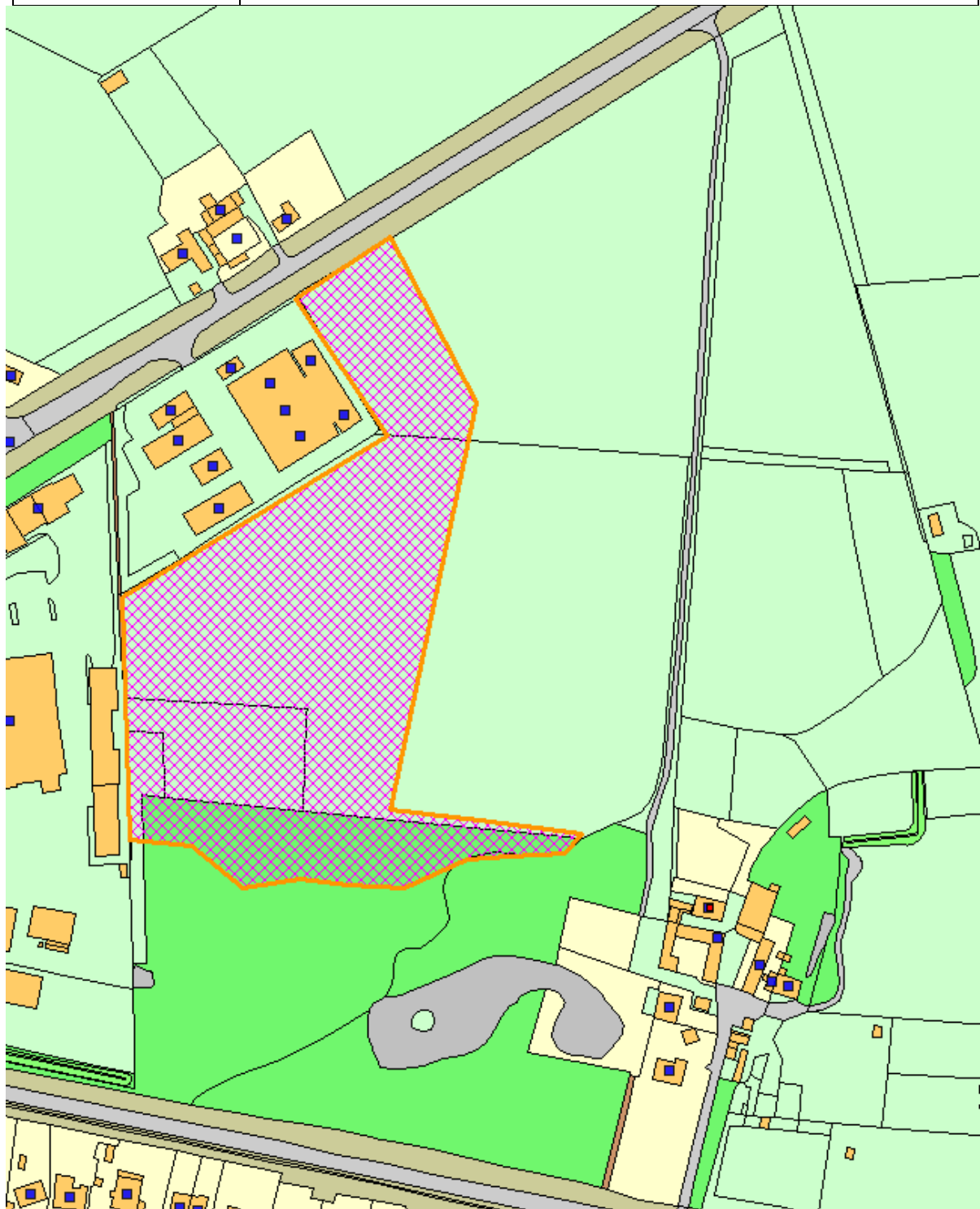


<b>APPLICATION NUMBER:</b>	LW/18/0880		
<b>APPLICANTS NAME(S):</b>	pp Parkgate Land Limited	<b>PARISH / WARD:</b>	Ringmer / Ouse Valley & Ringmer
<b>PROPOSAL:</b>	Outline Planning Application for Development of Land at Lower Lodge Farm to create a village care centre and 16 x affordable housing units, including a new access from The Broyle / B2192		
<b>SITE ADDRESS:</b>	Lower Lodge Farm Laughton Road Ringmer East Sussex		
<b>GRID REF:</b>			



## 1. SITE DESCRIPTION / PROPOSAL

### SITE DESCRIPTION

1.1 The application site covers an area of 2.33ha (23,000 square metres) and lies south of The Broyle and next to the east end of the Caburn Enterprise Park/Broyle Business Centre. To the south planning permission has been granted for 30 new dwellings (Ref. LW/15/0542), including 12 affordable homes.

1.2 The site lies some 1700m east of Ringmer village centre and at present it is open countryside.

### PROPOSAL

1.3 The application seeks outline planning permission for a village care home accommodation along with 16 x affordable homes and a new access road from The Broyle / B2192.

1.4 The care home element of the proposed development would comprise 80 x en-suite, accessible bedrooms, with a further 40 units being provided as assisted living accommodation with an associated care package factored in. The care centre would also feature consultation and treatment rooms as well as community facilities. The full details, including details of the proposed care packages for the assisted living accommodation, would be provided at reserved matters stage.

1.5 All matters are being reserved, including the scale, appearance, landscaping, layout and access, notwithstanding that the description of the outline application includes provision of a new access.

1.6 The applicant has submitted a detailed Design and Access statement which describes the scheme as fitting within the existing field boundaries and retaining existing planting and vegetation, the development allowing the landscape to flow through the site in order to reduce the urbanising impact of developing the site and helping to create a semi-rural feel to the scheme.

### PLANNING HISTORY

LW/96/0200 - Provision of a new access to fields from Laughton Road. Refused 4 April 1996.

LW/90/0412 - Erection of stables on land off The Broyle (O.S. Parcel 7030). Refused 18 September 1990.

LW/88/2335 - Section 32 application for continued reclamation and landscaping of waterlogged land by backfilling with subsoil and chalk. Approved 20 April 1989.

