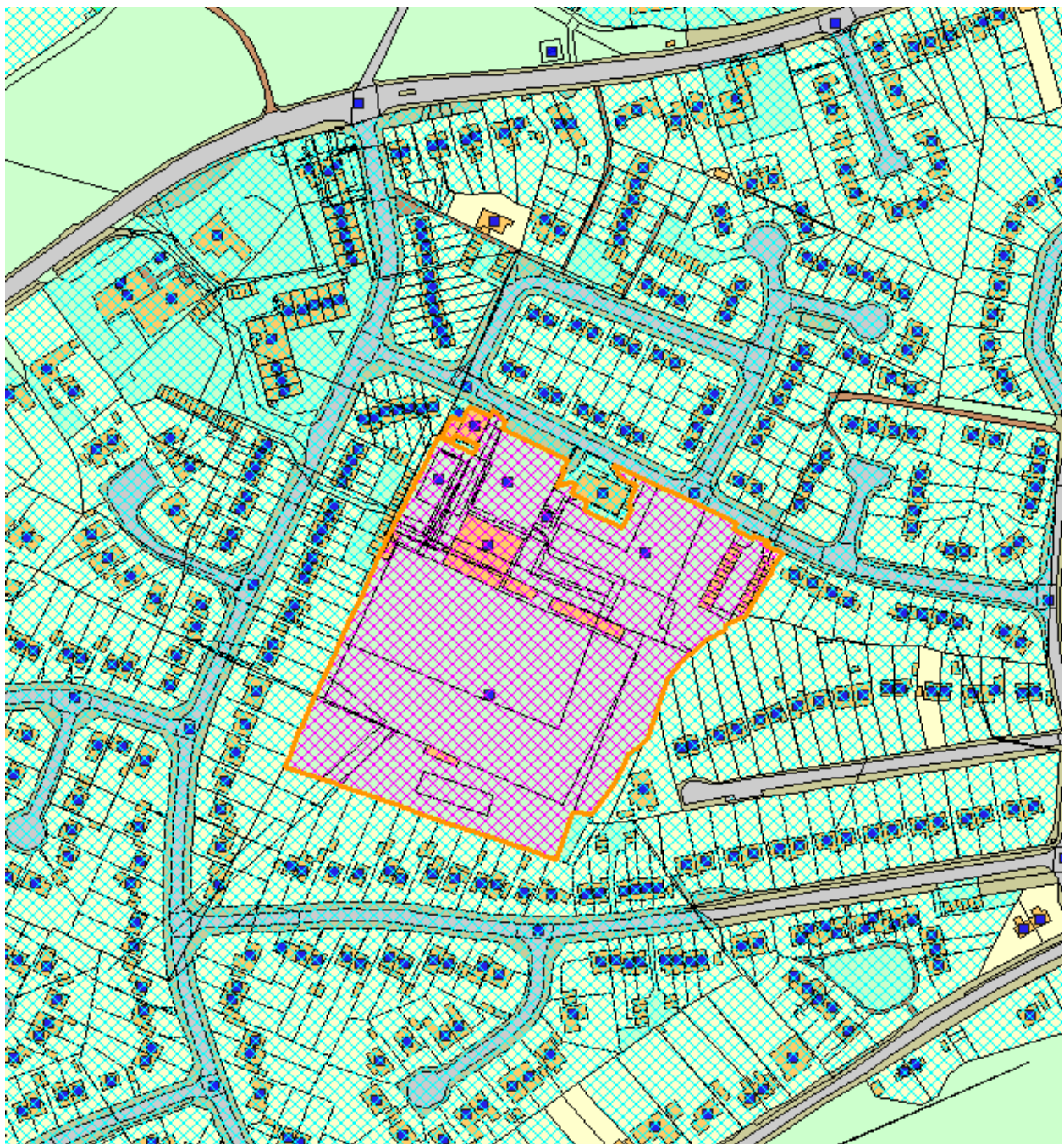


APPLICATION NUMBER:	LW/18/0808		
APPLICANTS NAME(S):	Bedford Park Development	PARISH / WARD:	Ringmer / Ouse Valley & Ringmer
PROPOSAL:	Planning application for proposed residential development of a total of 77 dwellings of a mix of types, sizes and affordability to ensure that efficient use is made of the land, comprising of 10 x 2 bedroom flats, 12 x 2 bedroom houses, 23 x 3 bedroom houses, 9 x 4 bedroom houses, and 13 x 2 bed and 10 x 3 bed affordable houses (amended proposal).		
SITE ADDRESS:	Caburn Field Anchor Field Ringmer East Sussex		
GRID REF:			



1. SITE DESCRIPTION / PROPOSAL

1.1 The site is located in the centre of Ringmer, on the southern side of Anchor Field. The site, which covers an area of approximately 2 hectares, is surrounded by residential development along its east, south and western boundaries. The site currently accommodates Caburn Field (Ringmer Football Club, pitch and pavilion), the rifle club, Council owned garages, open space including skate-park, car park and access road. Adjacent to the site along Anchor Field are the existing 2 storey surgery and single storey pharmacy.

1.2 The site is relatively flat with a very slight slope from SW to NE. The southern and western boundaries are dominated by an extensive conifer hedge in excess of 6m high. There is a more natural native boundary to the east, with some mature trees along the southern edge of the open space.

1.3 The proposal, as originally submitted, was for 96 residential units of which 70 were private and 26 units (flats) were to be affordable. Following negotiations this has now been amended to 77 dwellings, with 54 private and 23 (30%) affordable (consisting of 2 and 3 bed houses). All the buildings on the site will be 2 storey in height, with the large block of flats at the front of the site being replaced with two storey houses.

