

MID SUSSEX DISTRICT COUNCIL

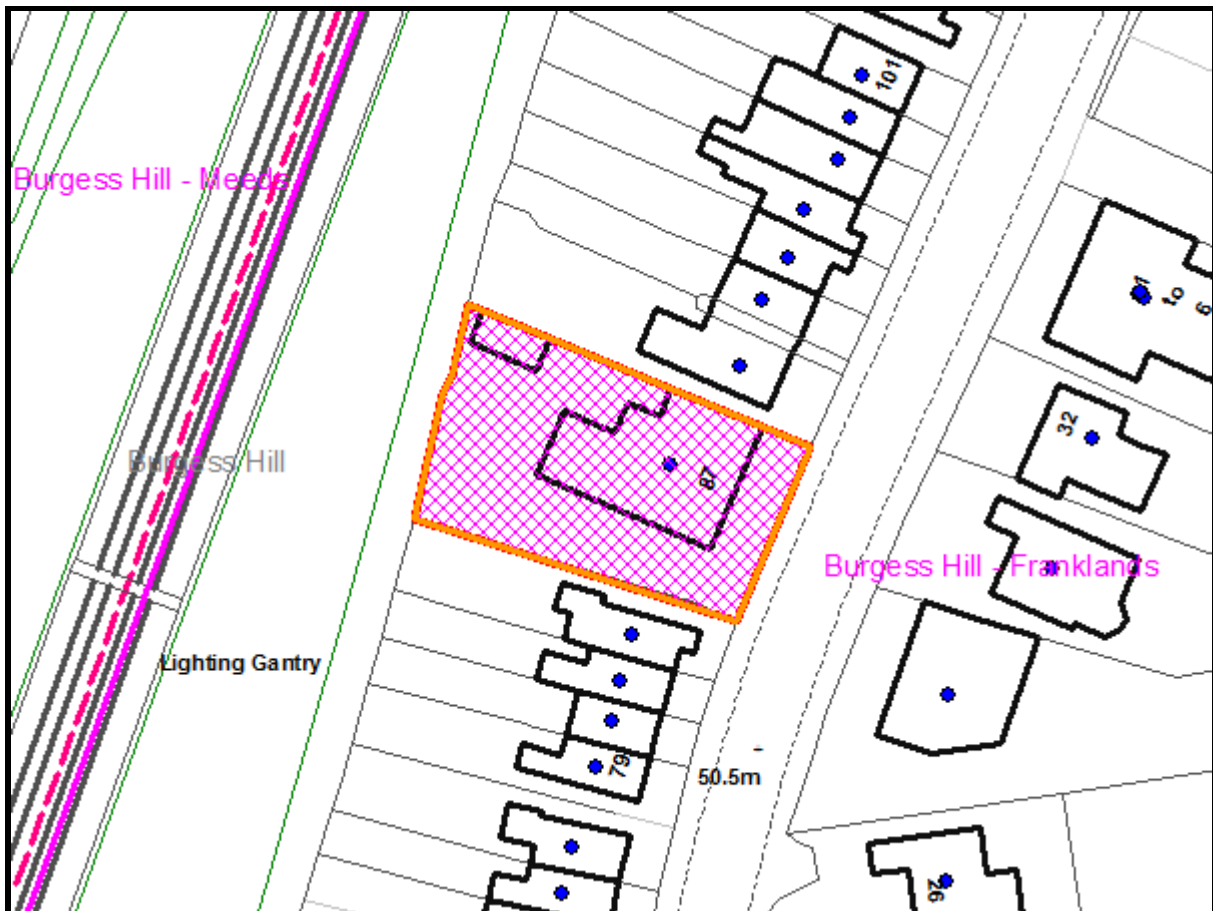
Planning Committee A

6 DEC 2018

RECOMMENDED FOR PERMISSION

Burgess Hill

DM/18/3102



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**87 JUNCTION ROAD BURGESS HILL WEST SUSSEX RH15 0JL
DEMOLITION OF EXISTING BUILDING AND ERECTION OF NEW
BUILDING CONTAINING 6 X FLATS (4 X 2 BED AND 2 X 1 BED UNITS)
INCLUDING PARKING AND LANDSCAPING.
MR LYN EVANS**

POLICY: Built Up Areas / Classified Roads - 20m buffer / Radon Gas Safeguarding Zone /

ODPM CODE: Minor Dwellings

8 WEEK DATE: 20th December 2018

WARD MEMBERS: Cllr Ginny Heard / Cllr Claire Marie Fussell /

CASE OFFICER: Joanne Fisher

PURPOSE OF REPORT

To consider the recommendation of the Divisional Leader for Planning and Economy on the application for planning permission as detailed above.

EXECUTIVE SUMMARY

Planning permission is sought for the demolition of the existing building and the erection of a new building containing 6 no flats (4 x 2-bed and 2 x 1-bed units) including parking and landscaping at 87 Junction Road, Burgess Hill.

Planning legislation requires the application to be determined in accordance with the Development Plan unless material circumstances indicate otherwise. It is therefore necessary for the planning application to be assessed against the policies in the development plan and then to take account of other material planning considerations including the NPPF.

The application site lies in the built up area of Burgess Hill and results in the formation of 6 residential units. The proposed design and scale of the development is considered acceptable, and will not cause harm to the character and appearance of the locality or to the street scene. No significant harm would be caused to the amenities of the surrounding residential occupiers through overlooking or a loss of light. Moreover, the proposal is considered not to cause harm in terms of parking or highway safety.

The site is within a Settlement 1 Category and is therefore considered to be a suitable and sustainable location for residential development.

In addition, the proposal will deliver positive social and economic benefits through the delivery of housing which reflects one of the key objectives of the NPPF. In the short term the proposal would also deliver a number of construction jobs.

Weighed against this is that the proposal would result in the loss of a commercial B1 (office) building. However this building is vacant. Whilst policy DP1 of the District Plan seeks to retain employment floorspace, it does allow for its loss when outweighed by the benefits of a proposed alternative use. As outlined in this report, it is considered that the replacement with 6 residential units in a sustainable location is

a positive benefit which outweighs this loss.