## 2. RELEVANT POLICIES

**LDLP: – RNP61 – Policy 6.1-Housing Allocation**

**LDLP: – RNP51 – Policy 5.1-Employment Sites**

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

**LDLP: – RNP99 – Policy 9.9-Housing for Supported Living**

**LDLP: – CT01 – Planning Boundary and Countryside Policy**

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

**LDLP: – SP2 – Distribution of Housing**

**LDLP: – CP10 – Natural Environment and Landscape**

**LDLP: – CP11 – Built and Historic Environment & Design**

**LDLP: – CP12 – Flood Risk, Coastal Erosion and Drainage**

**LDLP: – CP13 – Sustainable Travel**

**LDLP: – CP14 – Renewable and Low Carbon Energy**

### **3. PLANNING HISTORY**

**LW/91/0193** - Conversion of barn to dwelling - **Withdrawn**

**LW/88/2335** - Section 32 application for continued reclamation and landscaping of waterlogged land by backfilling with subsoil and chalk. - **Approved**

**LW/09/0329** - Installation of a horse walker - **Withdrawn**

**LW/09/0443** - Use of buildings and land as riding school, stables and livery yard - **Withdrawn**

**LW/15/0542** - Erection of 30 dwellings (including 12 affordable) with associated car parking, landscaping and community woodland - **Approved**

**LW/18/0221/CD** - Discharge of Conditions 5, 6, 11, 14, 22, 23, 24 and 31 relating to approval LW/15/0542 - **Approved**

**LW/18/0243/CD** - Discharge of conditions 7, 8 and 10 relating to approval LW/15/0542 - **Approved**

**LW/18/0244/CD** - Discharge of Conditions 2, 3 & 4 relating to approval LW/15/0542 -

**LW/18/0330** - Variation of condition 20 relating to planning approval LW/15/0542 relating to the construction of Estate Road - **Approved**

**LW/18/0803/CD** - Discharge of condition 29, 32, 33 and 35 relating to planning approval reference LW/15/0542 - **Split**

**LW/18/0880** - Development of Land at Lower Lodge Farm to create a village care centre and affordable housing, including a new access from The Broyle / B2192 -

**LW/19/0574/CD** - Discharge of conditions 2, 4, 11, 12 & 13 relating to planning approval LW/15/0542 -

**LW/86/1943** - Change of Use, alterations and extensions to form new dwelling at The Barn, Lower Lodge Farm. - **Refused**

**LW/89/0525** - Change of use of office, two W.C's and one stable to one or two-bedroomed cottage. - **Refused**

**LW/90/0412** - Erection of stables on land off The Broyle (O.S. Parcel 7030). - **Refused**

**LW/90/0078** - Renewal of temporary permission (LW/88/2335) for reclamation and landscaping of waterlogged land by back filling. - **Withdrawn**

**LW/98/1121** - Section 73A Retrospective application for the retention of eight velux windows 90cm x 48cm and other alterations to building, including flue, round gable window and weather vane - **Approved**

#### **4. REPRESENTATIONS FROM STANDARD CONSULTEES**

##### **Environmental Health – No objection**

A desktop study report has not been submitted with the application. If the local planning authority is minded to grant planning permission, in consideration of the proposed sensitive uses of the site, site history and site surroundings, conditions are recommended included a scheme to deal with the risks associated with contamination of the site to include preliminary risk assessment, investigation scheme, remediation strategy, and a verification plan. In addition a condition to cover any unsuspected contamination is recommended.

##### **ESCC Highways – No objection**

This consultation comment is issued in response to further information from the applicant dated 4th and 17th June 2019 and a meeting on 12th June 2019 between the highway authority, the local planning authority and the Transport Agent on behalf of land owner.

Speed surveys have been undertaken to establish the actual speed to determine the visibility splay distance requirements.

The applicant has also attempted to demonstrate the trip generation further using this proposed new access point onto the B2192 with comparisons also given for Industrial Estate. Although the eventual end user is still unknown and the trip generation figures are only indicative at this stage, the applicant indicates that a right turn lane may be possible in this location. The applicant is also willing to provide a 2 metres wide footway along the eastern side of The Broyle [B2192] from the site access to connect to the existing footways and bus stops on Broyle Lane and to the village centre. Whilst no Road Safety Audit has been carried out on the indicative proposed access arrangement the issues raised are not considered insurmountable subject to the following points being addressed/provided at reserved matters stage:-

- o Full Trip generation for the end user proposed for care centre and residential element
- o Further speed survey undertaken and submitted to determine visibility splay distance requirements onto B2192.
- o Access details to be provided and agreed which may include right turn lane or by other means depending on trip generation and other factors.
- o RSA Stage 1 on proposed access arrangements together with appropriate Designers Response as necessary.
- o Satisfactory on-site parking in accordance with ESCC's parking guidelines
- o Satisfactory on- site turning area.
- o No vehicular through route between B2192 and B2124.
- o Details of highway improvements to provide site sustainability to include a 2 metres wide footway along the eastern side of the B2192 from site access to connect to existing footways to the south to provide pedestrian links to the bus stops on Broyle Lane and to

Ringmer village. Together with suitable crossing points on the B2192 [controlled or uncontrolled to be agreed]; Also improvements to the existing bus stops to the north of the access.

It should be noted that the access details including right turn lane and trip generation figures submitted with this OUTLINE application are INDICATIVE only with all these above details to be provided and agreed at reserved matters stage.

Thus the highway authority does not object to the application subject to the above being conditioned within any planning permission or preferably secured through a Section 106 Agreement. Previous objections given in consultation comments dated 7th February and 30th April 2019 are withdrawn.

## Response

### 1. Trip Generation

The applicant has provided trip generation figures using the TRICS database and other care centres. Given the land allocation as employment use within the local plan the applicant has attempted to compare the proposed use with trips associated with a Business Industrial Estate. However, whilst the trips given for a Business Industrial Estate are credible the comparison is not as the end user/use is not known at this stage. Therefore the trip rates currently given for the proposed use are theoretical and not acceptable.

The trip generation would need to be agreed at reserved matters stage to ensure the design of the access arrangements are acceptable and appropriate for the volume of traffic generated by this new development.

### 2. Access/Visibility

The applicant has provided plans showing the access onto the B2192 (The Broyle) together with a right turn lane. These details are for indicative purposes only and any access arrangement would necessitate a Road Safety Audit to be carried out and submitted with any access proposal at Reserved Matters stage.

A speed survey has been carried out by the applicant [to north and south of access] to assess the speeds pass the site and to determine the visibility splay requirement. However, these speeds cannot be accepted as the southern survey apparatus was damaged and only 3 days of recordings recovered. Furthermore, the survey was undertaken at the time of roadworks within the village which affected the traffic flow and speeds on this section of The Broyle. Further speed surveys will be required at Reserved Matters stage to determine a more accurate reading of speeds here unless visibility splays of 2.4m x 215m can be shown to be provided wholly within the applicants control or within the highway.

In order to prevent a vehicular route through the site between the B2192 (The Broyle) and the B2124 (Laughton Road) the only route through the site should be for cycles and pedestrians.