2. RELEVANT POLICIES

LDLP: – CP11 – Built and Historic Environment & Design

LDLP: – ST03 – Design, Form and Setting of Development

LDLP: – CP1 – Affordable Housing

LDLP: – CP14 – Renewable and Low Carbon Energy

LDLP: – RG01 – Caburn Field

LDLP: – RNP62 – Policy 6.2-Affordable Units

LDLP: – RNP74 – Policy 7.4-Outdoor Sports Facilities

LDLP: – RNP91 – Policy 9.1-Design, Massing and Height

LDLP: – RNP92 – Policy 9.2-Housing Densities

LDLP: – RNP98 – Policy 9.8-Housing for Elderly/Disabled

3. PLANNING HISTORY

LW/91/0501 - Variation of Condition 1 attached to planning permission LW/89/1946 to enable the floodlighting column to be maintained in an upright position from 1st Sep to 30th April each year. - **Refused**

E/60/0487 - Outline Application to develop private building estate. - **Refused**

LW/82/1705 - Erection of six sixteen metre high demountable floodlighting columns, each supporting two floodlights. Allowed on Appeal with Restrictive Conditions No.s 1, 2, 5 and 6. - **Refused**

E/58/0049 - Outline Application for residential development. - **Refused**

E/58/0409 - Application for permission to use land as football pitch and agricultural land. - **Permitted Development**

E/57/0378 - Outline Application for residential development. Address continued: 1-19 Sadlers Way & 1-15 Langham Close & Gotelands & Shelleys Gote Lane & 18-55 Harvard Road & 1 Oakmede Way & 1-17 Hayes Close & Brattle & Lovage Lewes Road & Site Part Of 23-31 Anchor Field & Caburn Field Pavilion & Carburn Field & Land Adjacent Car Park Anchor Field & 37 Mill Mead & 34 Mill Road & 2-35 Springett Avenue & 17-27 Langham Close & 10-29 Sadlers Way & 39-61 Harvard Road Ringmer East Sussex BN8 5HJ. - **Refused**

E/57/0531 - Outline Application to erect a maximum of forty dwellinghouses. Amended Plan refused 25/11/1957. & Caburn Field Anchor Field & 5-17 Hayes Close & 6-8 Penn Crescent & 12-31 Harvard Road, Ringmer, East Sussex, BN8 5HJ - **Refused**

LW/18/0808 - Proposed residential development of a total of 77 dwellings of a mix of types, sizes and affordability to ensure that efficient use is made of the land, comprising of 10 x 2 bedroom flats, 12 x 2 bedroom houses, 23 x 3 bedroom houses, 9 x 4 bedroom houses, and 13 x 2 bed and 10 x 3 bed affordable houses (amended proposal). -

E/69/0527 - Planning and Building Regulations Applications for spectators enclosure and groundsmans store. Building Regulations Approved. Commenced. - **Approved**

E/71/0885 - Planning and Building Regulations Applications for spectators enclosure and tennis courts and replacement of existing floodlighting system. Building Regulations Approved. Completed. Restrictive Planning Condition No 3. - **Approved**

LW/74/1811 - Outline Application to erect small bore rifle range. - **Refused**

E/64/1101 - Outline Application for residential development at Ringmer Football Field. Restrictive Planning Condition No.5. - **Approved**

E/63/0268 - Planning and Building Regulations Applications for shower baths and sanitary accommodation at football field. Building Regulations Approved. Amended plan Approved 12/09/1963. Completed. - **Approved**

E/64/0940 - Planning and Building Regulations Applications for roofed spectators stand. Building Regulations Approved. Restrictive Planning Condition. Temporary Permission Expires 30/11/1969. - **Approved**

LW/89/1946 - Retention of floodlighting columns in an upright position for the period 1st October to 31st March annually. Restrictive Planning Condition 2. Condition 1 discharged by Enforcement Appeal dated 03/06/99. See File EN/80/179. - **Approved**

E/66/0025 - Outline Application for the erection of changing rooms and toilet facilities. - **Approved**

LW/77/0045 - Planning and Building Regulations Applications for erection of new changing room block including toilets and shower facilities. Building Regulations Approved. Completed. - **Approved**

LW/88/0449 - Planning and Building Regulations Applications for rebuilding rifle clubhouse and range. Building Regs. Approved. Completed. - **Approved**

LW/06/0223 - Extension to stand, trainers boxes, alterations to ticket booth and entrance and portable toilet accommodation - **Approved**

LW/02/1023 - Application to vary conditions attached to permission LW/89/1946 to enable floodlights to be retained permanently in an upright position and illuminated between 7 pm and 9.30 pm on weekdays and not later than 6.30 pm on any Saturday - **Approved**

LW/98/1850 - Deemed Application under section 177(5) of the 1990 Act following the Appeal against Enforcement Notice EN/80/0179 for non compliance with Condition 1 Attached to planning permission LW/89/1946 for retention of floodlighting columns in an upright position for the period 1st October to 31st March annually. - **Approved**

LW/95/0501 - Variation of Condition 1 attached to planning permission LW/89/1946 to enable the floodlight columns to remain in upright position from the 1st September - 30th April in each year - **Refused**

LW/92/0301 - Variation of Cond. 1 attached to planning permission LW/89/1946 to enable the floodlighting columns to remain in upright position from 1st September - 30th April in each year . - **Refused**

APPEAL/83/0026 - Erection of six sixteen metre high demountable floodlighting columns, each supporting two floodlights. - **Allowed**

APPEAL/98/2017 - Appeal against Enforcement Notice EN/80/0179 - non compliance with Condition 1 Attached to planning permission LW/89/1946 for retention of floodlighting columns in an upright position for the period 1st October to 31st March annually. - **Allowed**

4. REPRESENTATIONS FROM STANDARD CONSULTEES

Environmental Health – No objection subject to conditions regarding contamination.

ESCC Highways – This HT401 is issued in response to the original documents submitted with the application, including Transport Assessment; additional information including Road Safety Audit and Designers Response and amended plans date stamped 15th and 16th January 2019.

These revised documents include the reduction in the number of dwellings from 96 to 77 and follows extensive discussions between all parties. I am satisfied that the impact of this development [77 dwellings total] can be accommodated on the highway network provided the mitigation measures are carried out.

Thus I do not object to the application subject to highway conditions and a section 106/278 agreement to secure the off-site highway works.

(Full details of the response can be viewed on line).

Housing Needs And Strategy Division – The application at Anchorfield includes a proposal for 23 new affordable homes to be delivered on-site, which will meet a registered need for households requiring two and three bedroomed accommodation in the local area. This site will deliver 30% of the dwellings as affordable housing that falls below the District wide target of delivering 40% affordable housing on-site. The wider benefits being delivered through the scheme have been factored in to assessing the acceptability of

delivering less than 40%, including the improvement to local sport facilities and the market housing provision. The applicant approached the Housing Authority at an early stage and included the District Valuation Service in extensive discussions about the design, viability and deliverability of the scheme to ensure the maximum number of affordable homes could be provided.

The Housing Authority finds the amended planning proposal acceptable.