There will be a neutral impact in respect of space standards and the impact on the Ashdown Forest.

On the basis of the above, the application complies with policies DP4, DP6, DP21, DP26 and DP27 of the District Plan, and paragraphs 8, 108, 110, 124, 127 and 148 of the NPPF. Accordingly the application is recommended for approval.

RECOMMENDATION

Recommendation A

It is recommended that planning permission be approved subject to the completion of a S106 Legal Agreement to secure infrastructure contributions and the conditions set in Appendix A.

Recommendation B

It is recommended that if the applicants have not submitted a satisfactory signed planning obligation securing the necessary infrastructure payments by the 6th March 2019, then it is recommended that permission be refused at the discretion of the Divisional Lead for Planning and Economy, for the following reason:

1. 'The application fails to comply with policy DP20 of the Mid Sussex District Plan in respect of the infrastructure required to serve the development.'

SUMMARY OF REPRESENTATIONS

None received

SUMMARY OF CONSULTEES

WSSC Highways Authority

No objection subject to conditions.

WSSC County Planning Officer

S106 Contributions:

Education: Primary - £4,767

Education: Secondary - £5,130

Education: 6th Form - £1,201

Libraries - £1,628

TAD - £6,310

MSDC Leisure

S106 Contributions:

CHILDRENS PLAYING SPACE - £6,642

FORMAL SPORT - £5,549

COMMUNITY BUILDINGS - £3,182

MSDC Drainage

No objection subject to a condition.

MSDC Street Name & Numbering

Informative.

BURGESS HILL TOWN COUNCIL

Recommend Approval

INFRASTRUCTURE REQUIREMENTS: - Mid Sussex District Council welcome specific recommendations with regard to Section 106 needs associated with this development. The recommendations of the Planning Committee are as follows:

Bus shelter on Junction Road near junction with Ravenswood Road (Infrastructure Delivery Plan ref. no. BH/22).

INTRODUCTION

Planning permission is sought for the demolition of the existing building and the erection of a new building containing 6 no flats (4 x 2-bed and 2 x 1-bed units) including parking and landscaping at 87 Junction Road, Burgess Hill.

RELEVANT PLANNING HISTORY

BH/206/82 - Change of use of part of dwellinghouse to office and change of use of yard from builders yard to display of trailers only. Approved 23/11/1982.

DM/16/2774 - Change of use from B1 (office) to D1 (nursery and pre-school) with associated minor alterations. Withdrawn 17/07/2016.

SITE AND SURROUNDINGS

Denmark House is a detached building which is currently vacant. It was previously used as offices with vehicular access to the south-western side of the building leading to a large area of hardstanding to the rear. To the front of the building is an area of hardstanding and brick piers and a low wall adjacent to the highway.

The building is currently brick built with a hipped tiled roof and single storey front bay elements. To the rear of the building is a single storey hipped roof extension.

To the north-east, south-west and south-east of the site are residential dwellings. To the north-west is the main-line railway line. This is screened from the site by trees and vegetation.

In terms of planning policy the site falls within the built up area as defined by the Mid Sussex District Plan and the Burgess Hill Neighbourhood Plan.

APPLICATION DETAILS

The proposed development is for a total of 6 flats comprising of 4 no 2 bed (3-person) and 2no 1bed (2 person) units set over two and a half storeys.

The external appearance of the building is to comprise of brickwork with the front two storey bay elements having through colour render. To the front would be two pitched elements with the building having a barn hipped tiled roof. To the rear of the building are to be two pitched dormer windows.

The building is to measure some 13 metres in depth, 11.6 metres in width, with an eaves height of some 5.4 metres and an overall ridge height of some 8.9 metres. The two pitched elements to the front are to measure some 4.9 metres in width with an eaves height of some 5.4 metres and an overall ridge height of some 8.15 metres. To the centre of these pitched elements are to be two storey mono pitched bay elements measuring some 2.6 metres in width and 0.6 metres in depth. To the rear of the building are to be two pitched dormers measuring some 2.25 metres in width, 1.3 metres in depth, with an eaves height of some 1.3 metres and an overall height of some 2.7 metres. These are to be set down from the main ridge line by some 0.4 metres. On the side elevations are to be 1no window to each floor to provide additional light to the open plan kitchen / living area.

To the rear of the site the existing area of hardstanding is to be used for 6 parking spaces for the units with bin and cycle stores. To the front of the building the existing area of hardstanding is to be used as a turning / passing space.

LIST OF POLICIES

District Plan

The District Plan was adopted in March 2018.

- DP4 - Housing
- DP5 - Planning to Meet Future Housing Need
- DP6 - Settlement Hierarchy
- DP20 - Securing Infrastructure
- DP21 - Transport
- DP26 - Character and Design
- DP27 - Dwelling Space Standards
- DP28 - Accessibility

DP41 - Flood Risk and Drainage

Neighbourhood Plan

The Neighbourhood Plan for Burgess Hill was 'made' in January 2016. It forms part of the development plan with full weight.

Relevant policy:

S4 - Parking standards for new developments

National Policy and Legislation

National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out the government's policy in order to ensure that the planning system contributes to the achievement of sustainable development. Paragraph 8 sets out the three overarching objectives which are interdependent and need to be pursued in mutually supportive ways. These are an economic, social and environmental objective. This means seeking to help build a strong, responsive and competitive economy; to support strong, vibrant and healthy communities; and to contribute to protecting and enhancing the natural, built and historic environment.

Para 12 states "The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed."

Para 38 states that "Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible."

Para 47 states that the planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Planning Practice Guidance

Technical Housing Standards

ASSESSMENT

The main issues for consideration are:

- the principle of the development;
- loss of commercial floorspace;
- the impact to the character of the area;
- the impact to the amenities of surrounding occupiers,
- access and parking;
- sustainability;
- dwelling space standards;
- infrastructure;
- Ashdown Forest; and
- Planning Balance and Conclusion.

Principle of development

Planning legislation holds that the determination of a planning application shall be made in accordance with the Development Plan unless material considerations indicate otherwise.

