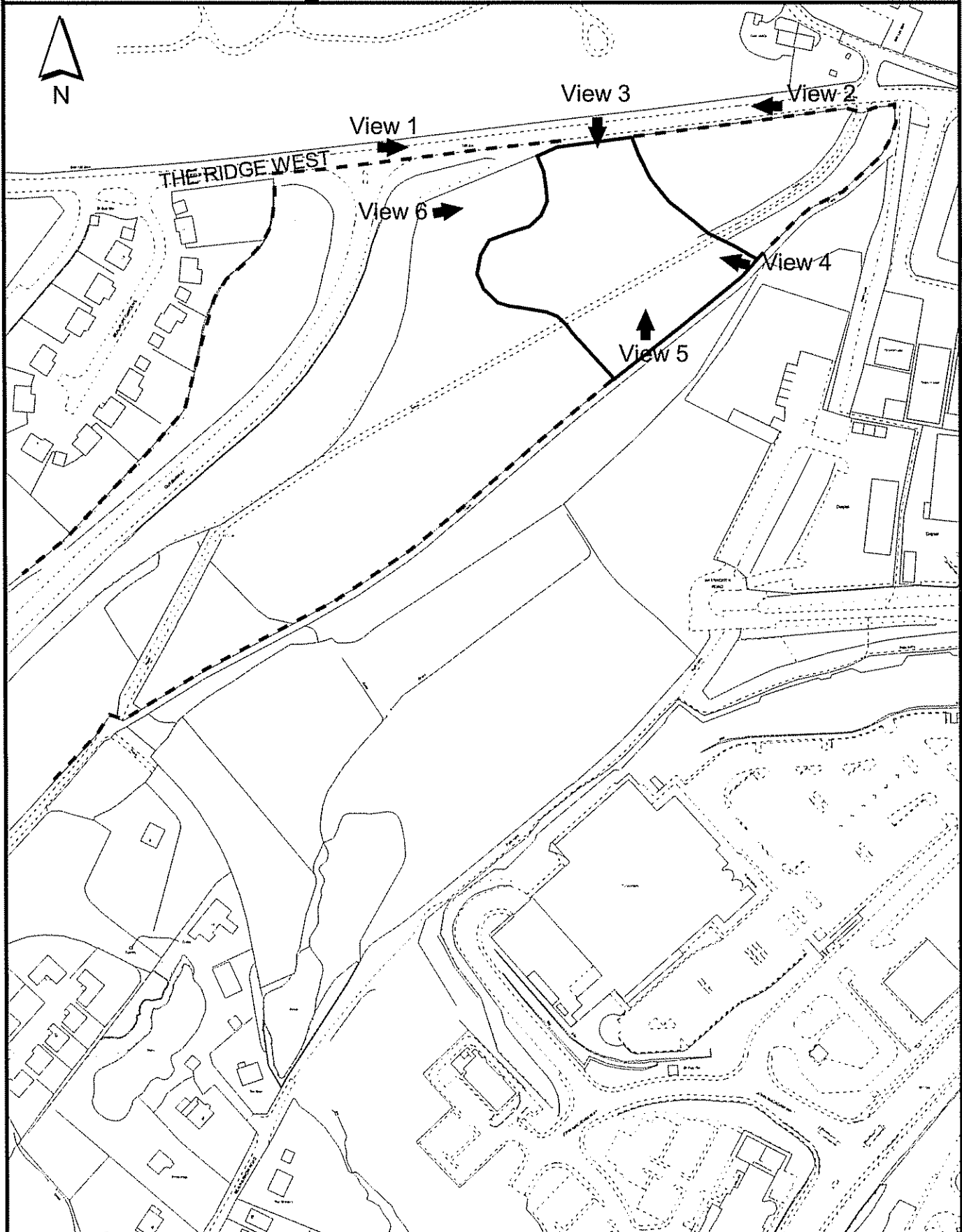
BOB WILKINS
Director of Transport and Environment
11 September 2006

Contact Officer: David Vickers Tel: 01273 481629
Local Member: Councillor Wilson

BACKGROUND DOCUMENTS

Regional Planning Guidance for the South East 2001
East Sussex and Brighton & Hove Structure Plan 1991 - 2011
East Sussex and Brighton and Hove Waste Local Plan 2006.
Hasting Local Plan 2004
Planning Application File