Tree & Landscape Officer Comments – With regards the proposed and revised soft landscaping scheme: The net tree loss appears to exceed the proposed replacement scheme and in any event there is insufficient space for new planting to make up for this loss. The proposed development layout is considered to be too dense and does not, in my view, provide adequate space for soft landscaping. This is an important issue because the revised layout configuration is no real improvement and will result in a harsh urban landscape and this in turn will have a detrimental impact on the appearance of the area for future occupants.

What little planting there is some of it is located within very small gardens, which in themselves provide limited domestic amenity space for the occupants. This limited space would be further eroded by the tree planting in these gardens. Whilst I am quite happy for tree planting to be located in small domestic garden it will be important that these are not included in the plans submitted for approval. This is because the enforcement burden will be too great with the result of residents complaining about a neighbour removing a tree and demanding it is replaced. This would potentially be a divisive mechanism for mischievous neighbours.

The proposal to place some trees in rear gardens will almost certainly result in pressure being brought to bear on the Council to allow lopping, topping or complete removal on the grounds that these trees impact on the reasonable use and enjoyment of the garden spaces.

The revised parking arrangements is not considered to be much of an improvement on the original and it will result in a visually cluttered street filled with parked cars with only a little tree & shrub planting to visually soften the scene. Any small spaces available will, without doubt be used by drivers for additional parking. Not forgetting the absence of spaces for refuse and recycling bins, bicycles and general garden paraphernalia that often makes it way to the front of the property.

It is considered that the palate of tree species used is far too limited in terms of diversity and as a result the tree population will be highly vulnerable to pests and diseases. No doubt the landscape architects were constrained in the design of the soft landscaping scheme but this does not detract from the view that the scheme appears to be uninspired and lacklustre and fails to provide suitable ornament to an otherwise dense urban environment.

It is recommended that where tree planting and soft landscaping is required for a development, particularly if it is for the benefit of the development as a whole, and/or for the purposes of making the development integrate better with the local environment, such soft landscaping should be located in separate areas, or communal areas and not in the curtilage of domestic properties. This is so that they stand a chance of being retained in the longer term. The maintenance of which should be undertaken by a management company financed by the residents themselves. There should be clear set of objectives drawn up so that it is clear to all residents what is expected and which would make planning enforcement easier and clearer to implement should the need ever arise in the future.

On the subject of maintenance the original application included 'General Maintenance' s 4 of 'Soft Landscape Management & Maintenance Plan RIV 22102 Man Rev A' which is assumed to be applicable for the revised scheme. This suggested that 'Domestic Owners, Bedford Park Development Ltd, ESCC Highways and LDC' will be responsible for maintenance of the some of the soft landscaping subject to agreement. Firstly, LDC will probably not be in a position take on any new responsibilities such as this, I and would think ESCC would be in the same position. The applicants are advised to provide a plan showing management areas for the purposes of clarity and to prevent disputes with future residents.

In the final analysis, the soft landscaping scheme needs to be reconsidered and redesigned - I have contacted the applicant and he has provisionally agreed that the soft landscaping scheme and its associated management plan can be left as a reserved matter. The scheme could be approved subject to conditions.

Natural England – No objection - it is not considered that the proposed development would have any significant adverse impacts on statutorily protected sites.

Sussex Police – No major concerns but additional measures to mitigate against local crime trends should be considered.

Southern Water Plc – No objection subject to condition regarding surface water runoff.

ESCC SUDS – Following our earlier objection on the 21 November 2018, the applicant has submitted revised plans and provided additional information on flood risk and the surface water drainage proposals at the site. Consequently, it is the view of the LLFA that flood risk, both on and off site is capable of being mitigated through the application of suitably worded planning conditions.

Previously we expressed concerns regarding the proposals to culvert the ditch at the south east part of the site, as this ditch intercepts surface water runoff which would otherwise affect surrounding properties. However, it is our understanding that this ditch will be maintained in its existing state and that the adjoining dwellings comprising part of the development will include covenants in the deeds requiring the maintenance and clearance of the ditch. Whilst the proposed covenant is welcomed, we would request a planning condition on any approval granted that secures the appropriate management and maintenance of the ditch. This condition will need to include information on how the occupants of the relevant dwellings will be made aware of their riparian responsibilities, and how the necessary access arrangements to maintain and inspect the ditch will be secured throughout the lifetime of the development. Furthermore, the LLFA may consider whether it would be appropriate to designate the ditch as a flood risk management asset under the Flood and Water Management Act.

The Flood Risk Assessment and our own site investigations confirm an existing outfall into the ditch and the applicant intends to formalise this with a headwall and trash screen, which we would be in support of. We note that the outfall from the ditch into the Southern Water sewer system is a 150mm pipe. To reduce the risk of the ditch flooding adjoining properties, we request that this is upgraded to a larger diameter pipe, which would require permission from Southern Water. However as previously noted, this ditch is an ordinary watercourse and any works including re-routing of the ditch will require Ordinary Watercourse Consent from ESCC. The LLFA can be contacted on:

watercourse.consenting@eastsussex.gov.uk

Due to the complexity of the existing drainage at this site, we request that the applicant undertakes additional surveys of the chamber, the Southern Water system which is connected to the ditch, and any existing drainage which the applicant intends to reuse. This is to ensure that surface water is safely discharged from the site and that the ditch does not present a flood risk to adjoining dwellings.

We previously noted that the proposed drainage system would flood during the 1 in 100 + 40% allowance for climate change event. Following the submission of the requested hydraulic calculations, these issues have now been addressed through increasing pipe sizes and inflow into the drainage system which has eliminated the risk of surface water pooling at the site.

If the Local Planning Authority is minded to grant planning permission, the LLFA requests that the following comments act as a basis for planning conditions to manage surface water runoff from the development:

1. The principles of surface water management outlined in the Flood Risk Assessment should be taken forward to detailed design and implementation. Surface water runoff rates should be limited to 19.9 l/s and 5.0 l/s for the major and minor parts of the development respectively.
2. The details of the outfall of the proposed drainage system and how it connects into the ditch should be provided as part of the detailed design; this should include cross-sections and invert levels.
3. The condition of the ditch and Southern Water sewer which will take surface water runoff from the development should be investigated before discharge of surface water runoff from the development is made. Any required improvements to the condition of the ditch or sewer should be carried out prior to construction of the outfall.
4. The detailed design should include information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely, without increasing flood risk on or off site.
5. A maintenance and management plan for the entire drainage system should be submitted to the planning authority before any construction commences on site to ensure the designed system takes into account design standards of those responsible for maintenance. The management plan should cover the following:
 - a) This plan should clearly state who will be responsible for managing all aspects of the surface water drainage system, including the ditch and piped drains, and the appropriate authority should be satisfied with the submitted details.
 - b) Evidence that these responsibility arrangements will remain in place throughout the lifetime of the development should be provided to the Local Planning Authority.
 - c) Details on how the relevant occupants will be informed of their riparian responsibilities to maintain the ditch, and details on how access arrangements will be secured throughout the lifetime of the development should be provided to the Local Planning Authority.
6. The applicant should detail measures to manage flood risk, both on and off the site, during the construction phase. This may take the form of a standalone document or incorporated into the Construction Management Plan for the development.
7. Prior to occupation of the development, evidence (including photographs) should be submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.