Specifically Section 70(2) of the Town and Country Planning Act 1990 states:

"In dealing with such an application the authority shall have regard to:

- a) The provisions of the development plan, so far as material to application,*
- b) Any local finance considerations, so far as material to the application, and*
- c) Any other material considerations."*

Section 38(6) Planning and Compulsory Purchase Act 2004 provides:

"If regard is to be had to the development plan for the purposes 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."

Under section 38(5) of the Planning and Compulsory Purchase Act 2004 if a policy contained in a development plan for an area conflicts with another policy in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published.

Using this as the starting point, the development plan in this part of Mid Sussex consists of the District Plan and the Burgess Hill Neighbourhood Plan (2016).

The District Plan has been adopted and the Council can demonstrate a 5 year supply of deliverable housing land.

As the proposed development is within the built up area of Burgess Hill, the principle of additional windfall housing development is acceptable under Policy DP6 of the District Plan which states:

"Development will be permitted within towns and villages with defined built-up area boundaries. Any infilling and redevelopment will be required to demonstrate that it is of an appropriate nature and scale (with particular regard to DP26: Character and Design), and not cause harm to the character and function of the settlement."

There are therefore no objections to the principle of the re-development of this site as proposed.

District Plan Spatial Strategy

The NPPF sets out the principles of sustainable development. The District Plan spatial strategy sets out a settlement hierarchy to deliver development to support their economic, infrastructure and social needs. The scale of growth at these settlements will be guided by the Settlement Hierarchy at DP6 of the District Plan. Burgess Hill is designated as a Category 1 settlement which is a settlement with a comprehensive range of employment, retail, health, education leisure services and facilities. These settlements benefit from good public transport provision and will act as a main service centre for the smaller settlements within the District.

The application site is thus, in principle, a suitable and sustainable location for residential development.

Loss of commercial floorspace

Policy DP1 of the District Plan relates to Sustainable Economic Development. It states that amongst other criteria that the *" Effective use of employment land and premises will be made by:*

- *Protecting allocated and existing employment land and premises (including tourism) unless it can be demonstrated that there is no reasonable prospect of its use or continued use for employment or it can be demonstrated that the loss of employment provision is outweighed by the benefits or relative need for the proposed alternative use;"*.

It is acknowledged that the redevelopment of the site would result in a loss of commercial floor space and would thereby conflict in part with the above policy.

However, whilst policy DP1 seeks to retain commercial use, it does allow for the redevelopment for the loss of employment when outweighed by benefits or the need for a proposed alternative use.

The building was originally a dwelling, and was most recently used as an office, however, it has been vacant for some time. As the building was an office use it could be converted through a prior notification application. However, it has been submitted within the Planning Statement that given its layout and previous use as an office, the conversion would not be a viable option which optimises the use of the site.

The site is situated within a residential area, and so the redevelopment to a residential use is considered appropriate. In addition, within Burgess Hill there are purpose built offices within commercial areas which are in more appropriate locations away from residential properties.

Although the loss of commercial floorspace is regrettable the District Plan does seek additional housing within appropriate locations and therefore complies with policy DP1 which allows for the redevelopment of employment sites provided it is in accordance with other policies within the plan. As set out in this report, it is considered that the proposal accords with policies DP4, DP5 and DP6 of the District Plan which supports the increase of housing in sustainable locations and within Category 1 settlements which the site falls in.

Design and Impact on Character and Appearance of Area

Policy DP26 of the District Plan deals with design matters and states the following;

'All development and surrounding spaces, including alterations and extension to existing buildings and replacement dwellings, will be well designed and reflect and distinctive character of the towns and villages while being sensitive to the countryside. All applicants will be required to demonstrate that development:

- *is of high quality design and layout and includes appropriate landscaping and greenspace;*
- *contributes positively to, and clearly defines, public and private realms and should normally be designed with active building frontages facing streets and public open spaces to animate and provide natural surveillance;*
- *creates a sense of place while addressing the character and scale of the surrounding buildings and landscape;*
- *protects open spaces, trees and gardens that contribute to the character of the area;*
- *protects valued townscapes and the separate identity and character of towns and villages;*
- *does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution.*
- *creates a pedestrian friendly layout that is safe, well connected, legible and accessible;*
- *incorporates well integrated parking that does not dominate the street environment, particularly where high density housing is proposed;*
- *positively addresses sustainability considerations in the layout and the building design;*
- *take the opportunity to encourage community interaction by creating layouts with a strong neighbourhood focus/centre; larger (300 plus unit) scheme will also normally be expected to incorporate a mixed use element;*
- *optimises the potential of the site to accommodate development.'*

Para 124 of the NPPF seeks the creation of high quality buildings and states that "*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.*"

In addition, para 127 of the NPPF requires developments to "*function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development*" and to also be "*visually attractive as a result of good architecture, layout and appropriate and effective landscaping*".

Within this area of Burgess Hill there is a mixture in the design and scale of buildings comprising of terraced dwellings, detached dwellings and flats. Whilst the design of the replacement building does not reflect the surrounding Victorian terraced dwellings, it is considered that the proposal would not be out of keeping with the area and would demonstrate a sensitive approach to urban design by respecting the character of the locality.

The replacement building would be increased in height by some 1.8 metres than the existing building, however, its mass and bulk would be reduced through the introduction of a barn hipped roof and the two front gable elements. In addition, the property opposite is of two and a half storeys in height. As such it is not considered that the new building would appear overly dominant in the street scene.

It is considered that the building is to sit comfortably within its plot and respect the spacing between the existing building on the site and the neighbouring properties as well as the spacing of other properties within Junction Road. It is considered that the proposal would be not result in an overdevelopment of the site.

The proposal is thereby considered to comply with policies DP26 and DP37 of the District Plan and paras 124 and 127 of the NPPF.

Residential Amenity

Policy DP26 of the District Plan states in part that proposal should "*not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution*".

The new building extends further in depth to the rear than the neighbouring property no 89 Junction Road by some 0.95. Due to the minimal depth, the proposal having a barn hipped roof, and the orientation of the properties, it is not considered that the new building will cause significant harm to the neighbouring amenities through an overbearing nature due to its bulk and proximity nor a loss of light or outlook.