Agenda item 7a, HS/2504/CC The Ridge West, St. Leonards on Sea



Scale 1: 2500

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HS/2504/CC



View 1. Looking west along The Ridge West



View 2. Looking east along The Ridge West



View 3. Looking southwards across site from point of proposed access



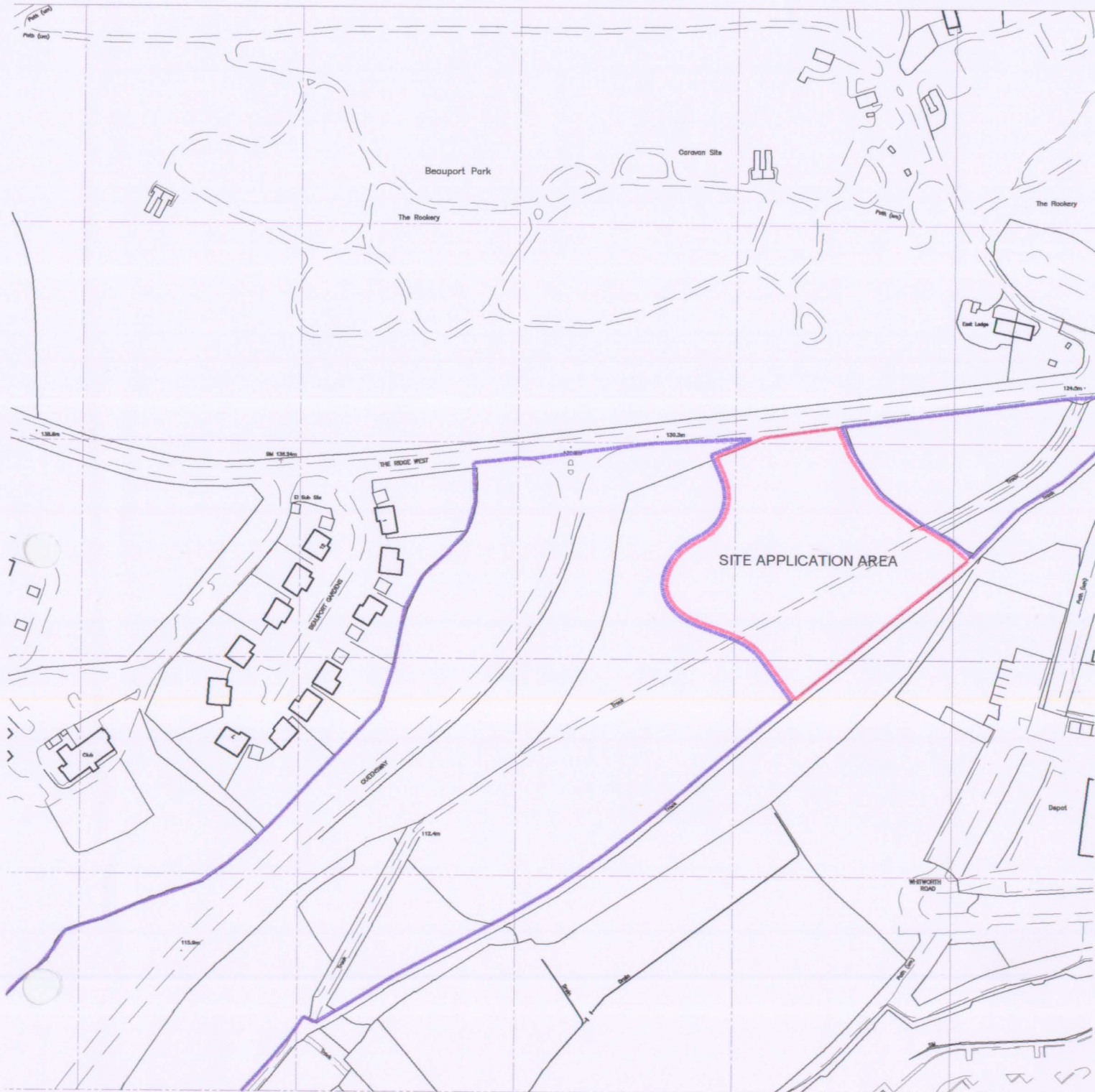
View 4. Looking north-westwards towards site boundary with The Ridge West



View 5. Looking northwards up the slope



View 6. Looking eastwards across site towards woodland beyond. Site boundary with The Ridge West to left approximately on fence line.



DIRECTOR OF TRANSPORT AND
ENVIRONMENT

29 JUN 2006

PASSED TO

DATE REPLIED *HS/2506/10*

FILE ON

SITE OUTLINED IN RED SHOWING THE APPLICATION
BOUNDARY OWNED BY THE APPLICANT

LAND OUTLINED IN BLUE SHOWING ADJOINING LAND
OWNED BY THE APPLICANT

APPROVED

Date *14/12/06*

Officer's Initials *AR*

VALIDATED ON

29 JUN 2006

**EAST SUSSEX
COUNTY COUNCIL**

Scale 1:2500

Drawn

Authorized

Date 26-5-06

AGE WELL PROJECT THE RIDGE WEST

Drawing

SITE LOCATION PLAN

Adams Johns Kennard Ltd
Hanover House Marine Court St Leonards-on-Sea East Sussex TN38 0DX
Tel: 01424 722024 Fax: 01424 443200 Email: architects@ajk.co.uk

Drg.No.

ESC2258-1 A

AJK