Sport England – Sport England objects to the above application as it is not considered to meet our adopted playing fields policy or NPPF Para. 97 for the following reasons: the proposal will result in a quantitative loss of playing field and the proposed replacement facilities (on another site) result in a further loss of playing field and do not provide adequate mitigation for the playing field that will be lost.

(Full comments available to view on line).

Main Town Or Parish Council – Ringmer Parish Council has always supported the principle of redevelopment of Caburn Field for housing, subject to the condition that an alternative football pitch is provided at a suitable alternative location, in accordance with saved policy RG1 of the 2003 Lewes Local Plan. The proposals in the parallel application LW/18/0789 would, if approved, meet that condition. Ringmer Neighbourhood Plan policy 6.4 (RES3) also allocates for residential development for 8 homes two small plots at Anchor Field that are adjacent or close to Caburn Field and included in this application; the derelict former youth club site and the largely redundant Anchor Field garage block. These two plots are owned by Lewes District Council.

However, we are unable to support this application for the following reasons:

1. The excessively high density of the proposed development
2. The negative streetscene impact of the very large affordable housing block
3. The mix of affordable housing units proposed
4. The under-provision of car parking, and the unacceptable consequences of such under-provision at this location on the viability of the Ringmer Shopping Precinct
5. The failure to include provision for the elderly and disabled
6. Inadequate access from the site to Anchor Field
7. Unacceptable loss of public open space and of the Ringmer skateboard park

(Full comments available to view on line)

Parish Council comments on amended plans - Discussion centred on allocated parking provision and loss of public open space and the skateboard park. The Council agreed to support the approval of the application as revised subject to the revision of the parking spaces allocations to provide three allocated spaces (including garage space) for each 4 bed house and two allocated spaces for each 2 bed and 3 bed house, and that the developer offers to hand over the freehold of the remaining public open space and provide an alternative skateboard park being secured by condition.

(A copy of the full response can be viewed on line).

5. REPRESENTATIONS FROM LOCAL RESIDENTS

Responses in relation to the original scheme (96 units) -

Objections

35 notifications raising objections due to - Increased traffic, loss of parking, height of flats unacceptable, loss of play area, overdevelopment of the site, development in excess of the 40 originally proposed, impact on surgery, support is based on the provision of the new pitch, high density, insufficient affordable housing, lack of facilities for the elderly, poor character and scale especially 3 storey block, shortfall of parking against RNP policy, impact on Earwig corner, inadequate CEMP, not in conformity with Ringmer NP, impact on wildlife, loss of trees will impact on privacy, overlooking, overdevelopment of the village, issues of flooding, crowded development, not sustainable, loss of green space, the site should remain in community use, large blocks out of keeping with surroundings, no evidence of financial viability, impact on schools, inadequate parking on site.

Support

32 notifications of support - what Ringmer needs, need for more family housing, will support local businesses, will lead to new and improved sports facilities within the village which are long overdue, benefit a large amount of people, good location for new housing close to all services, will enrich the community, improve health and wellbeing, well-considered community focused applications, good use of land in the centre of the village, will help the village to grow and keep people in the village.

Responses to the amended scheme (77 units) -

Support – 2 Amended plans meet the needs of the village, cover initial concerns raised by residents.

Object – 1 objection letter on matters of drainage stating that precise mapping should be undertaken, SuDS design should demonstrate emptying under gravity, existing pipe is inadequate diameter, need for regular inspection and maintenance, flood risk higher during construction, need to set up a liaison group especially during construction.

6. PLANNING CONSIDERATIONS

Material Considerations

Overview

6.1 The proposal is to redevelop the site for new housing, a long held aspiration of the Lewes District Local Plan and more recently the Ringmer Neighbourhood Plan. The vast majority of the new housing will be located on the site of the Ringmer Football ground. In order to facilitate this requires the relocation of both the Ringmer FC and the rifle club. Permission has been granted for the construction of new facilities for the rifle club on Cheyney Field (LW/18/0790). Permission for the relocation of the football club to a new 3G all-weather to be constructed within the grounds of Kings Academy has also been issued following referral to the Secretary of State (due to an objection having been received from Sport England) who subsequently Directed the Council to determine the application in accordance with adopted policies.

6.2 The proposal would result in the loss of the small external skate park, currently located on the open space. The developer has agreed to contribute £25,000 towards the relocation of the facility in consultation with the parish council. It will also result in the loss of approximately 0.2 hectares of existing open space, of which approximately 0.13 hectares are poor quality space situated behind the pharmacy in the west and behind the garages to the east.

6.3 The fundamental change to the current proposal is the reduction in the number of units on the site from 96 to 77, and the replacement of the large 3 storey high block of flats, which was located at the front behind the surgery and which dominated the site, with 11 x 2 bed two storey dwellings.

6.4 A certain quantum of development to facilitate the relocation of the existing facilities to other locations within Ringmer is required.

Policy

6.5 The NPPF sets out a presumption in favour of sustainable development especially where the proposals accord with up-to-date Development Plans (para.11). Amongst other

things the NPPF also seeks to ensure that developments and places are well designed, adding to the functioning of an area, are visually attractive, sympathetic to the local character, optimise the potential of a site to accommodate and sustain an appropriate amount and mix of development, and create places that are safe, inclusive and accessible.

6.6 Within the adopted Lewes District Local Plan 2003 Caburn Field was identified under RG1 for residential development to provide a target minimum of 40 dwellings but that no development should take place until replacement playing field of equivalent area and quality is provided elsewhere.

6.7 Within the Lewes District Local Plan (LDLP) Part 2, which has been agreed as a submission document but currently only carries limited weight, this RG1 allocation has been retained, albeit updated with a higher housing figure of 'approximately 90 units'.

