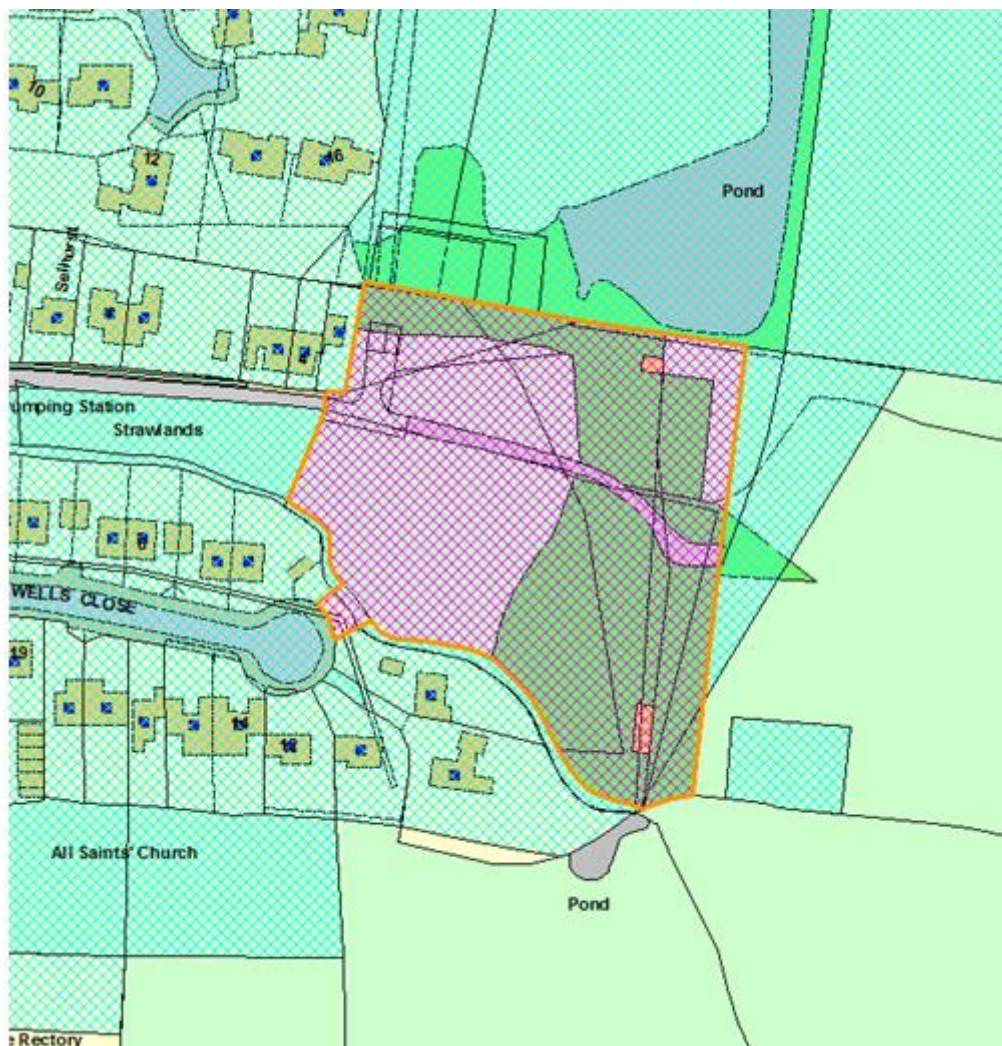


APPLICATION NUMBER:	LW/19/0237
APPLICANTS NAME(S):	Mr N Avery
PARISH / WARD:	Plumpton / Plumpton Streat E.Chiltington St John W
CASE OFFICER:	Julie Cattell Julie.Cattell@lewes-eastbourne.gov.uk
PROPOSAL:	Outline planning application for erection of 4no two bedroom bungalows, 4no two bedroom flats and 2no one bedroom flats for persons aged 55 or over.
SITE ADDRESS:	Site adjoining 4 Strawlands, Plumpton Green, East Sussex.
RECOMMENDATION:	<ol style="list-style-type: none"> 1. That planning permission is granted subject to a s016 legal agreement and the conditions listed below. 2. That the application is refused under delegated authority if the S.106 agreement is not concluded in 6 months of any resolution to grant planning permission.

IMPORTANT NOTE: This scheme is CIL liable.



This application was deferred from the Planning Committee held on 18 August 2020 in order to allow the SuDS Team to comment in detail on the revised layout. The updated comments are in section 4 below.