### 3. Parking/turning

Parking can be dealt with at Reserved Matters stage and would need to be in accordance with ESCC's parking guidelines [October 2017] for both the residential element and village care centre use. Adequate on site turning would also be required and laid out in accordance with the details set out in the Manual for Streets with appropriate vehicle tracking provided.

#### 4. Accessibility

The proposed development would give rise to needs for improvement to the local highway network to accommodate the additional demands the use of the site will place on existing facilities. There are no pedestrian facilities in the vicinity of the site with the nearest bus stops being on Broyle Lane some 580m from all parts of the site. Whilst this distance is outside the desirable walking distance of 400m to a bus stop it is within the acceptable distance of 800m. Therefore in order for residents/employees to reach the facilities within Ringmer village and to reach the bus stop facilities on Broyle Lane a 2 metres wide footway is required to be provided on the eastern side of The Broyle from the site access to connect to existing footway links to the south. Suitable crossing points on The Broyle would also need to be provided to enable pedestrians to reach these facilities.

#### Highway Mitigation Works

The off site highway works [including, access arrangement, footways, crossing points etc] would normally be secured through a legal agreement (Section 106), however, as this application is for all matters to be dealt with at reserved matters stage and thus all details are yet to be agreed these should be secured by condition at this stage. At reserved Matters stage the off site highway works would require the applicant entering into a s278 Agreement with the Highway Authority.

#### 5. Travel Plan

A Travel Plan will be required for this development, for the whole site, also to be secured by legal agreement (Sec106). The legal agreement will need to secure the following:

- o The agreement of a "measures" approach which; a) specifies targets / outcomes; and, b) identifies specific measures designed to achieve the agreed targets / outcomes and c) identifies the remedies and/or sanctions that shall be applied if the targets / outcomes are not achieved.

- o The appointment of a Travel Plan Coordinator to coordinate implementation of the TP and take responsibility for achieving targets including handover arrangements from the developer to a management or residents' group.

- o The completion of the appropriate monitoring reports, including multi-modal travel surveys to be carried out for five years following occupation/operation of the Development based on the standard survey requirement in East Sussex, i.e. a Level 2 TRICS survey (known in this context as SAM: Standard Assessment Methodology).

- o The payment of a Travel Plan Audit fee of '6000 (Six thousand pounds).

The Travel Plan and Travel Plan Audit Fee needs to be secured through a Section 106 Legal Agreement.

#### Conditions

1. No development shall commence until details of the vehicular access arrangement serving the development have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and the use hereby permitted shall not be occupied until the access arrangement is fully constructed.

2. The development shall not commence until plans and details incorporating the recommendations given in a Stage 1 Road Safety Audit and accepted in any Designers Response have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: In the interests of road safety

3. There shall be no vehicular access connection through the site between the B2192 [The Broyle] and the B2124 [Laughton Road] via the adjacent residential site to the south.

Reason: In the interests of highway safety and to prevent a vehicular route through the site between the two roads.

4. The development shall not be occupied until parking areas have been provided in accordance with details which have been submitted to and approved in writing by the

Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.  
Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

5. The development shall not be occupied until cycle parking areas have been provided in accordance with details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles

Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development

6. The development shall not be occupied until a turning space for vehicles has been provided and constructed in accordance with details which shall have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the turning space shall thereafter be retained for that use and shall not be used for any other purpose;

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

7. Prior to the commencement of development on site, detailed drawings, including levels, sections and constructional details of the proposed road[s], surface water drainage, outfall disposal and street lighting to be provided, shall be submitted to the Planning Authority and be subject to its approval, in consultation with the Highway Authority

Reason: In the interests of highway safety and for the benefit and convenience of the public at large

8. Development shall not commence until such time as temporary arrangements for access and turning for construction traffic has been provided in accordance with plans and details that shall have been 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.

9. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters,

- o the anticipated number, frequency and types of vehicles used during construction,
- o the method of access and egress and routing of vehicles during construction,
- o the parking of vehicles by site operatives and visitors,
- 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 the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- o details of public engagement both prior to and during construction works.

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

10. No part of the development shall commence until details of the accessibility connection between the site, Ringmer Village and Bus stops on Broyle Lane, which should include a suitable crossing point on the B2192, have been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority and be constructed prior to occupation of the development

## Informatives

This Authority's requirements associated with this development proposal will need to be secured through a Section 106 and 127 Legal Agreement between the applicant and East Sussex County Council. 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.

The applicant should be made aware that the creation/alteration of this access will require compliance with the Traffic Management Act 2004 and that the contractor will have to book road space with the East Sussex Highways Network Co-ordination team (0845 6080193).

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 East Sussex Highways (0345 6080193).

The applicant is advised that the erection of temporary directional signage should be agreed with East Sussex Highways (01345 6080193) prior to any signage being installed.

#### **ESCC SUDS – No objection**

Having reviewed the additional information in respect of the existing ditch submitted on 8th April 2019 following an initial objection dated 3rd January 2019, it is believed that flood risk and surface water drainage at this site can be managed through the imposition of suitably worded planning conditions should planning permission be granted. It should be recognised that in the event that planning permission is granted, in order to satisfy the requirements of the matters the SuDS team would wish to be addressed through planning conditions, there may well be implications for the layout of the proposal. As such, if possible, information and details required pursuant to compliance with the relevant planning conditions is recommended to be complied in parallel with the preparation of any reserved matters planning application.

It is understood from the information submitted by the applicant that surface water run-off will be managed through the use of permeable paving and green roofs before it is discharged to the existing ditch. The condition of the existing drainage system and current different invert levels between the ditch, ditch outfall (headwall inlet) and headwall outfall could lead to an increased risk of surface water overtopping the ditch and into the adjacent industrial estate. Therefore, the applicant should carry out any required improvements to the entire existing drainage system to make sure that this situation is avoided. This should include detailed hydraulic calculations which consider the connectivity of the different drainage features (existing and proposed) and should include the entire expected flow/volume that the ditch will manage. The hydraulic calculations should demonstrate the expected performance of the entire drainage system for several events ranging from those with a 100% (1 in 1) annual probability of occurrence to 1% (1 in 100) plus climate change.

The Environment Agency Updated Flood Map for Surface Water shows an overland flow path for the 1 in 30 year event within the application site with surface water being stored on site before it flows away. This could have an impact on the hydraulic capacity of the



permeable paving and it is not clear from the information submitted how this flow route will be managed to ensure there is no increase in surface water flood risk on or off site, and also to ensure that storage capacity of the proposed drainage system is not compromised.