6.8 Within the Ringmer Neighbourhood Plan (RNP) this site reiterates the LDC allocation RG1, accepting that the site would be highly sustainable, and a good location to provide for the elderly or people with disabilities, being close to all village facilities. The associated development brief suggests a development for up to 40 dwellings with 16 affordable units, restricting storey height to 2 storey, and should not compromise continued public recreational use of the existing open space. The two parcels of land (council garages and land behind the pharmacy) are identified for residential development under RES3 of the RNP.

6.9 Other policies within both the LDLP and RNP guide issues of design and various standards, and whilst not listed specifically have been taken into account in the assessment of the application.

6.10 Whilst the Council does currently have a 5 year housing land supply it is important to ensure that those sites which are allocated are brought forward to meet the district housing needs. The Parish Council acknowledged that in view of the specific requirements for the football club, identification of an alternative location has proved extremely difficult. Whilst the new location for the football club does not in itself create new playing field space, it would provide a facility in the form of a floodlit 3G pitch that would significantly enhance and encourage sporting activity over what is currently provided on a grass pitch at Anchor Field. With the application for the new football/sports facility not being objected to by the Secretary of State, the development of this site could progress.

Design/Layout

6.11 The scheme will provide 77 dwellings, consisting of 35 x 2 bed and 33 x 3 bed and 9 x 4 bed. This will achieve a density of 38 dwellings/hectare, which is commensurate with the surrounding land use.

6.12 There will be a single point of vehicle access to the site located adjacent to the pharmacy off Anchor Field. The road, which will create a central island, will provide access to all dwellings and parking areas. The roadway has been designed to accommodate refuse and all service vehicles.

6.13 The development consists of a range of detached, semi-detached, and terrace buildings providing both house and flat accommodation, over two floors. The layout locates properties around the edge of the site surrounding a central square with dwellings along the northern and southern sides. The dwellings are of a traditional form, with clay tiled pitch roofs. A range of design features found in the locality have been incorporated

into the building design, including chimneys, gables, gabled bays, porches, as well as a limited but varied palette of traditional materials incorporating a mix of brick, tile hanging and horizontal boarding, to ensure that the development integrates with the surrounding built form.

6.14 Greater articulation has been achieved both within each of the houses and within the layout as a whole which adds interest to the street scene. The blocks of 3 terraced dwellings have been largely replaced with semi-detached to create a more cohesive design that respects the wider surroundings. The retained apartment block in the north west of the site has also been re-designed to add more interest to the long facade of the building.

6.15 All the dwellings have access to secure cycle storage and refuse storage. Electric car charging will be provided in all properties with garages and associated off street parking spaces as well as a pedestal charger for the visitor space. A condition will be attached to the decision to require all dwellings with off street parking within their curtilage have charging points installed.

6.16 All the dwellings have private rear gardens, ranging in length from 8.2m to 12.5m, providing reasonable external amenity space, which will accommodate refuse and cycle storage. The separation distance between the proposed dwellings and the existing surrounding dwellings is more than sufficient to safeguard residential amenity and privacy.

6.17 The proposed landscaping has been improved with greater emphasis on suitable and more numerous street trees together with enhancement to the boundary planting (which include the removal of the existing conifers).

6.18 All the dwellings comply with the National Spaces Standards. 55% of the dwellings (5 of the ground floor apartments and 37 houses) will comply with Part M4.2 (cat 2) of Building Regulations, which ensures that they will be suitable for the elderly and people with disabilities, and increase the opportunity for residents to remain in the dwellings should their circumstances change.

Sustainability

6.19 All the buildings will be built to ensure that the new homes consume less energy and avoid the need to 'add-ons' to achieve higher sustainability credentials. They will be constructed using the 'fabric first' construction to minimise the need for excessive heating or cooling. The buildings will be highly insulated with high performance windows and doors.

6.20 12 of the dwellings will be fitted with photovoltaic panels on the rear south facing roof slope to provide additional electricity.

6.21 As previously mentioned, electric car charging points will be provided. A condition will be added to the decision notice to require all dwellings with associated off street spaces have cabling installed to allow future occupiers to install such facilities if they wish/need.

Affordable housing

6.22 The intention is that the application will provide 23 new affordable homes to be delivered on-site, which will meet a registered need for households requiring two and three bedrooled accommodation in the local area. This equates to 30% of the dwellings as affordable housing, falling below the District wide target of delivering 40%.

6.23 The wider benefits being delivered through the scheme have been factored in to assessing the acceptability of delivering less than 40%, including the improvement to local sport facilities and the delivering of market housing provision. The applicant has been in discussion with the Housing Authority from an early stage and included the District Valuation Service in extensive discussions about the design, viability and deliverability of the scheme to ensure the maximum number of affordable homes could be provided as well as delivering the relocation of the existing facilities onto other sites.

6.24 In view of the wider public benefits of bringing this site forward and the improvement of sports facilities locally, together with the form and mix of the affordable housing, it is considered that in view of the support from the Housing Authority, that the current proposal is acceptable.

Ecology

6.25 An ecological assessment was carried out by Aspect Ecology in 2018. The site is not subject to any specific statutory designations. The site is dominated by amenity grassland and therefore the features of ecological importance are limited to the boundary hedgerow and scattered trees.

6.26 There was no evidence of any protected species being present on the site although there is potential, and evidenced, for more common nesting birds and roosting bats to utilise the site. Therefore the report recommends that a series of avoidance, mitigation and compensation measures are employed to ensure that there is no significant harm as a result of the proposal. These will be conditioned.

Drainage

6.27 The Lead Local Flood Authority (LLFA) had originally objected to the application. As a result of that objection the applicant has submitted revised plans and provided additional information on flood risk and the surface water drainage proposals at the site. Consequently, it is the view of the LLFA that flood risk, both on and off site is capable of being mitigated through the application of suitably worded planning conditions. These conditions have been added to the draft decision.
(The full comments from the LLFA can be found in the consultation section of the report).

Highways

6.28 In terms of the impact on the highway, a number of issues have been considered by ESCC.

6.29 In accordance with the NPPF (para 109), the East Sussex County Council and Lewes District Council position is that the cumulative impacts of all development must be mitigated. For a development in this location the junction on which this development causes greatest concern is Earwig Corner. Although the applicant has considered the impact of the proposed development they have assumed that the Earwig Corner Improvement will be delivered by another development on Bishops Lane under permission LW/14/0127 and ESCC have confirmed that these works to Earwig Corner have been secured through a s106 agreement under that application.