1 SITE DESCRIPTION / PROPOSAL

- 1.1 The application relates to a plot of land of approximately 0.7ha, located at the eastern end of Strawlands, an un-made single track road off the eastern side of Station Road in Plumpton. Strawlands has a small number of detached and semi-detached properties on its northern side and opens out into a small field, which was, up until adoption of the Plumpton Neighbourhood Plan, outside of the defined Planning Boundary of the village. Public Footpath 20 runs along the northern boundary of the application site, accessed from Strawlands. It falls within the Ditchling Common SSSI Impact Risk Zone. There are two protected trees just beyond the northern boundary of the site.
- 1.2 The site was formerly a coal yard and it is close to most village amenities. The site is well enclosed by mature and established tree planting and vegetation.
- 1.3 The application seeks outline planning permission with all matters reserved for a development comprising 4 x 2 bed room detached bungalows and a two-storey block comprising 2 x 1 bed and 4 x 2 bed flats, a total of 10 dwellings, specifically for over 55s. Access to the site is from Wells Close, a small cul-de-sac comprising 19 properties, as well as The Poplars, which is on the southern corner and fronts Station Road.
- 1.4 The application was originally submitted in March 2019, with 12 units – 6 bungalows and 6 flats. However, a revised application, with a slightly amended site boundary and a reduction in units from 12 to 10, was submitted in April 2020 following negotiations with the council's ecology advisors regarding mitigation of impacts. Consultations on this revised application were carried out in early June, delayed due to Covid-19 restrictions. Comments received before this report is published are included below, others will be reported the committee on the day of the meeting.

2 RELEVANT POLICIES

Lewes District Council Local Plan

LDLP: – SP2 – Distribution of Housing

LDLP: – CP1 – Affordable Housing

LDLP: – CP2 – Housing Type, Mix and Density

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

LDLP:- DM1 - Planning Boundary

LDLP:- DM24 - Protection of Biodiversity and Geodiversity

LDLP:- DM25 - Design

LDLP:- DM26 - Refuse and Recycling

LDLP:- DM27 - Landscape Design

Plumpton Neighbourhood Plan

Policy 1: - Spatial plan for the parish

Policy 2: - New-build environment and design

Policy 3: - Landscape and biodiversity

Policy 4: - Sustainable drainage and wastewater management

Policy 5: - New housing

Policy 5.2:- Wells Close, Plumpton Green

3 PLANNING HISTORY

3.1 Of relevance to this application are the following applications:

LW/75/1047 - Outline Application for three dwellings. - **Refused**

LW/88/0896 - Outline application for residential development at The Old Coal Yard.
- **Withdrawn**

LW/89/1212 - Outline application for the erection of two detached houses and four terraced houses, garages and access. - **Refused**

APPEAL/89/1212 –Appeal (in respect of LW/89/1212) – **Dismissed**

LW/91/0604 - Outline application for the erection of 5 cottages, 2 flats, 7 garages and parking spaces. - **Refused**

LW/18/0259 - Development of 12 No Dwellings (6no two bedroom Bungalow, 4 two bedroom flats and 2no one bedroom flats) for Occupation by Older People over 55
- **Refused**

4 REPRESENTATIONS FROM STANDARD CONSULTEES

4.1 Parish Council:

Comments on original application:

In view of the inclusion of this site in the Plumpton Parish Neighbourhood Plan (site 5.2 in the Plan), the Planning Committee supports this outline planning application as previously supported on 3rd May 2018 under reference number LW/18/0259.

However, it notes as previously submitted in May 2018 a number of major concerns about the proposed development raised by statutory bodies in their formal responses, and by residents of neighbouring properties in Wells Close and Strawlands, which still have not been addressed by this re-application.

1. Surface water flooding. Residents again stressed the high risk in this area, with essential drainage ditches serving the neighbouring Woodgate Meadow estate as well as the site itself. Any solution for surface water and sewage management should take an aggregated view of all the developments to the east of Station Road (including those on the Glebe land and the land to the rear of Oakfield (policies 5.3 and 5.4 in the PPNP), recently granted planning permission by LDC. The Parish Council notes the response from ESCC Lead Local Flood Authority dated 30th April 2019.

2. Access to the site via Wells Close. Residents of Wells Close pointed to a previous planning application that had been turned down as the access road was considered unsuitable. They also expressed concerns about the safety of children playing in the road, due to increased traffic that would be generated by the 12 new dwellings. However, the committee notes that ESCC has adopted the spur linking Wells Close to the site with a view to creating an access road.