British Geological Survey data shows that part of the site is at risk of groundwater flooding and that groundwater on site is less than 3m below ground level. Therefore high groundwater should be taken into consideration in the design of any surface water management measures. No information has been provided offering assurance that the impact of high groundwater on the proposed development, the surface water drainage proposals and consequential impacts on off-site areas will be managed appropriately. However, impacts of high groundwater on the development and surface water drainage proposals can be addressed at a later stage in the planning process once the outstanding items above have been resolved.

The application site discharges surface water runoff to ditches and drains which eventually connect to the Norlington Stream flowing through the Broyleside estate. There have been repeated incidents of flooding around Broyleside Cottages which could be made worse if surface water runoff is not managed appropriately from this application site. Therefore the applicant should retain the existing 225mm outfall pipe of the ditch outfall to ensure no downstream displacement of flood water.

#### **Southern Water Plc – No objection**

There is an increased risk of flooding unless any required network reinforcement is provided by Southern Water. Any such network reinforcement will be part funded through the New Infrastructure Charge with the remainder funded through Southern Water's Capital Works programme.

It may be possible for some initial dwellings to connect pending network reinforcement. Southern Water will review and advise on this following consideration of the development program and the extent of network reinforcement required.

Conditions are recommended.

#### **Planning Policy Comments**

This planning application should be considered against the policies of the adopted 2016 Lewes District Local Part 1: Joint Core Strategy (LPP1) together with the retained 'saved' policies of the 2003 Lewes District Local Plan (LDLP) as listed in Appendix 2 of the LPP1, so far as they are consistent with the National Planning Policy Framework (NPPF), the Ringmer Neighbourhood Plan (RNP) and the NPPF itself.

In addition, the emerging Local Plan Part 2: Site Allocations and Development Management Policies (LPP2), is a material consideration and has now reached the stage where substantial weight can be given to a number of policies.

From a planning policy perspective, the following key issues should be considered when determining the above planning application:

- o Spatial distribution of development (SP2);
- o Ringmer Neighbourhood Plan;

Other relevant policies that should be considered: Core Policies 10 (Natural Environment and landscape); 11 (Built and Historic Environment and High Quality Design); 12 (Flood Risk, Coastal Erosion & Drainage); 13 (Sustainable Travel); and 14 (Renewable and Low Carbon Energy and Sustainable Use of Resources) and LPP2 Policy DM23 (Noise).

This proposal would constitute a significant level of development over and above the 385 planned for in Ringmer and it is important in this respect to consider the supporting text to spatial policy SP2 limits further growth. Paragraph 6.43 states: "East Sussex County Council has advised that the design traffic flows are the maximum acceptable for the agreed junction improvement (new traffic signals and an extended right turn lane from the A26 to the B2192) and this effectively sets a cap on further development in Ringmer & Broyleside beyond the planned growth of 385 dwellings over the plan period." Therefore we, Planning Policy, would raise concerns regarding the scale of the proposals put forward here; it is not considered that C2 use generates no traffic. From a planning policy perspective it is expected that ESCC, as the Highways authority, will take this into account when providing their statutory consultation response.

Policy DM1 in LPP2 has substantial weight at this time. Whilst the buildings are within the planning boundary the access is outside, albeit adjacent, to it.

The village care centre, as proposed, is classified as C2 use and therefore does not require affordable housing contribution.

However, if at Reserved Matters stage the form or mix of accommodation evolves so that it should be categorised as C3, then affordable housing contributions will be sought, in accordance with Core Policy 1 (Affordable housing).

#### Ringmer Neighbourhood Plan

Ringmer Neighbourhood Plan Principle 2, supported by LPP1 Core Policy 4 (Encouraging Economic Development and Regeneration) seeks to improve the sustainability of the parish by enhancing local employment opportunities in a range of sectors. Local employment will be supported by maintaining and enhancing existing employment opportunities and providing a supply of new sites.

Policy 5.1 seeks to ensure that there will be sufficient suitable employment sites available to support economic growth. Policy 5.1(a) identifies 23 major employment sites to be retained or developed to meet anticipated employment demand. The application site is allocated as an extension to employment site EMP7: Broyle Business Area. Ringmer has a high proportion of elderly residents and recognises that support to those living independently and in residential care will provide employment opportunities over the Plan period. Policy 5.3 states that 'Proposals for new provision for the elderly & disabled will be supported provided that they are within the Ringmer village planning boundary'.

#### Habitat Regulations Assessment

Advice was provided at the pre-application stage that the proposal is outside of the scope of the Council's Habitat Regulations Assessment for air quality impacts on the Ashdown Forest SAC and that the Council would wish to instruct its HRA consultant to verify the Appropriate Assessment that would need to be produced to support this application. It is not clear whether any consideration has been given to the likely traffic movements generated from this proposal across the Ashdown Forest SAC. It is considered that due to the nature of the proposal this may not be significant, nonetheless planning policy did request this matter to be addressed, such that the Council can discharge its duty as the Competent Authority in determining that there will be no adverse effects on the integrity of the Ashdown Forest SAC from this proposal either alone or in combination with other plans and projects.

## Summary

From a planning policy perspective, the proposal is considered contrary to Spatial Policy 2 (unless the local highway authority is satisfied that capacity exists at Earwig corner), Core Policy 10 and RNP Policy 5.1 of the Ringmer Neighbourhood Plan. It should also be acknowledged that part of the site (the access) is outside the planning boundary; LPP2 Policy DM1. However, this will need to be balanced against the benefits of the scheme, namely the provision of accommodation for older people.

## **Appropriate Assessment**

Appropriate Assessment in relation to the potential for air quality impacts on the Ashdown Forest SAC, for the purposes of compliance with the Habitat Regulations 2017.

Further to planning policy comments provided on 11th October, the council has received sufficient technical information from the applicant to undertake the necessary Appropriate Assessment of air quality impacts on the Ashdown Forest SAC.

The information received includes detail of the method used for establishing the Annual Average Daily Trips (AADT) arising from the development and the resulting AADT figures for the routes crossing the Ashdown Forest:

Three potential routes across Ashdown Forest have been identified, those being:

- o The A22 for journeys to and from East Grinstead,
- o The A26 for journeys to and from Crowborough / Tunbridge Wells; and
- o The B2026 for journeys to and from areas within the Forest and north towards Edenbridge.

The resultant AADT provided for the three routes is set out in the table contained within the applicant's submission dated 29th October.