6.30 Having reduced the number of units on this development, the trip rates used for assessing the impact on the proposed access have been shown to be acceptable. A stage 1 Road Safety Audit was satisfactorily carried out by the Auditor and a Designers Response received. The Road Safety Audit did not raise any issues on the aspects of visibility and access to the site.

6.31 In terms of accessibility the site is ideally located close to a range of existing facilities. To improve connectivity a new north bound bus stop with real time passenger information will be provided opposite the existing southbound stop and this will be secured via a financial contribution, together with footway improvement in the immediate vicinity of the site.

6.32 In accordance with ESCC's guidelines a total of 165 parking spaces should be provided. The development would provide 161 parking spaces for the 77 units, thus the site would have a shortfall of 4 parking spaces. Any overspill parking would likely occur on the internal roads which are to remain private. The Highway Authority has considered this to be acceptable provided a robust travel plan is secured through the section 106 Agreement.

6.33 The Travel Plan should include measures such as a car club [or similar] scheme to help reduce the reliance on the private motor car and/or in combination with a School Travel Plan, with a safe walking route between the site and both the Primary school and Ringmer College. Reduced bus/rail fares for a time period, interest free loans for cycles etc for occupants should also be included/considered along with a travel pack for each home upon occupation. It should also include a) targets for the reduction of single occupancy car trips, b) a methodology for monitoring the effect of the TP, c) remedial measures should the targets not be met or be met easily, and d) the TP should be in operation at the time of occupation. The commitment to site travel plans is acceptable as a means of further reducing car borne trips to the site and forms a fundamental highway requirement of this development.

6.34 Overall whilst accepting that some aspects of the development are close to acceptable limits of what would be expected, the scheme offers a reasonable layout that is safe and workable, and thus is acceptable to the Highway Authority.

Section 106

6.35 A legal agreement will be necessary to secure the following:

1. 23 affordable dwellings - mix of accommodation to be agreed with LDC Housing officer
2. Recycling contribution of £1,273
3. £25,000 for skate facility

6.36 Also the following ESCC Highways requirements to be secured by a S106/S278 agreement -

1. New section of footway along the southern side of Anchor Field to connect to the existing footways at each end between the Doctors surgery and No. 18 Anchor Field.
2. Two uncontrolled crossing points in the form of dropped kerbs and/or tactile paving on/across Anchor Field.
3. Uncontrolled crossing points in the form of dropped kerbs and/or tactile paving on Anchor Field across its junctions with Shelley Road and Fairlight Avenue as well as across the access points to the site on Anchor Field.
4. Alterations/improvements to the existing uncontrolled crossing point on Springett Avenue to immediate north of Anchor Field.
5. Improvements to existing southbound bus stop on Springett Avenue to include DDA compliant kerbs and new hardstanding area.
6. Provision of new bus stop northbound on Springett Avenue to include new DDA compliant kerbing, hardstanding area, flag/pole and timetable.

7. Contribution of £12,500 towards provision of one passenger real time information sign in Ringmer.
8. Travel Plan
9. Travel Plan Audit Fee £6,500

Conclusion

6.37 Overall the scheme will provide a well laid out development broadly in accordance with the local plan allocation. It is accepted that the level of affordable housing falls below the threshold of 40% required by policy, however in view of the wider public benefits that would be secured by this development, the proposal is supported by the Council's Housing Officer.

6.38 The reduction in the number of units and the removal of the 3 storey flat block to the front of the site have resulted in a more appropriate form and scale of development the sits comfortably on the site and surroundings without detriment to the wider amenity.

6.39 As such the proposal is considered acceptable and can be recommended for approval.

7. RECOMMENDATION

- 7.1 That planning permission is granted, subject to a S106 agreement to secure the benefits listed in the report, and subject to the following conditions.

The application is subject to the following conditions:

1. Before the development hereby approved is commenced on site, details and samples of all external materials including all facing and roofing materials, all materials for all windows and doors, and all surfacing materials shall be submitted to and approved in writing by the Local Planning Authority and carried out in accordance with that consent.

Reason: To ensure a satisfactory development in keeping with the locality having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

2. Before the development progresses beyond foundation level details for the provision of electric car charging points and/or cabling for such facilities for all properties with garages or off street parking spaces, as well as those for visitors, shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with that approval prior to the first occupation of the dwellings.

Reason - In order to provide a more sustainable development having regard to Core Policy 14 of the Joint Core Strategy Part 1 and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018

3. No external lighting or floodlighting shall be installed on the buildings or the streets hereby permitted without the prior written approval of the local planning authority.

Reason: To protect the amenity and character of the surrounding countryside having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

4. All works of construction, demolition, deliveries, and general access to the site in connection with this permission shall be restricted to the hours of 0800 to 1800 Mondays to Fridays and 0830 to 1300 on Saturdays and not at any time on Sundays, Bank or Public Holidays.

Reason: In the interest of the amenities of the adjoining residents having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

5. No development shall take place until the developer has secured the implementation of a programme of archaeological work, in accordance with a Written Scheme of Archaeological Investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with the National Planning Policy Framework

6. The development hereby permitted shall not be brought into use until the archaeological site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition [5] and that provision for analysis, publication and dissemination of results and archive deposition has been secured, unless an alternative timescale for submission of the report is first agreed in writing with the Local Planning Authority.

Reason: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with the National Planning Policy Framework

7. No development shall take place, including any works of demolition, until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- o the anticipated number, frequency, type and size of vehicles used during demolition and construction,
- o the method of access and routing of vehicles and all directional signage during demolition and construction,
- o the parking of vehicles by site operatives and visitors,
- o timing of deliveries (which should avoid peak times)
- o the loading and unloading of plant, materials and waste,
- o the storage of plant and materials used in construction of the development,
- o the erection and maintenance of security hoarding,
- o details of public engagement both prior to and during construction works.
- o address noise impacts arising out of the construction;
- o Demonstrate that best practicable means have been adopted to mitigate the impact of noise and vibration from construction activities;
- o Include details of the use of protective fences, exclusion barriers and warning signs;
- o Provide details of the location and appearance of the site offices and storage area for materials, including a bunded area with solid base for the storage of liquids, oils and fuel;
- o Details of any external security lighting.
- o details of public engagement both prior to and during construction works.

Reason: In order to safeguard residential amenity and in the interests of highway safety and the wider amenities of the area having regard to Policy ST3 of the Lewes District Local Plan and having regard to National Policy Guidance contained in the National Planning Policy Framework 2018.