3. There were concerns over the felling of mature trees to make space for the car parking in the amended plans. These mature trees prevent flooding within the area and if felled would create major flooding problems. It was noted the car park was now in one area rather than adjacent to the properties which would make the development unattractive to the over 55s.

4. Woodgate Meadow Residents Company Limited wished to note. The proposed site plan indicated in document 080318/02 Rev A Block Plan, shows an open ditch between bungalow no's 4 & 5 which was the subject of paragraph 2 of their 30th April 2018 letter. This is a continuation of the outfall from a large pond on their land which can be seen on the OS Plan at the south-west corner of the pond, to the north of the boundary fence indicated on the OS location plan dated 3rd April 2019. They are responsible to the Environmental Agency for the continual free flow of water through the pond, as must be the landowner of the proposed development land through the open ditch on his/their land. It was mentioned previously that the proposed development land has been flooded in the last 25 years and, during period of heavy rainfall, the flow of water through the ditch can be excessive. These heavy rainfalls are likely to become heavier in future years. It would therefore seem logical for the developers to change the open ditch into an enclosed culvert to avoid possible flooding between these two bungalows and possibly other properties on the estate. This culvert could be started at the boundary between Woodgate Meadow land and the Public Footpath, thereby avoiding any possible

flood risk to the footpath which could seep onto the land owned by bungalows 3,4 & 5.

The planning committee notes that a developer has yet to be engaged and hopes that any developer will consult constructively with residents, as had been the case with the application for development on the land at the rear of Oakfield.

Comments on revised application:

PPC support the application with a request for a Condition that the Wells Close access is created first - before building begins, so that little or no construction traffic has to travel down Strawlands.

4.2 Environment Agency:

Given that the applicant has confirmed that the proposed development will be connected to the existing foul sewer, I can confirm that we are content to remove our objection dated 13 May 2019 (our ref: HA/2019/121278/01).

4.3 Sussex Police:

I have had the opportunity to examine the detail within the application and in an attempt to reduce the opportunity for crime and the fear of crime, I offer the following comments from a Secured by Design (SBD) perspective.

SBD is owned by the UK Police service and supported by the Home Office that recommends a minimum standard of security using proven, tested and accredited products. Further details can be found on [Secured by Design's website](#).

The National Planning Policy Framework demonstrates the government's aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion. With the level of crime and anti-social behaviour in Lewes district being below average when compared with the rest of Sussex, I have no major concerns with the proposals, however, additional measures to mitigate against any identified local crime trends should be considered.

I would like to reiterate some of my previous comments. I note that the site plan shows the retention of an existing footpath, this footpath runs through the development. SBD states; Public footpaths should not run to the rear of, and provide access to gardens, rear yards or dwellings as these have been proven to generate crime. If unavoidable, to alleviate these problems / concerns, SBD recommends the footpath be; straight as possible, wide, well lit, devoid of hiding places and well maintained so as to enable natural surveillance along the path and its borders.

Given that the public footpath creates a legitimate reason for being at the location, it will be extremely important that the boundary between public space and private areas within the development are clearly indicated. It is desirable for dwelling frontages to be open to view to create natural surveillance, therefore walls, fences and hedges will need to be kept low or alternatively feature a combination (max height 1m) of wall, railings or timber picket fence. Equally as the first line of defence, perimeter fencing for the dwellings must be adequate with vulnerable areas such as side and rear gardens needing more robust defensive barriers by using walls or fencing to a minimum height of 1.8metres.

Gates that provide access to the side of the dwelling or rear access to the gardens must be robustly constructed of timber, be the same height as the adjoining fence and be lockable from both sides. Such gates must be located on or as near to the front of the building line as possible. The design height and construction of any gates within a perimeter fencing system should match that of the adjoining fences and not compromise the overall security of the garden boundary.

Parking for the development is provided for 20 vehicles in a communal parking court to the front and side of the communal block. This parking court is observed by two rooms within the block of 6 flats. It is a lot of responsibility to expect two dwellings to maintain surveillance over all the vehicles located here. SBD promotes that where communal parking occurs it is important that they must be within view of an active room within the property. An active room is where there is direct and visual connection between the room and the street or the car parking area and vehicle. Such visual connections can be expected from rooms such as kitchens and living rooms, but not from bedrooms and bathrooms. I recommend that the car parking court be relocated to the front of the block and plots 4, 5 & 6. This arrangement would provide a great of natural surveillance over the vehicle parking area, eliminating the possibility of unobserved vehicles and the potential for vehicle crime.