There are three windows proposed in the side facing elevation towards no. 89. These are secondary windows to the open plan living area where the kitchens are proposed. These are set some 2.1 metres away from the flank wall of this neighbouring property. Whilst this would provide a poor outlook from this kitchen area, this is a secondary window to provide additional light to this deep open plan living area. It is considered that these windows are unlikely to cause any overlooking

or loss of privacy to the neighbouring property due to their size and will not result in significant detriment to the amenities of future occupiers of these proposed units.

With regards to the neighbour to the south-west (no. 85), the building is separated from the neighbouring boundary by a minimum of some 2.6 metres and a maximum of some 3.9 metres with the neighbour at a raised level than the application site. Whilst there are three windows proposed in the side facing elevation towards this neighbour these are to be secondary window to provide additional light to this deep open plan living area. It is considered that these windows are unlikely to cause any overlooking or loss of privacy to the neighbouring property due to their size and the relationship with the neighbouring property and will not result in significant detriment to the amenities of future occupiers of these proposed units.

The replacement building will retain the relationship with the residential property on the opposite side of the road. Within a town centre location such as this, it is considered this is ample distance to protect the amenity of the opposite residential from any significant loss of privacy.

The proposal is thereby considered to comply with policy DP26 of the District Plan.

Highway Safety and Parking Provision

Policy DP21 of the District Plan relates to transport and requires proposals to be sustainably located and provide adequate parking.

Policy S1 of the Neighbourhood Plan requires developments to accord with the parking standards set out in Appendix D of the Neighbourhood Plan. This requires 1 bed flats to provide 1 space per unit, 2 bed flats to provide 1.5 spaces per unit and non-designated (visitor spaces) of 1 space per units. For this proposal, the Neighbourhood Plan would thereby require 10 spaces for the development.

Paragraph 108 of the NPPF is relevant in respect of transport matters and states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

In addition, para 109 states *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

The proposal is to provide 6 off road spaces for the development (1 space per unit) to the rear of the site with a cycle store. There would also be the provision of an

electric charging vehicle point. It is acknowledged that the proposal would fall short of the Neighbourhood Plan parking requirements by 4 spaces. However, the site is within a highly sustainable location close to the town centre, bus stops, main line railway station, and local services. As such it is considered that in this instance that the reduced parking proposed is acceptable.

The Highways Authority has considered the proposal and raises no objection. They consider that there are no highway capacity or safety grounds to resist the proposal.

Consequently the application is deemed to comply with policy DP21 of the District Plan and para 108 of the NPPF.

Sustainability

Policy DP21 of the District Plan relates to transport and requires schemes to be "*sustainably located to minimise the need for travel*" and take "*opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking*". In addition it requires where "*practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.*"

In addition, policy DP39 of the District Plan relates to Sustainable Design and Construction and requires development proposals to improve the sustainability of development and should where appropriate and feasible according to the type and size of development and location, incorporate measures including minimising energy use through the design and layout of the scheme; maximise efficient use of resources, including minimising waste and maximising recycling/re-use of materials through both construction and occupation; and also to limit water use to 110 litres/person/day.

Paragraph 148 of the NPPF states:

"The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure."

Paragraph 153 states:

"In determining planning applications, local planning authorities should expect new development to:

- a) *comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and*

- b) *take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.*"

The submitted Planning Statement states the *"building will meet or exceed the requirements of the Building Regulations on construction."* It states that water consumption will be limited to the required maximum of 110 litres per day. In addition the submitted plan shows that the car parking area will provide an electric charging point for vehicles. This can be conditioned to ensure that this is provided.

The development is situated in a sustainable location close to the town centre as well as a bus stop and the mainline railway station for Burgess Hill.

Therefore, it is considered that the proposal complies with policies DP21 and DP39 of the District Plan. The proposal is considered to be acceptable in sustainability terms.

Dwelling Space Standards

The Government's Technical Housing Standards - Nationally Described Space Standards document was published in March 2015. It sets out space standards for all new residential dwellings, including minimum floor areas and room widths for bedrooms and minimum floor areas for storage, to secure a satisfactory standard of accommodation for future residents. Policy DP27 of the District Plan supports this.

The units exceed the National Dwelling Space Standards. The proposal would therefore provide a satisfactory standard of accommodation for future occupiers of the units proposed.

Infrastructure contributions

Policy DP20 of the District Plan seeks to ensure that development is accompanied by the necessary infrastructure to mitigate the impact of development on existing infrastructure and the monies identified will mitigate these impacts. It sets out that infrastructure contributions will be secured through the use of planning obligations.

The Council has approved three Supplementary Planning Documents (SPDs) in relation to developer obligations (including contributions). The SPDs are:

- a) A Development Infrastructure and Contributions SPD which sets out the overall framework for planning obligations
- b) An Affordable Housing SPD
- c) A Development Viability SPD

The National Planning Policy Framework sets out the government's policy on planning obligations in paragraphs 54 and 56 which state:

"54 Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning

obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition."

and:

"56 Planning obligations must only be sought where they meet all of the following tests:

- *necessary to make the development acceptable in planning terms;*
- *directly related to the development; and*
- *fairly and reasonably related in scale and kind to the development."*

These tests reflect the statutory tests set out in Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010 (CIL Regulations).

Having regard to the relevant policies in the District Plan, the SPDs, Regulation 122 and guidance in the National Planning Policy Framework the infrastructure set out below is to be secured via a planning obligation.

County Council Contributions

Education: Primary - £4,767

Education: Secondary - £5,130

Education: 6th Form - £1,201

Libraries - £1,628

TAD - £6,310

District Council Contributions

Children's playing space - £6,642

Formal Sport - £5,549

Community Buildings - £3,182

Local Community Infrastructure - £3,612

It is considered that the above infrastructure obligation would meet policy requirements and statutory tests contained in the CIL Regulations.