8. Prior to the commencement of construction work, a wheel cleaning facility shall be installed at the site in accordance with details first submitted to and approved in writing by the Waste Planning Authority. The approved facilities shall be maintained in full and effective working order at all times and available for use throughout the period of construction works and shall be used by any vehicle carrying mud, dust or other debris on its wheels before leaving the site. No vehicle shall leave the site carrying mud, dust or debris on its wheels.

Reason: In the interests of the amenity of the locality and highway safety having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

9. Details of how the mitigation and compensation measures set out within the Ecological Appraisal prepared by Aspect Ecology dated August 2018 are to be provided shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented as approved before the dwellings are occupied.

Reason: In the interests of the wider amenity of the locality having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

10. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

(a) Further investigation based on Desk study and geo environmental appraisal submitted with the application (Report ref: GE17165-GAR-APR dated 25 April 2018 prepared by Geo Environmental Services Limited) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

(b) The site investigation results and the detailed risk assessment (a) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

(c) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason - To ensure that risks from any land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with National Planning Policy Framework].

11. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason - To ensure that risks from any land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with National Planning Policy Framework].

12. Prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

Reason - To ensure that risks from any land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with National Planning Policy Framework].

13. Notwithstanding the provisions of the Town and Country (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no development described in Part 2 Classes A to F of Schedule 2, other than hereby permitted, shall be undertaken unless the Local Planning Authority otherwise agrees in writing.

Reason: A more intensive development of the site would be likely to adversely affect the appearance and character of the area having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

14. The development hereby approved shall not begin on site until replacement facilities for Ringmer FC have been constructed and are available for use.

Reason - to ensure that recreational and sporting facilities are maintained for the benefit of the wider community having regard to Policy CP7 of the LDLP Core Strategy and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

15. Prior to completion or first occupation of the development hereby approved, whichever is the sooner; details of treatment of all parts on the site not covered by buildings and excluding residential domestic gardens shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

- 1) a scaled plan showing all existing vegetation and landscape features to be retained
- 2) a schedule detailing sizes and numbers/densities of all proposed tree planting shall be submitted to and approved in writing by the Local Planning Authority. This will include planting and maintenance specifications, including cross-section drawings, use of guards or other protective measures and confirmation of location, species and sizes, nursery stock type, supplier and defect period.
- 2) location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - a) permeable paving

- b) tree pit design
- c) underground modular systems
- d) Sustainable urban drainage integration
- 3) specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and
- 4) types and dimensions of all boundary treatments

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Unless required by a separate landscape management condition, all soft landscaping shall have a written five year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

The following British Standards should be referred to:

- a) BS: 3882:2015 Specification for topsoil
- b) BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs
- c) BS: 3998:2010 Tree work - Recommendations
- d) BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces)
- e) BS: 4043:1989 Recommendations for Transplanting root-balled trees
- f) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations
- g) BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).
- h) BS: 8545:2014 Trees: from nursery to independence in the landscape - Recommendations
- i) BS: 8601:2013 Specification for subsoil and requirements for use

Reason: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate area.

16. No retained tree shall be cut down, uprooted, destroyed, pruned, cut or damaged in any manner during the development phase and thereafter within 5 years from the date of occupation of the building for its permitted use, other than in accordance with the approved plans and particulars or as may be permitted by prior approval in writing from the local planning authority.

Reason: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with Policies ST3 and CP10 of the Lewes District Local Plan and with regard to the National Planning Policy Framework.

17. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority before occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in

accordance with Policies ST3 and CP10 of the Lewes District Local Plan and with regard to the National Planning Policy Framework.

18. In the event of the death or destruction of any tree, shrub, hedge to which Condition 16 relates on the site within two years of occupation due to felling, cutting down, uprooting, ill health or any other manner, then there shall be replanted in its place another tree, shrub or hedge within 6 months and of a size and species approved in writing by the Local Planning Authority, and carried out in accordance with that approval.

Reason: To enhance the general appearance of the development having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

19. The principles of surface water management outlined in the Flood Risk Assessment should be taken forward to detailed design and implementation. Surface water runoff rates should be limited to 19.9 l/s and 5.0 l/s for the major and minor parts of the development respectively.

Reason: To secure a satisfactory standard of development having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

20. The details of the outfall of the proposed drainage system and how it connects into the ditch should be provided as part of the detailed design; this should include cross-sections and invert levels.

Reason: To secure a satisfactory standard of development having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

21. The condition of the ditch and Southern Water sewer which will take surface water runoff from the development should be investigated before discharge of surface water runoff from the development is made. Any required improvements to the condition of the ditch or sewer should be carried out prior to construction of the outfall.

Reason: To secure a satisfactory standard of development having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

22. The detailed design should include information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely, without increasing flood risk on or off site.

Reason: To secure a satisfactory standard of development having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

23. A maintenance and management plan for the entire drainage system should be submitted to the planning authority before any construction commences on site to ensure the designed system takes into account design standards of those responsible for maintenance. The management plan should cover the following:

- a) This plan should clearly state who will be responsible for managing all aspects of the surface water drainage system, including the ditch and piped drains, and the appropriate authority should be satisfied with the submitted details.
- b) Evidence that these responsibility arrangements will remain in place throughout the lifetime of the development should be provided to the Local Planning Authority.
- c) Details on how the relevant occupants will be informed of their riparian responsibilities to maintain the ditch, and details on how access arrangements will be secured throughout the lifetime of the development should be provided to the Local Planning Authority.

Reason: To secure a satisfactory standard of development having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

24. The applicant should detail measures to manage flood risk, both on and off the site, during the construction phase. This may take the form of a standalone document or incorporated into the Construction Management Plan for the development.

Reason: To secure a satisfactory standard of development having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

25. Prior to occupation of the development, evidence (including photographs) should be submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.

Reason: To secure a satisfactory standard of development having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

26. No part of the development shall be occupied until the road(s), footways and parking areas serving the development have been constructed, surfaced and drained in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

27. No part of the development shall be occupied until the vehicle turning space has been constructed within the site in accordance with the approved plans. This space shall thereafter be retained at all times for this use.

Reason: In the interests of road safety and having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018

28. No part of the development shall be occupied until the car parking areas have been constructed and provided in accordance with the approved plans. The areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To provide car-parking space for the development and having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018

29. No part of the development shall be occupied until covered and secure cycle parking spaces for have been provided in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. The areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

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

30. No part of the development shall be occupied until such time as the vehicular accesses have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety and having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

31. No part of the development shall be occupied until provision has been made within the site in accordance with plans and details to be submitted to and approved by the Local Planning Authority, to prevent surface water draining onto the public highway.