My concerns over the public footpath, parking and surveillance are the driven by the developments aim for providing occupation for older people over 55 as well as to reduce the opportunity for and the fear of crime.

4.4 Southern Water Plc:

No development or new tree planting should be located within 3 metres either side of the external edge of the foul sewer.

No new soakaways should be located within 5m of a public sewer.

All existing infrastructure should be constructed during the course of construction works.

Furthermore, due to changes in legislation that came into force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its conditions, the number of properties served, and potential means of access before any further works commence on the site.

The applicant has not stated details of means of disposal of foul drainage from the site.

Southern Water requires a formal application for a connection to the foul and surface water sewer be made by the applicant or developer. We request that should this application receive planning approval, the following informative is attached to the consent:

A formal application for connection to the public sewerage is required in order to service this development.

The application details for this development indicate that the proposed means of surface water drainage for the site is via a watercourse. The Council's technical

staff and the relevant authority for land drainage consent should comment on the adequacy of the proposals to discharge surface water to the local watercourse.

4.5 Housing Needs and Strategy Division

Initial response on original application requested further information regarding number of units offered as affordable, mix and tenure and offered advice on unit sizes. The following was agreed with the applicant:

4 units (plus commuted sum equivalent to 0.8 of 1 x 1 bed flat)
1 x 2 bed bungalow, 1 x 2 bed flat, 2 x 1 bed flats
Tenure 75% rented, 25% intermediate

Comments on revised application:

I am happy with the mix and tenure split. However, on such a small scheme I would have considered a scheme with a single affordable housing tenure, if that would be easier to deliver.

4.6 Natural England.

No comments to make on this application.

Comment

Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice. Natural England and the Forestry Commission have also published standing advice on ancient woodland and veteran trees which you can use to assess any impacts on ancient woodland.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process.

We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development. We recommend referring to our SSSI Impact Risk Zones (available on Magic and as a downloadable dataset) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on gov.uk: [local planning authorities get environmental advice](#)

4.7 District Services

Waste services have no issues with the above planning application.

4.8 ESCC SUDS:

Comments dated 29/04/2019:

The information submitted by the applicant in support of the planning application has not satisfied the Lead Local Flood Authority and does not assure us that surface water and local flood risk have been adequately taken into account. We note that the applicant has undertaken 2-dimensional hydraulic modelling to determine the impacts of the proposed development. However, the information submitted is not sufficient to demonstrate that the proposed development will not increase flood risk elsewhere, or to ensure that surface water will not pose a flood risk to any proposed residential development.

Comments on revised details dated 18/10/2019:

In response to the previous comments the applicant has undertaken hydraulic modelling which indicates that flood risk will not increase on or offsite. Consequently, it may be possible to mitigate flood risk to acceptable levels through the imposition of appropriately worded planning conditions, although we will require considerably more information at the detailed design stage. In order to manage flood risk, the applicant is proposing to raise site levels by over 1m over the majority of the site.

Modelling these proposals has shown no detrimental impacts on or off site once the development is completed, however the applicant will have to ensure that measures are taken to ensure that flood risk is managed appropriately during the construction phase.

The site investigation records ingress of groundwater into the boreholes, and we note that attenuation storage is to be provided through underground tanks. The impacts of high groundwater should be taken into account in the design of any surface water management measures. This should include measures to ensure that potential ingress of groundwater can be managed and floatation calculations. Due to raising of ground levels, the watercourse running through the site will have steep banks and may present a potential hazard if safety measures are not introduced. In the interest of managing flood risk, the applicant should ensure that the maintenance and management of this watercourse is addressed appropriately and does not fall to individual riparian owners.

Any works affecting the watercourse adjacent to the development site will have to be discussed and agreed to by the County Council. The applicant should approach the LLFA for discussions once the nature of these works is known on watercourse.consenting@eastsussex.gov.uk

If the Local Planning Authority is minded to grant planning permission, the LLFA requests the imposition of conditions to ensure surface water runoff from the development is managed safely.

Comments dated 24/08/2020:

The proposed development is located in a sensitive location and we have requested that updated modelling is undertaken to demonstrate that the proposed development can remain safe whilst not increasing flood risk elsewhere. The

revised modelling indicates that this is the case. We therefore feel that flood risk at the site can be appropriately mitigated to acceptable levels through the imposition of appropriately worded planning conditions. Should these conditions be placed on any permission granted, the LLFA would require considerably more information as part of any application that seeks to discharge these conditions. In order to manage flood risk, the applicant is proposing to raise site levels by over 1m over the majority of the site.