Very small changes in 24hr AADT flows (certainly single figure changes in AADT) would not materially alter the Local Plan air quality modelling results (and thus ecological effects), and would thus be essentially nugatory, for two reasons:

- o Firstly, daily traffic flows are not fixed numerals but fluctuate from day to day. The AADT for a given road is an annual average (specifically, the total volume of traffic for a year, divided by 365 days). It is this average number that is used in air quality modelling, but the 'true' flows on a given day will vary around this average figure. Small changes in average flow will lie well within the normal variation (known as the standard deviation or variance) and would not make a statistically significant difference in the total AADT; and
- o Secondly, when converted into NO<sub>x</sub> concentrations, ammonia concentrations or nitrogen deposition rates, our experience is that very small changes in AADT (tens of AADT) would only affect the third decimal place. The third decimal place is never reported in air quality modelling to avoid false precision. For this reason, pollution is generally not reported to more than 2 decimal places (0.01).

Anything smaller is simply reported as less than 0.01 (< 0.01) i.e. probably more than zero but too small to model with precision.

Additional growth to that assessed through the Council's HRA is still very small, with notably only two applications (including this one) due to be put before planning committee this year that are outside the scope of the Joint Core Strategy housing requirement and in need of additional consideration of in-combination air quality impacts on the Ashdown Forest SAC. The other application for land at Woods Fruit Farm Newick has been modelled by our consultants AECOM as instructed by Thakeham; here Thakeham

instructed AECOM to re-run the assessment taking into account the additional 30 proposed dwellings and AECOM concluded that the development 'effectively makes no contribution' to the pollutants within the closest part of the SAC and that when considered in combination, changes were either negligible or not discernible. The technical information was submitted as part of the application and the results summarised with the applicant's ecological report.

AECOM has been consulted on this application and the Council is content that the above bullet points are robust in the context of such a limited amount of development over and above that proposed within the Joint Core Strategy.

The conclusion therefore is that the information provided by the applicant has been sufficient for the Council to carry out an Appropriate Assessment of air quality impacts likely to arise from the proposed development, in combination with other plans and projects, and to robustly conclude no adverse effect on the integrity of the Ashdown Forest SAC should this development proposal be approved at Planning Committee.

It is advised that this Appropriate Assessment is reviewed by Natural England to ensure compliance with the Habitat Regulations 2017.

### **Main Town Or Parish Council – Support**

Ringmer Parish Council supports this application in principle for the purposes of employment activity and creation of the type of accommodation proposed. This is on the proviso that the use of the site is for commercial and employment reasons as identified in Ringmer Neighbourhood Plan. Clarity is sought as to whether the residential element of the application will be acceptable as the application is on an employment site.

Ringmer Parish Council would like assurance regarding the 16 units for key worker accommodation. Ringmer Parish Council considers that these units should remain as affordable housing and for ancillary purposes only. This will then meet the criteria of paragraph 77 of the National Planning Policy Framework.

### **ESCC Archaeologist – No objection**

A development site (LW/15/0542) located to the immediate south and east of this application is currently the subject of a comprehensive archaeological excavation following initial archaeological evaluation. Although this investigation is still on going, it is clear from the discoveries made so far that the local area was the scene of significant prehistoric settlement and funerary activity. For this reason an Archaeological Notification Area encompassing the land around Lower Lodge Farm and hence the site of the current application was created on the 22nd January 2019.

The archaeological remains now being recorded to the south and east of the application include a series of later Bronze Age ditches suggestive of a 'road' / trackway and associated field system, three or perhaps four broadly contemporaneous structures (probable roundhouses) a number of fairly large pits and a spread of inurned and unurned human cremations. The latter may indicate the former presence of barrows possibly dating back to the Early Bronze Age. Evidence of later stone age activity in the area has been confirmed by the discovery of Neolithic flintwork, including tools. At least one ditch dating to the Romano-British period has also been identified. This excavation promises to provide important information on the settlement and funerary practices of the Bronze Age and on the wider prehistoric and Romano-British exploitation of the local landscape.

Surviving evidence for the prehistoric community (or communities) represented by the remains so far discovered at Lower Lodge Farm (LW/15/0542) is likely to extend into the current application site in the form of further buried ditches, pits, structures, artefacts and in-situ human remains.

In the light of the potential for impacts to heritage assets with archaeological interest resulting from the proposed development, the area affected by the proposals should be subject to archaeological assessment defined by a programme of archaeological works and the results used to inform a sympathetic design enabling the possible retention in-situ of the archaeological remains within the development.

If the Local Planning Authority is minded to grant planning permission, we consider that consideration should be made to preserve in-situ archaeological remains through a sympathetic design and we ask that conditions be applied.

## **5. REPRESENTATIONS FROM LOCAL RESIDENTS**

One representation has been received from 4 Yeomans, objecting to the application for the following reasons:-

- o Outside Planning Boundary
- o Building in countryside
- o Open land in countryside
- o Contrary to policy
- o Fails the tests set out in the Lewes Local Plan and NPPF
- o On land shown for business uses
- o Land not zoned for these purposes in the Ringmer Neighbourhood Plan
- o Three storey buildings contrary to Neighbourhood Plan
- o Not in a sustainable location
- o Highway hazards
- o Larger area purchased for potential future development

## **6. PLANNING CONSIDERATIONS**

6.1 The main considerations in the determination of the application include the principle of development; the design concept; impact on the countryside; suitability of the location; sustainability; and planning obligations.

### Policy/Principle

6.2 The proposed development has been designed to fit within two sites which are allocated in the Ringmer Neighbourhood Plan:

6.3 Site RES25 - an area of land allocated for 8 residential units to come forward as part of the larger overall development of site EMP7 and site RES11 (30 residential units) that should also help to bring forward the new community woodland.

6.4 Site EMP7 - an area of land allocated for business use pursuant to policy 5.1 of the Ringmer Neighbourhood Plan which seeks to ensure there are sufficient suitable employment sites available to support economic growth throughout the plan period. Policy 5.1 seeks to develop for employment sites listed as allocation EMP1-23 for major business, retail, service and leisure. The policy does not specifically identify B class uses, such as

office space or light industry, and the proposed development in this instance can be classed as a major business and service use that will undoubtedly employ a number of staff. The Ringmer Neighbourhood Plan at policy 5.2 reserves the core retail area EMP1 site predominantly for retail, service, office and leisure uses. The proposed care village is therefore considered in principle to meet the requirements of policy 5.1.

6.5 In principle the proposed use is considered to be acceptable because it would help to meet a need for care facilities in Ringmer and, although it cannot be specified at this early outline stage, the proposed use is likely to employ a number of people.

6.6 The proposed affordable housing is also considered to be acceptable in principle, because part of the site is allocated as an exception site for affordable housing in the Ringmer Neighbourhood Plan.

6.7 In addition, policy 9.9 of the Ringmer Neighbourhood Plan states that development of an additional supported living facility will be supported if required.