Reason: In the interests of road safety and having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

32. No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres have been provided at the proposed site vehicular accesses onto Anchor Field [UC5610] in accordance with the approved plans. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 600mm.

Reason: In the interests of road safety and having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

33. No development shall commence until such time as temporary arrangements for access and turning for construction traffic has been provided in accordance with plans and details submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason: To secure safe and satisfactory means of vehicular access to the site during construction.

34. No development shall take place, including demolition, on the site until an agreed pre commencement condition survey of the surrounding highway network has been submitted and approved in writing by the Local Planning Authority. Any damage caused to the highway as a direct consequence of the construction traffic shall be rectified at the applicant's expense.

Reason: In the interests of highway safety and the amenities of the area.

35. Before the development hereby permitted is commenced on site, details of the facilities for the storage and removal of refuse from the premises shall be submitted to and approved in writing by the Local Planning Authority and carried out in accordance with that approval. The storage facilities shall be located at the rear of the dwellings.

Reason: To secure a proper standard of development having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

36. No development shall take place until the replacement sports facility for Ringmer FC, approved under LW/18/0789, has been constructed and is available for use.

Reason: To ensure that sports/community facilities are safeguarded for the benefit of the wider community having regard to Policy CP7 of the Core Strategy and to comply with the National Planning Policy Framework 2018.

INFORMATIVE(S)

1. This development may be CIL liable and correspondence on this matter will be sent separately, we strongly advise you not to commence on site until you have fulfilled your obligations under the CIL Regulations 2010 (as Amended). For more information please visit <http://www.lewes.gov.uk/planning/22287.asp>
2. The developer is advised to consider ways of reducing contributing causes of climate change including proposals for the implementation of the highest feasible standards of sustainable construction techniques and the use of low carbon and renewable energy installations within the development.
3. The applicant is advised to enter into a Section 59 Agreement under the Highways Act, 1980 to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The applicant is advised to contact the Transport Development Control Team (01273 482254) in order to commence this process.
4. The applicant will be required to enter into a Section 278 legal agreement with East Sussex County Council, as Highway Authority, for the off-site highway works. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
5. The applicant's attention is drawn to the requirement for the temporary access to the site [see conditions above]. Whilst there are two access points which the applicant may wish to use for construction vehicles, one access in its present form is not adequate and would require alterations/improvements for construction vehicles and the other currently serves the public car park.
6. The applicant is advised of the requirement to enter into discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway. The applicant should contact the Transport Development Control Team (01273 482254).
7. The applicant is advised that the erection of temporary directional signage should be agreed with Transport Development Control Team prior to any signage being installed. The applicant should be aware that a Section 171, Highways Act 1980 Licence will be required.

This decision is based on the following submitted plans/documents:

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Other Plan(s)	14 January 2019	110.04
Proposed Elevation(s)	14 January 2019	120.07
Proposed Elevation(s)	14 January 2019	120.15
Proposed Elevation(s)	14 January 2019	120.16
Design & Access Statement	14 January 2019	Addendum
Proposed Floor Plan(s)	14 January 2019	120.71
Proposed Elevation(s)	14 January 2019	210.72
Proposed Elevation(s)	14 January 2019	210.73
Proposed Elevation(s)	14 January 2019	210.74
Proposed Elevation(s)	14 January 2019	210.75
Proposed Floor Plan(s)	14 January 2019	150.01
Additional Documents	14 January 2019	FRA-001
Additional Documents	14 January 2019	FRA-01
Additional Documents	14 January 2019	FRA-01
Additional Documents	14 January 2019	FRA-01
Additional Documents	14 January 2019	perspective
	10 October 2018	10.01
Proposed Layout Plan	14 January 2019	110.02
Other Plan(s)	14 January 2019	110.03
Proposed Layout Plan	14 January 2019	110.05
Proposed Floor Plan(s)	14 January 2019	120.01
Proposed Elevation(s)	14 January 2019	120.02
Proposed Elevation(s)	14 January 2019	120.03
Proposed Elevation(s)	14 January 2019	120.04
Proposed Elevation(s)	14 January 2019	120.05

Proposed Elevation(s)	14 January 2019	120.06
Proposed Floor Plan(s)	14 January 2019	120.11
Proposed Elevation(s)	14 January 2019	120.12
Proposed Elevation(s)	14 January 2019	120.13
Proposed Elevation(s)	14 January 2019	120.14
Proposed Floor Plan(s)	14 January 2019	120.21
Proposed Elevation(s)	14 January 2019	120.22
Proposed Elevation(s)	14 January 2019	120.23
Proposed Floor Plan(s)	14 January 2019	120.31
Proposed Elevation(s)	14 January 2019	120.32
Proposed Elevation(s)	14 January 2019	120.33
Proposed Floor Plan(s)	14 January 2019	120.41
Proposed Elevation(s)	14 January 2019	120.42
Proposed Floor Plan(s)	14 January 2019	120.51
Proposed Elevation(s)	14 January 2019	120.52
Proposed Floor Plan(s)	14 January 2019	120.61
Proposed Elevation(s)	14 January 2019	120.62
Proposed Elevation(s)	14 January 2019	120.63
Proposed Floor Plan(s)	14 January 2019	130.01
Proposed Elevation(s)	14 January 2019	130.02
Street Scene	14 January 2019	140.01
Street Scene	14 January 2019	140.02
Street Scene	14 January 2019	140.03
Design & Access Statement	10 October 2018	PART 1
Design & Access Statement	10 October 2018	PART 2
Additional Documents	10 October 2018	GEO ENVIRO REPORT PART 1
Additional Documents	10 October 2018	GEO ENVIRO REPORT PART 2

Additional Documents	10 October 2018	GEO ENVIRO REPORT PART 3
Additional Documents	10 October 2018	HEADS OF TERMS
Additional Documents	10 October 2018	INDICATIVE PERSPECTIVE
Additional Documents	10 October 2018	SOCI APPENDIX 1
Planning Statement/Brief	10 October 2018	PLANNING STATEMENT
Additional Documents	10 October 2018	STATEMENT OF CI
Tree Statement/Survey	10 October 2018	TOPOGRAPHICAL SURVEY LAYOUT 1
Tree Statement/Survey	10 October 2018	TOPOGRAPHICAL SURVEY LAYOUT 2
Additional Documents	10 October 2018	ECOLOGICAL APPRAISAL