The additional population from this development will impose additional burdens on existing infrastructure and the monies identified above will mitigate these impacts. As Members will know developers are not required to address any existing deficiencies in infrastructure; it is only lawful for contributions to be sought to mitigate the additional impacts of a particular development.

A draft undertaking is being progressed and, if satisfactorily completed, would meet the above policies and guidance.

Drainage

Policy DP41 of the District Plan relates to flood risk and drainage seeks to ensure development is safe across its lifetime and not increase the risk of flooding

elsewhere. It requires *"For the redevelopment of brownfield sites, any surface water draining to the foul sewer must be disconnected and managed through SuDS following the remediation of any previously contaminated land."*

The proposed development is within flood zone 1 and is deemed to be at low fluvial flood risk.

The Council's Drainage Engineer has been consulted on the scheme and has no objection to the application subject a condition in respect of details of the proposed foul and surface water drainage and means of disposal.

The proposal is thereby considered to comply with policy DP41 of the District Plan.

Ashdown Forest

Under the Conservation of Habitats and Species Regulations 2017 (the 'Habitats Regulations'), the competent authority - in this case, Mid Sussex District Council - has a duty to satisfy itself that any plans or projects that they regulate (including plan making and determining planning applications) are not likely to have a significant effect on a European site of nature conservation importance. For most developments in Mid Sussex, the European sites of focus are the Ashdown Forest Special Protection Area (SPA) and Ashdown Forest Special Area of Conservation (SAC). Planning permission cannot be granted by the District Council where the likelihood of significant effects exists. The main issues are recreational disturbance on the SPA and atmospheric pollution on the SAC, particularly arising from traffic emissions.

The application site is outside of the 7km zone of influence and thus there would be no effect on the SPA from recreational disturbance.

Increased traffic emissions as a consequence of new development may result in atmospheric pollution on Ashdown Forest. The main pollutant effects of interest are acid deposition and eutrophication by nitrogen deposition. High levels of nitrogen may detrimentally affect the composition of an ecosystem and lead to loss of species.

The proposed development has been assessed through the Mid Sussex Transport Study (Updated Transport Analysis) as windfall development, such that its potential effects are incorporated into the overall results of the transport model which indicates there would not be an overall impact on Ashdown Forest. Sufficient windfall capacity exists within the development area. This means that there is not considered to be a significant in combination effect on the Ashdown Forest SAC by this development proposal.

This application has been screened for its potential effects on the SPA and SAC. This exercise has indicated that there is no likelihood of significant effects. A screening assessment sets out the basis for this conclusion.

PLANNING BALANCE AND CONCLUSION

Planning legislation requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. It is therefore necessary for the planning application to be assessed against the policies in the development plan and then to take account of other material planning considerations including the NPPF.

National planning policy states that planning should be genuinely plan led. The Council has a recently adopted District Plan and is able to demonstrate that it has a five year housing land supply. Planning decisions should therefore be in accordance with the development plan unless material considerations indicate otherwise. As the Council can demonstrate a 5 year supply of deliverable housing land the planning balance set out in the NPPF is an un-tilted one.

The application site lies in the built up area of Burgess Hill. The redevelopment of the site for 6 flats with off road parking is considered to be sensitive in design and scale to the character of the area and will not detract from the street scene. In addition, the site is within a Settlement 1 Category and is therefore considered to be a suitable and sustainable location for residential development.

The proposal will provide positive social and economic benefits through the delivery of a net increase in 6 additional dwellings in the built up area of Burgess Hill within a sustainable location which reflects one of the key objectives of the NPPF. The New Homes Bonus is a material planning consideration and if permitted the Local Planning Authority would receive a New Homes Bonus for the unit proposed. The proposal would also result in construction jobs over the life of the build and the increased population likely to spend in the community.

Weighed against this is that the proposal would result in the loss of a commercial B1 (office) building. However this building is vacant. Whilst policy DP1 seeks to retain employment floorspace, it does allow for its loss when outweighed by the benefits of a proposed alternative use. As outlined above, it is considered that the replacement with 6 residential units is a positive benefit which outweighs this loss.

There will be a neutral impact in respect of highway safety and parking provision, space standards, impact on neighbouring amenities, and the impact on the Ashdown Forest.

The application is thereby considered to comply with policies DP4, DP6, DP21, DP26 and DP27 of the District Plan, and paragraphs 8, 108, 110, 124, 127 and 148 of the NPPF.

APPENDIX A – RECOMMENDED CONDITIONS

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

Approved Plans

2. The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Plans Referred to in Consideration of this Application".

Reason: For the avoidance of doubt and in the interest of proper planning.

Pre-commencement conditions

3. The development hereby permitted shall not commence unless and until details of the proposed foul and surface water drainage and means of disposal have been submitted to and approved in writing by the local planning authority. No building shall be occupied until all the approved drainage works have been carried out in accordance with the approved details. The details shall include a timetable for its implementation and a management and maintenance plan for the lifetime of the development which shall include arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. Maintenance and management during the lifetime of the development should be in accordance with the approved details.

Reason: To ensure that the proposal is satisfactorily drained and to accord with the NPPF requirements and Policy DP41 of the District Plan 2014 - 2031. This pre-commencement condition is necessary as it requires the submission of fundamental details of how the development is to be drained. Such details are necessary before the development commences.

4. No development shall commence unless and until there has been submitted to and approved in writing by the Local Planning Authority samples and details of materials and finishes to be used for external walls and roofs of the proposed building.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve buildings of visual quality and to accord with Policy DP26 of the District Plan 2014 - 2031.

5. No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access and to accord with Policy DP21 of the District Plan 2014 - 2031.

Pre-occupation conditions

6. The building shall not be occupied unless and until there has been submitted to and approved in writing by the Local Planning Authority full details of a hard and soft landscaping scheme including detailed landscape drawings and details of boundary treatments. These works shall be carried out as approved. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the Local Planning Authority. Any trees or plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of visual amenity and of the environment of the development and to accord with Policy DP26 of the District Plan 2014 - 2031.

7. No part of the development shall be first occupied until such time as the vehicular access widening works serving the development have been constructed in accordance with the approved drawing.