6.8 The affordable housing can be secured by way of S106 Agreement. The S106 Agreement will also seek to ensure that the development makes a contribution towards creating the nearby accessible Community-Managed Woodland, which is one of the objectives of the Ringmer Neighbourhood Plan (policy 4.6).

### Design Concept

6.9 Whilst the plans and illustrations submitted are only indicative at this outline stage, they do set the general parameters with which subsequent applications for approval of the details Reserved Matters will be expected to conform.

6.10 The design approach aims for the effect of the natural landscape and countryside flowing through and beyond the site, with tree planting both to the perimeter and within the site and large areas of green space, including green roofs to the majority of buildings. The form of the buildings uses curves and low profile roof shapes in order replicate natural and organic lines and avoiding long straight edges, which would otherwise be discordant and jarring in this location and in view of the proportions of the buildings. The proposed affordable housing would be more traditional in style, two storey in height and with pitched roofs.

6.11 Notwithstanding the representations received, policy 6.3 of the Ringmer Neighbourhood Plan relates only to the scale of new residential development, and rather than specifying a number of storeys the policy states that all new proposals for development within or extending the village planning boundaries should respect the village scale. Only developments that respect the village scales appropriate to Ringmer village or the Broyleside will be permitted. Similarly policy 9.1 states that houses of more than two storeys are generally inappropriate in a village setting. Notwithstanding that the policy also affords for some flexibility ("generally inappropriate"), the proposed affordable homes within the current planning application are indicated to be two storeys in scale on the submitted plans.

6.12 The village care centre buildings are shown to be mostly two storeys in height although some elements would go up to three storeys. It is important to note that the indicative roof designs are low profile and seek to use gentle curves and shallow angles of pitch and it is considered that whilst these feature elements would be three storeys, they should not appear overly dominant and should not be significantly taller than traditional two storey buildings with pitched roofs.

### Impact on Countryside

6.13 Notwithstanding the representations received the application site does lie within the Planning Boundary as expanded by the Ringmer Neighbourhood Plan. Although the site is presently open countryside, the design concept clearly indicates a landscape led approach to the development with planting and space between buildings and through the use of green roofs. To the west the development will be seen through the adjoining industrial estate and to the south through previously approved development for 30 new dwellings. To the east views to the site would be filtered through the Community Woodland, the delivery of which is one of the objectives set out in the Ringmer Neighbourhood Plan for land to the east of the site.

### Suitability of Location

6.14 The application site lies on the eastern edge of Ringmer village and as an allocated site within the Ringmer Neighbourhood Plan, the suitability of the location for employment and residential use has previously been examined. However, it is noted that the nature of the proposed use may mean that those who are less mobile are visiting and using the facilities.

6.15 The nearest bus stop on The Broyle is some 580m from the application site, farther than the desirable walking distance of 400 but within the upper limited of 800m. However, there is no public footway along the road leading to the bus stop and the developer will need to provide a 2m wide pavement in order to make the proposed development acceptable in planning terms. Such works will also need to include pedestrian crossing points (normally a lowered kerb and tactile surface).

6.16 It is understood from the information submitted, that a future end user of the development would operate a shuttle bus / minibus service between the site and the centre of Ringmer, and this will help to reduce private car use and assist those who are less mobile and need access to local shops and services.

6.17 There is scope within an agreed layout to provide pedestrian and cycle links both into the industrial estate and to the housing development to the south, which in turn connects with Laughton Road. Pedestrian (and cycle) access can also be achieved to the proposed Community Woodland.

6.18 With respect to the affordable housing units, it should be noted that part of the site has been allocated for affordable housing and also that future residents may also work in the adjoining care village, therefore minimising the need to travel or use private vehicles for work.

6.19 The highway authority also requires a Travel Plan to be submitted via the S106 Agreement in order to ensure that alternatives to private car use are encouraged, provided and monitored.

6.20 Given the apparent conflict with Policy SP2 and its supporting text, which places a cap on Ringmer development, whilst the proposal does significantly exceed the cap, ESCC does not consider that this proposal would adversely affect Earwig corner junction due to the predominant times of day of traffic movements and the effect of the affordable housing - and that the 'cap' is therefore not affected.

## Sustainability

6.20 At this outline application stage there is little detail of proposed sustainability measures other than the proposed care village is proposed to use green roofs and would be constructed to current standards of energy conservation and efficiency. The applicant will be required to provide electric vehicle charging points as well as demonstrate ecological mitigation and biodiversity enhancement measures. Planning conditions will cover this in the event that outline planning permission is granted, in addition to a condition requiring details of measures to combat climate change.

## Ashdown Forest

6.21 The applicant has submitted sufficient technical information in order for the Council to undertake the necessary Appropriate Assessment of air quality impacts on the Ashdown Forest Special Area of Conservation (SAC). This has been required due to the potential uplift in Annual Average Daily Trips (AADT) crossing the Ashdown Forest, arising from the proposed development, which would not have previously been taken into account at the time the Development Plan was adopted.

6.22 The information provided shows very small changes that would not materially alter the Local Plan air quality modelling results (and thus the ecological effects). As such there would be no adverse impact on the integrity of the Ashdown Forest SAC as a result of the proposed development.

6.23 The Appropriate Assessment is also being reviewed by Natural England to ensure compliance with the Habitat Regulations 2017 and these comments will be reported to Planning Committee.

## Planning Obligations

6.24 No other details of the proposal are available at present and in view of this the subsequent applications for approval of reserved matters will come under future scrutiny and the S106 Agreement attached to this outline application should contain the necessary wording to allow for future contributions and works, commensurate and appropriate to the final details of the scheme. Such additions would include highway works and financial contributions, for example in order to provide for a pedestrian footway and crossing for access to the bus stops on The Broyle.

6.25 A list of recommended conditions follows and, as well as ensuring that the subsequent applications for approval of reserved matters fall into general conformity with the indicative drawings submitted, the conditions that are recommended are also intended to preserve a semi-rural and well landscaped form of development once the full details are known at reserved matters stage.

## Heads of Terms

6.26 Outline planning permission will be granted only on completion of a S106 Agreement covering the following heads of terms:

- Securing 16 units of Affordable housing as rural exception housing
- Community Woodland Contribution
- Recycling Contribution of £19 per dwelling
- Travel Plan
- Travel Plan Audit Fee



- A clause allowing for future works to the public highway to be secured [The Broyle] eg. Footway widening/provision, pedestrian crossing points.
- Securing shuttle/mini bus link between the centre of Ringmer and the site

## 7. RECOMMENDATION

7.1 In view of the above, subject to condition and completion of a S106 Agreement, the proposed development is considered to be acceptable in principle but further detailed assessment will be possible only at such time as subsequent applications for approval of the Reserved Matters are submitted.