Reason: In the interests of road safety and to accord with Policy DP21 of the District Plan 2014 - 2031.

8. No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies and to accord with Policy DP21 of the District Plan 2014 - 2031.

9. No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development and to accord with Policy DP21 of the District Plan 2014 - 2031.

10. No part of the development shall be first occupied until details of the electric charging vehicle points including the location of these spaces have been provided and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained for their designated use.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies and to accord with Policy DP21 of the Mid Sussex District Plan 2014 - 2031.

INFORMATIVES

1. Your attention is drawn to the requirements of the Environmental Protection Act 1990 with regard to your duty of care not to cause the neighbours of the site a nuisance.

Accordingly, you are requested that:

- Hours of construction/demolition on site are restricted only to: Mondays to Fridays 0800 - 1800 hrs; Saturdays 0900 - 1300 hrs; No construction/demolition work on Sundays or Public Holidays.
- Measures shall be implemented to prevent dust generated on site from crossing the site boundary during the demolition/construction phase of the development.
- No burning of materials shall take place on site at any time.

If you require any further information on these issues, please contact Environmental Protection on 01444 477292.

2. The proposed development will require formal address allocation. You are advised to contact the Council's Street Naming & Numbering Officer before work starts on site. Details of fees and advice for developers can be found at www.midsussex.gov.uk/streetnaming or by phone on 01444 477175.
3. The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover license shall be granted. Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/>

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

4. You are advised that this planning permission requires compliance with a planning condition(s) **before development commences**. You are therefore advised to contact the case officer as soon as possible, or you can obtain further information from: <https://www.gov.uk/guidance/use-of-planning-conditions#discharging-and-modifying-conditions> (Fee of £116 will be payable per request). If you carry out works prior to a pre-development condition being discharged then a lawful start will not have been made and you will be liable to enforcement action.
5. In accordance with Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Plans Referred to in Consideration of this Application

The following plans and documents were considered when making the above decision:

Plan Type	Reference	Version	Submitted Date
Existing Floor Plans	117.16.01		02.08.2018
Proposed Floor and Elevations Plan	117.16.05b		13.11.2018
Street Scene	117.16.06a		02.08.2018

APPENDIX B – CONSULTATIONS

Parish Consultation

Recommend Approval

INFRASTRUCTURE REQUIREMENTS: - Mid Sussex District Council welcome specific recommendations with regard to Section 106 needs associated with this development. The recommendations of the Planning Committee are as follows:

Bus shelter on Junction Road near junction with Ravenswood Road (Infrastructure Delivery Plan ref. no. BH/22).

WSCC Highways Authority

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), have been consulted on proposals to demolish existing building and erect new building comprising 4 x 2-bedroom flats and 2 x 1-bedroom flats. The LHA previously provided pre-application advice in respect to the car parking requirements, access width and manoeuvring space within the site.

The LHA do not wish to raise transport grounds to resist the application subject to comments and conditions advised below.

Site Visit

The application has been identified in the MSDC RAG (Red, Amber, and Green) Report as "Amber" and therefore a site visit was undertaken on 6th September 2018 to assess the existing access arrangements and context of the nearby road network.

On site we observed the existing practise of on-street parking which caused a noticeable narrowing of the available carriageway width and resulted in vehicles being required to give way in some instances. However, in immediate vicinity to the site the western side of the carriageway is subject to single yellow line markings prohibiting parking between 8am-6pm Monday-Saturday. The LHA consider the on-street parking an existing issue that is not anticipated to be 'severely' exacerbated as a result of the proposals.

Access & Visibility

Junction Road is 'C' classified and subject to a 30mph speed restriction. It is proposed that the existing vehicle crossover (VCO) to Junction Road is widened to facilitate an improved manoeuvre to and from the site. This will allow two cars to pass in the access. These VCO widening works should be carried out to a specification agreed with the Local Area Engineer. Whilst the access road is approximately 2.6m at its narrowest this would not allow two cars to pass within the site.

Nevertheless, the LHA take into account the existing restrictions on site and the amount of vehicle movements that could have been supported by the previous permitted office use. The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury accidents in the vicinity of the site access. There is no evidence to suggest that the access is operating unsafely, or that the proposed change of use would exacerbate an existing safety concern. Furthermore, there is space for two cars to pass and an area for a car to turn at the front of the property should a car be travelling in the opposing direction.

There is no apparent visibility issue on to Junction Road. Manual for Streets 2, paragraph 10.7.1 states that *Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice*. Similar neighbouring accesses have been operating without evidence of highway safety concern.

Parking & Turning

The parking layout rear of the site appears to be improved from the existing. A total of six unallocated spaces will be provided for the use. This meets with the anticipated demand as set out by the WSCC Car Parking Demand Calculator. The applicant should be mindful that Mid Sussex District Council have their own parking standards which would result in a minimum requirement for ten spaces. Six metre space rear of these spaces has been provided to enable cars to turn on site and exit to the public highway in a forward gear. The LHA are satisfied with the proposed parking and turning provision.

Accessibility

The site is served by street-lit footway links with Burgess Hill Train Station approximately 0.4 mile walk distant and the town centre, with a range of retail, amenities and services slightly further afield. The site is in a position where utilising sustainable modes of transport such as walking and public passenger transport is a realistic alternative to use of the private car. The proposed plans shows secure and covered bicycle storage areas for each flat which will further promote use of sustainable transport in this location.

Conclusion

In summary the LHA consider that vehicular movements will be comparable to the existing permitted office use at the site. Consequently no highway capacity or safety grounds to resist the proposals are substantiated. The proposals are in line with paragraph 109 of the National Planning Policy Framework and there are no transport grounds to resist the application.

If the LPA are minded to approve the application the following conditions should be secured:

Access (details approved, access provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access widening works serving the development have been constructed in accordance with the approved drawing.

Reason: In the interests of road safety.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

INFORMATIVE

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover license shall be granted. Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/>

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

WSCC County Planning Officer

Summary of Contributions

Education			
Locality	Burgess Hill		
Population Adjustment	10.2		
	Primary	Secondary	6th Form
Child Product	0.0380	0.0380	0.0205
Total Places Required	0.2660	0.1900	0.0410
Library			
Locality	Burgess Hill		
Contribution towards Hassocks/ Hurstpierpoint/Steyping	£0		
Contribution towards Burgess Hill	£1,628		
Contribution towards East Grinstead/Haywards Heath	£0		
Population Adjustment	10.2		
Sqm per population	30/35		
Waste			
Adjusted Net. Households	6		
Fire			
No. Hydrants	TBC		
Population Adjustment	N/A		
£/head of additional population	N/A		
TAD- Transport			
Net Population Increase	10.2		
Net Parking Spaces	-1		
Net Commercial Floor Space sqm	0		
Total Access (commercial only)	0.0000		

Summary of Contributions

S106 type	Monies Due
Education - Primary	£4,767
Education -	£5,130
Education - 6 th Form	£1,201
Libraries	£1,628
Waste	No contribution required
Fire & Rescue	No contribution required
No. of Hydrants	To be secured under Condition
TAD	£6,310

Total Contribution	£19,036
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Note: The above summary does not include the installation costs of fire hydrants. Where these are required on developments, (quantity as identified above) as required under the Fire Services Act 2004 they will be installed as a planning condition and at direct cost to the developer. Hydrants should be attached to a mains capable of delivering sufficient flow and pressure for fire fighting as required in the National Guidance Document on the Provision of Water for Fire Fighting 3rd Edition (Appendix 5)

The above contributions are required pursuant to s106 of the Town and Country planning Act 1990 to mitigate the impacts of the subject proposal with the provision of additional County Council service infrastructure, highways and public transport that would arise in relation to the proposed development.

Planning obligations requiring the above money is understood to accord with the Secretary of State's policy tests outlined by the in the *National Planning Policy Framework, 2012*.

The proposal falls within the Mid Sussex District and the contributions comply with the provisions of Mid Sussex District Local Development Framework Supplementary Planning Document- Development Infrastructure and Contributions Consultation Draft April 2018.

All TAD contributions have been calculated in accordance with the stipulated local threshold and the methodology adopted as Supplementary Planning Guidance (SPG) in November 2003.

The calculations have been derived on the basis of an increase in 6 Net dwellings and a decrease in 1 car parking space.

Please see below for a Breakdown and explanation of the WSCC Contribution Calculators. Also see the attached spreadsheet for the breakdown of the calculation figures. For further explanation please see the Sussex County Council website (<http://www.westsussex.gov.uk/s106>).

5. Deed of Planning Obligations

- a) As a deed of planning obligations would be required to ensure payment of the necessary financial contribution, the County Council would require the proposed development to reimburse its reasonable legal fees incurred in the preparation of the deed.
- b) The deed would provide for payment of the financial contribution upon commencement of the development.
- c) In order to reflect the changing costs, the deed would include arrangements for review of the financial contributions at the date the payment is made if the relevant date falls after 31st March 2019. This may include revised occupancy rates if payment is made after new data is available from the 2021 Census.
- d) **Review of the contributions towards school building costs should be by reference to the DfE adopted Primary/Secondary/Further Secondary school building costs applicable at the date of payment of the contribution and where this has not been published in the financial year in which the contribution has been made then the contribution should be index linked to the DfE cost multiplier and relevant increase in the RICS BCIS All-In TPI. This figure is subject to annual review.**
- e) **Review of the contribution towards the provision of additional library floorspace should be by reference to an appropriate index, preferably RICS BCIS All-In TPI. This figure is subject to annual review.**

The contributions generated by this proposal shall be spent on additional equipment at Manor Field Primary School.

The contributions generated by this proposal shall be spent supporting the National Curriculum at Burgess Hill Academy.

The contributions generated by this proposal shall be spent supporting the National Curriculum at St Paul's Catholic College Sixth Form.

The contributions generated by this proposal shall be spent on additional stock at Burgess Hill Library.

The contributions generated by this proposal shall be spent on a safer routes to school scheme at Burgess Hill Girls School.

Recent experience suggests that where a change in contributions required in relation to a development or the necessity for indexation of financial contributions from the proposed development towards the costs of providing service infrastructure such as libraries is not specifically set out within recommendations approved by committee, applicants are unlikely to agree to such provisions being included in the deed itself. Therefore, it is important that your report and recommendations should cover a possible change in requirements and the need for appropriate indexation arrangements in relation to financial contributions.

Please ensure that applicants and their agents are advised that any alteration to the housing mix, size, nature or tenure, may generate a different population and thus require re-assessment of contributions. Such re-assessment should be sought as soon as the housing mix is known and not be left until signing of the section 106 Agreement is imminent.

It should be noted that the figures quoted in this letter are based on current information and will be adhered to for 3 months. Thereafter, if they are not consolidated in a signed S106 agreement they will be subject to revision as necessary to reflect the latest information as to cost and need.

Please see below for a Breakdown of the Contribution Calculators for clarification of West Sussex County Council's methodology in calculating Contributions. For further explanation please see the Sussex County Council website (<http://www.westsussex.gov.uk/s106>).

Breakdown of Contribution Calculation Formulas:

1. School Infrastructure Contributions

The financial contributions for school infrastructure are broken up into three categories (primary, secondary, sixth form). Depending on the existing local infrastructure only some or none of these categories of education will be required. Where the contributions are required the calculations are based on the additional amount of children and thus school places that the development would generate (shown as TPR- Total Places Required). The TPR is then multiplied by the Department for Children, Schools and Families school building costs per pupil place (cost multiplier).

School Contributions = TPR x cost multiplier

a) TPR- Total Places Required:

TPR is determined by the number of year groups in each school category multiplied by the child product.

TPR = (No of year groups) x (child product)

Year groups are as below:

- Primary school - 7 year groups (aged 4 to 11)
- Secondary School - 5 year groups (aged 11 to 16)
- Sixth Form School Places - 2 year groups (aged 16 to 18)

Child Product is the adjusted education population multiplied by average amount of children, taken to be 14 children per year of age per 1000 persons (average figure taken from 2001 Census).