### **The application is subject to the following conditions:**

1. Details of the layout, appearance, landscaping, scale and means of access (hereinafter called "the Reserved Matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

Reason: To meet the provisions of paragraph (1) of Article 5 of the Town and Country Planning (Development Management Procedure)(England) Order 2015.

2. Applications for approval of the Reserved Matters shall be made to the local planning authority before the expiration of three years from the date of this permission, and the development to which this permission relates shall be begun before the expiration of two years from the date of the final approval of the last of the Reserved Matters.

Reason: To meet the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended).

3. The Reserved Matters shall be in general conformity with drawing numbers 27229-(00)-02 Revision A and 27229-(00)-03 submitted with the application hereby approved. The development shall be carried out in accordance with the approved details.

Reason: To safeguard the amenities of nearby residents and the character of the locality, and to create a satisfactory layout and appearance to the development with provision for safe vehicular access and off-street car parking, having regard to retained policy ST3 and Core Policies 10, 11, 12 and 13 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

4. No building or other structure within the development hereby approved shall exceed three storeys in height (with flat roof) or two storeys in height (pitched roof).

Reason: To safeguard the amenities of nearby residents and the character of the locality, and to create a satisfactory appearance to the development having regard to retained policy ST3 and Core Policies 10, 11 and 12 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

5. No development shall take place until evidence that surface water discharge rates do not exceed existing greenfield runoff rates for all rainfall events, including those with 1 in 100 (+40% for climate change) annual probability of occurrence (in the form hydraulic calculations) together with detailed drainage drawings, has been submitted to the local planning authority for approval. The hydraulic calculations shall take into account the connectivity of the different surface water drainage features.

Reason: In the interests of amenity, sustainability and ensuring that flood risk is minimised and appropriately managed in accordance with policies CP11 and CP12 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

6. No development shall take place until full details of the outfall for the permeable pavement and the method with which it will connect to the ditch has been submitted as part of the detailed design for the approval of the local planning authority. The details shall include cross sections and invert levels.

Reason: In the interests of amenity, sustainability and ensuring that flood risk is minimised and appropriately managed in accordance with policies CP11 and CP12 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

7. No development shall take place until details of an investigation into the condition of the ditch and existing drainage system which will take surface water runoff from the development has been submitted to the local planning authority for approval. Any required improvements to the condition of the ditch and headwall shall be carried out in accordance with the approved details prior to construction of the outfall, in order to ensure that flood risk is not increased to the adjacent industrial estate. The 225mm size ditch outfall should be maintained.

Reason: In the interests of amenity, sustainability and ensuring that flood risk is minimised and appropriately managed in accordance with policies CP11 and CP12 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

8. No development shall take place until information and details as to how surface water flows exceeding the capacity of the surface water drainage features will be managed safely have been submitted to the local planning authority for approval.

Reason: In the interests of amenity, sustainability and ensuring that flood risk is minimised and appropriately managed in accordance with policies CP11 and CP12 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

9. No development shall take place until the detailed design of the permeable pavement has been submitted to the local planning authority for approval. The detailed design shall be informed by findings of groundwater monitoring between autumn and spring. The design shall leave at least 1m unsaturated zone between the base of the ponds and the highest recorded groundwater level, otherwise details of measures which will be taken to manage the impacts of high groundwater on the drainage system shall also be provided.

Reason: In the interests of amenity, sustainability and ensuring that flood risk is minimised and appropriately managed in accordance with policies CP11 and CP12 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

10. No development shall take place until a maintenance and management plan for the entire drainage system has been submitted to the planning authority and approved in writing, in order to ensure the designed system takes into account the design standards of those responsible for its 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 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.

Reason: In the interests of amenity, sustainability and ensuring that flood risk is minimised and appropriately managed in accordance with policies CP11 and CP12 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

11. No development shall take place until measures to manage flood risk, both on and off the site, during the construction phase, having been submitted to the local planning authority for approval. The measures may take the form of a standalone document or be incorporated into the Construction Management Plan for the development.

Reason: In the interests of amenity, sustainability and ensuring that flood risk is minimised and appropriately managed in accordance with policies CP11 and CP12 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

12. No part of the development hereby permitted shall be occupied or brought into use until evidence (including photographs) showing that the drainage system has been constructed as per the final agreed detailed drainage designs has been submitted to the local planning authority for approval.

Reason: In the interests of amenity, sustainability and ensuring that flood risk is minimised and appropriately managed in accordance with policies CP11 and CP12 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

13. No part of the development hereby permitted shall be occupied or brought into use until details of how the phasing and implementation shall align with the delivery of any sewerage network reinforcement required to ensure that adequate waste water network capacity is available to adequately drain the development has been submitted to the local planning authority for approval in writing.

Reason: In the interests of amenity, sustainability and to ensure adequate capacity within the sewerage network at each stage of the development, in accordance with policies CP11 and CP12 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

14. No development shall take place until details of the proposed means of foul and surface water sewerage disposal have been submitted to and approved in writing by the local planning authority.

Reason: In the interests of amenity, sustainability and to ensure adequate capacity within the sewerage and surface water disposal network in accordance with policies CP11 and CP12 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

15. No development shall take place until the following components of a scheme to deal with the risks associated with contamination of the site have been submitted to and approved, in writing, by the local planning authority:

- (a) A preliminary risk assessment which has identified:
  - (i) All previous uses;
  - (ii) Potential contaminants associated with those uses;

- (iii) A conceptual model of the site indicating contaminants, pathways and receptors; and
- (iv) Potentially unacceptable risks arising from contamination at the site.
- (b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- (c) The site investigation results and the detailed risk assessment (b) 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.
- (d) 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 off-site receptors in accordance with the National Planning Policy Framework.

16. 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 off-site receptors in accordance with the National Planning Policy Framework.

17. Prior to the occupation of any part of the development hereby permitted, 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 off-site receptors in accordance with the National Planning Policy Framework.

18. No development shall take place until details of the vehicular access arrangement serving the development have been submitted to and approved in writing by the local planning authority. The development hereby permitted shall not be occupied or brought into use until the access arrangement is fully constructed.

Reason: In the interests of highway safety and amenity in accordance with policies CP11 and CP13 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

19. No development shall take place until plans and details incorporating the recommendations given in a Stage 1 Road Safety Audit and accepted in any Designer's Response have been submitted to and approved in writing by local planning authority.

Reason: In the interests of highway safety and amenity in accordance with policies CP11 and CP13 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

20. Notwithstanding any subsequent application for approval of Reserved Matters, no vehicular access connection through the site between the B2192 [The Broyle] and the B2124 [Laughton Road] via the adjacent residential development site to the south of the application site will be permitted.

Reason: In the interests of highway safety and amenity and to prevent a vehicular route through the site between the two roads, in accordance with policies CP11 and CP13 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

21. No part of the development shall be occupied or brought into use until parking areas have been provided in accordance with details which have been submitted to and approved in writing by the local planning authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: In the interests of highway safety and amenity in accordance with policies CP11 and CP13 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

22. No part of the development shall be occupied or brought into use until cycle parking areas and facilities have been provided in accordance with details which shall be submitted to and approved in writing by the local planning authority. The cycle parking areas and facilities shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development in accordance with policies CP13 and CP14 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

23. No part of the development shall be occupied or brought into use until a turning space for vehicles has been provided and constructed in accordance with details which shall have been submitted to and approved in writing by the local planning authority. The turning space(s) shall thereafter be retained for that use and shall not be used for any other purpose.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with policies CP11 and CP13 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

24. No development shall take place until detailed drawings, including levels, sections and constructional details of the proposed road[s], surface water drainage, outfall disposal and street lighting to be provided, have been submitted to the local planning authority for approval in writing.

Reason: In the interests of highway safety and for the benefit and convenience of the public at large in accordance with policies CP11 and CP13 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

25. No development shall take place until such time as temporary arrangements for access and turning for construction traffic have been provided in accordance with plans and details that shall have been submitted to and approved in writing by the local planning authority.

Reason: To secure safe and satisfactory means of vehicular access to the site during construction in accordance with policies CP11 and CP13 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

26. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters,

- o the anticipated number, frequency and types of vehicles used during construction,
- o the method of access and egress and routing of vehicles during construction,
- o the parking of vehicles by site operatives and visitors,
- 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 the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- o details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area in accordance with policies CP11 and CP13 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework 2019.

27. No development shall take place until details of an accessible connection between the site, Ringmer Village and the bus stops on Broyle Lane, which should include a suitable crossing point on the B2192, have been submitted to and approved in writing by the local planning authority. The accessible connection and crossing shall be provided and constructed prior to the occupation or bringing into use of the development hereby permitted.

Reason: In the interests of highway safety, sustainability and amenity in accordance with policies CP11, CP13 and CP14 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework.

28. No development above ground floor slab level of any part of the development hereby permitted shall take place until details of how the development will incorporate measures to reduce carbon energy use, facilitate renewable energy installations, and lower household water consumption, have been submitted to and approved in writing by the local planning authority. The approved measures shall be put in place prior to the first residential of the new dwellings as they are each completed, and retained as such thereafter.

Reason: In order to reduce locally contributing causes of climate change in accordance with policy CP14 of the Lewes District Local Plan Part One: Joint Core Strategy and the National Planning Policy Framework 2019.

29. No development above ground floor slab level of any part of the development hereby permitted shall take place until details of how the development will incorporate measures to

mitigate the ecological impact of the development and to enhance biodiversity within the site have been submitted to and approved in writing by the local planning authority. The approved measures shall be put in place prior to the first residential occupation of the new dwellings as they are each completed, or the bringing into use of the village care centre, whichever is the sooner, and retained as such thereafter.

Reason: In order to reduce locally contributing causes of climate change in accordance with policies CP8, CP10 and CP14 of the Lewes District Local Plan Part One: Joint Core Strategy and the National Planning Policy Framework 2019.

30. No development above ground floor slab level of any part of the development hereby permitted shall take place until details of all electric vehicle charging points, for residents, staff and visitors to the site, have been submitted to and approved in writing by the local planning authority. The approved electric vehicle charging points shall be put in place prior to the first residential occupation of the new dwellings as they are each completed, or the bringing into use of the village care centre, whichever is the sooner, and retained as such thereafter.

Reason: In order to reduce locally contributing causes of climate change in accordance with policies CP13 and CP14 of the Lewes District Local Plan Part One: Joint Core Strategy and the National Planning Policy Framework 2019.

31. No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

REASON: To enable the recording of any items of historical or archaeological interest in accordance with Core Policy 11 in the Lewes District Local Plan Part 1; Joint Core Strategy 2010 - 2030; coupled with the requirements of paragraphs 189 - 199 of the National Planning Policy Framework.

32. No phase of the development hereby permitted shall be brought into use until the archaeological site investigation and post - investigation assessment (including provision for analysis, publication and dissemination of results and archive deposition) for that phase has been completed and approved in writing by the Local Planning Authority. The archaeological site investigation and post - investigation assessment will be undertaken in accordance with the programme set out in the written scheme of investigation approved under condition 32.

REASON: To enable the recording of any items of historical or archaeological interest in accordance with Core Policy 11 in the Lewes District Local Plan Part 1; Joint Core Strategy 2010 - 2030; coupled with the requirements of paragraphs 189 - 199 of the National Planning Policy Framework.

33. Prior to the commencement of development and subsequent to an approved archaeological site investigation [conditions 32 and 33] a construction method statement to show if required the preservation in-situ of significant archaeological remains shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To enable the recording of any items of historical or archaeological interest in accordance with Core Policy 11 in the Lewes District Local Plan Part 1; Joint Core Strategy 2010 - 2030; coupled with the requirements of paragraphs 189 - 199 of the National Planning Policy Framework.

## 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 Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

3. The highway authority requirements associated with this development proposal will need to be secured through a Section 106 and 1278 Legal Agreement between the applicant and East Sussex County Council. 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.

4. The applicant should be made aware that the creation/alteration of this access will require the compliance with the Traffic Management Act 2004 and that the contractor will have to book road space with the East Sussex Highways Network Co-ordination team (0845 6080193).

5. 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>

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 East Sussex Highways (0345 6080193)

7. 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>

8. The applicant is advised that the erection of temporary directional signage should be agreed with East Sussex Highways (01345 6080193) prior to any signage being installed.

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

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Illustration	12 November 2018	Artists impression
Illustration	12 November 2018	Artists impression



Illustration	12 November 2018	Artists impression
Illustration	12 November 2018	Artists impression
Illustration	12 November 2018	Artists impression - aerial
Illustration	12 November 2018	Artists impression - aerial
Illustration	12 November 2018	Artists impression - aerial
Location Plan	12 November 2018	1:1250
Design & Access Statement	12 November 2018	
Additional Documents	12 November 2018	Precedents
Landscaping	12 November 2018	Landscape Strategy
Additional Documents	12 November 2018	Preliminary Ecological Appraisal
Flood Risk Assessment	12 November 2018	
Proposed Block Plan	12 November 2018	03
Proposed Layout Plan	12 November 2018	02
Location Plan	12 November 2018	01
Transport Assessment	12 November 2018	Transport Statement