Child Product = Adjusted Population x 14 / 1000

Note: The adjusted education population for the child product excludes population generated from 1 bed units, Sheltered and 55+ Age Restricted Housing. Affordable dwellings are given a 33% discount.

b) Cost multiplier- Education Services

The cost multiplier is a figure released by the Department for Education. It is a school building costs per pupil place as at 2018/2019, updated by Royal Institute of Chartered Surveyors' Building Cost Information Service All-In Tender Price Index. Each Cost multiplier is as below:

- Primary Schools - £17,920 per child
- Secondary Schools - £27,000 per child
- Sixth Form Schools - £29,283 per child

2. Library Infrastructure

There are two methodologies used for calculating library infrastructure Contributions. These have been locally tailored on the basis of required contributions and the nature of the library in the locality, as below:

Library infrastructure contributions are determined by the population adjustment resulting in a square metre demand for library services. The square metre demand is multiplied by a cost multiplier which determines the total contributions as below:

Contributions = SQ M Demand x Cost Multiplier

a) Square Metre Demand

The square metre demand for library floor space varies across the relevant districts and parishes on the basis of library infrastructure available and the settlement population in each particular locality. The local floorspace demand (LFD) figure varies between 30 and 35 square metres per 1000 people and is provided with each individual calculation.

Square Metre Demand = (Adjusted Population x LFD) / 1000

b) Cost Multiplier- Library Infrastructure

WSCC estimated cost of providing relatively small additions to the floorspace of existing library buildings is £5,252 per square metre. This figure was updated by Royal Institute of Chartered Surveyors' Building Cost Information Service All-In Tender Price Index for the 2018/2019 period.

3. TAD - Total Access Demand

The methodology is based on total access to and from a development. An Infrastructure Contribution is required in respect of each occupant or employee provided with a parking space, as they would be more likely to use the road infrastructure. The Sustainable Transport Contribution is required in respect of each occupant or employee not provided with a parking space which would be likely to rely on sustainable transport.

TAD = Infrastructure contribution + Sustainable Transport contribution

a) Infrastructure Contribution

Contributions for Infrastructure are determined by the new increase in car parking spaces, multiplied by WSCC's estimated cost of providing transport infrastructure per vehicle Infrastructure cost multiplier. The Infrastructure cost multiplier as at 2018/2019 is £1,373 per parking space.

Infrastructure contributions = Car parking spaces x Cost multiplier

b) Sustainable Transport Contribution

This is derived from the new car parking increase subtracted from the projected increase in occupancy of the development. The sustainable transport contribution increases where the population is greater than the parking provided. The sustainable transport figure is then multiplied by the County Council's estimated costs of providing sustainable transport infrastructure cost multiplier (£686).

Sustainable transport contribution = (net car parking - occupancy) x 686

Note: occupancy is determined by projected rates per dwelling and projected people per commercial floorspace as determined by WSCC.

MSDC Leisure

Thank you for the opportunity to comment on the plans for the development of 6 residential dwellings on 87 Junction Road, Burgess Hill RH15 0JL on behalf of the Head of Corporate Resources. The following leisure contributions are required to enhance capacity and provision due to increased demand for facilities in accordance with the District Plan policy and SPD which require contributions for developments of five or more dwellings.

CHILDRENS PLAYING SPACE

Queens Crescent, owned and managed by the Council, is the nearest locally equipped play area to the development site. This facility will face increased demand from the new development and a contribution of £6,642 is required to make improvements to play equipment (£3,610) and kickabout provision (£3,032).

FORMAL SPORT

In the case of this development, a financial contribution of £5,549 is required toward pitch drainage at Fairfield Recreation Ground, Burgess Hill.

COMMUNITY BUILDINGS

The provision of community facilities is an essential part of the infrastructure required to service new developments to ensure that sustainable communities are created. In the case of this development, a financial contribution of £3,182 is required to make improvements to the Park Centre in Burgess Hill.

In terms of the scale of contribution required, these figures are calculated on a per head formulae based upon the number of units proposed and average occupancy (as laid out in the Council's Development Infrastructure and Contributions SPD) and therefore is commensurate in scale to the development. The Council maintains that the contributions sought as set out are in full accordance with the requirements set out in Circular 05/2005 and in Regulation 122 of the Community Infrastructure Levy Regulations 2010.

MSDC Drainage

I have reviewed the latest information provided by the applicant and can provide the following comment;

We understand the applicant proposes to;

- Discharge surface water to the existing surface water sewer at a discharge rate equal to the 1 in 2 year storm event for all events up to the 1 in 100 year storm with a 40% allowance for climate change.
- This discharge rate shall be no greater than 2l/s.
- Attenuation shall be provided to ensure the discharge rate can be achieved. Existing hard standing on site will be replaced with permeable paving.
- The principle of the surface water drainage as outlined above is acceptable.
- The principle of the foul water drainage is acceptable.
- We will require a maintenance and management plan specific for the final drainage design to be submitted.
- Discharge rates into the main sewers will need to be approved by Southern Water.

Recommendation

No objection subject to pre-commencement condition outlined below.

C18F - Multiple Dwellings

The development hereby permitted shall not commence unless and until details of the proposed foul and surface water drainage and means of disposal have been submitted to and approved in writing by the local planning authority. No building shall be occupied until all the approved drainage works have been carried out in accordance with the approved details. The details shall include a timetable for its implementation and a management and maintenance plan for the lifetime of the development which shall include arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. Maintenance and management during the lifetime of the development should be in accordance with the approved details.

Reason: To ensure that the proposal is satisfactorily drained and to accord with the NPPF requirements, Policy CS13 of the Mid Sussex Local Plan, Policy DP41 of the Pre-Submission District Plan (2014 - 2031) and Policy ...'z'... of the Neighbourhood Plan.

MSDC Street Name and Numbering

Please could I ask you to ensure that the following informative is added to any decision notice granting approval:

Informative: Info29

The proposed development will require formal address allocation. You are advised to contact the Council's Street Naming & Numbering Officer before work starts on site. Details of fees and advice for developers can be found at www.midsussex.gov.uk/streetnaming or by phone on 01444 477175.