Modelling these proposals has shown no detrimental impacts on or off site once the development is completed, however the applicant will have to ensure that measures are taken to ensure that flood risk is managed appropriately during the construction phase.

The site investigation records ingress of groundwater into the boreholes, and we note that attenuation storage is to be provided through underground tanks. The impacts of high groundwater should be taken into account in the design of any surface water management measures. This should include measures to ensure that potential ingress of groundwater can be managed and floatation calculations.

Due to the raising of ground levels, the watercourse running through the site will have steep banks and may present a potential hazard if safety measures are not introduced. In the interest of managing flood risk, the applicant should ensure that the maintenance and management of this watercourse is addressed appropriately and does not fall to individual riparian owners. Any works affecting the watercourse adjacent to the development site will have to be discussed and agreed to by the County Council. The applicant should approach the LLFA for discussions once the nature of these works is known on watercourse.consenting@eastsussex.gov.uk

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

1. Prior to the commencement of development, a detailed surface water drainage system shall be submitted in support to and approved in writing by the Local Planning Authority. The surface water drainage system shall incorporate the following:
 - a. Detailed drawings and hydraulic calculations. The hydraulic calculations shall take into account the connectivity of the different surface water drainage features. The calculations shall demonstrate that surface water flows can be limited to greenfield runoff rates for all rainfall events, including those with a 1 in 100 (plus climate change) annual probability of occurrence.
 - b. The details of the outfall of the proposed attenuation tank and how it connects into the watercourse shall be submitted as part of a detailed design including cross sections and invert levels.
 - c. The detailed design shall include information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely.
 - d. The detailed design of the surface water drainage features (underground tank) shall be informed by findings of groundwater monitoring between

autumn and spring at the location of the proposed tank. The design should leave at least 1m unsaturated zone between the base of the drainage structures and the highest recorded groundwater level. If this cannot be achieved, details of measures which will be taken to manage the impacts of high groundwater on the hydraulic capacity and structural integrity of the drainage system should be provided.

e. The details of the proposed diversion of the existing culvert shall be submitted as part of the detailed design. These shall clearly show the proposed route and levels together with maintenance access arrangements. In addition, measures which will be taken to stop groundwater ingress into the culvert shall be provided.

f. The surface water outfall is most likely to be surcharged due to high river levels in the watercourse. Consequently, the proposed drainage system is most likely to flood if the predicted river levels are not taken into account during the design of the drainage system. The applicant shall provide hydraulic calculations where the outfall is allowed to surcharge based on the predicted 1 in 100-year flood level.

g. Prior to the construction of the outfall, a survey of the condition of the ordinary watercourse which will take surface water runoff from the development shall be undertaken. Results of the survey shall be submitted to and approved in writing by the Local Planning Authority. Any required improvements to the condition of the watercourse shall also be included and, if approved by the Local Planning Authority, implemented accordingly.

2. Details of measures to manage flood risk, both on and off the site, during the construction phase shall be submitted to and approved in writing by the Local Planning Authority. This may take the form of a standalone document or incorporated into the Construction Management Plan for the development.
3. A maintenance and management plan for the entire drainage system shall 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 shall 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.
 - b. Evidence of how these responsibility arrangements will remain in place throughout the lifetime of the development.

These details shall be submitted to and approved in writing by the Local Planning Authority and shall thereafter remain in place for the lifetime of the development.

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

4.9 ESCC Highways

Comments received from ESCC Highways 03/08/2020:

This amendment includes the proposed number of units being reduced from 12 to 10 with the omission of 2 of the 2 bedroom bungalows. The illustrative parking layout has also been altered to provide parking slightly closer to the properties and a lesser number. The layout of the parking as amended still does not accord with ESCC's parking requirements. However, as this application is still for Outline purposes only and includes ALL matters to be dealt with at reserved matters stage the parking and layout can be dealt with at detail stage.

Comments on original application dated 19/11/2019:

The applicant has provided additional plans indicating, for illustrative purposes, that adequate on site turning space could be provided for the current largest refuse vehicle [11.997m].

Whilst the parking layout as indicated is not acceptable the applicant has agreed that the layout of the site at reserved matters stage could be altered to provide on plot parking instead of in rear courtyard. Thus I do not object to this Outline proposal [with all matters reserved] subject to highway conditions and a s106 agreement to:

- secure new sections of and improvements to existing footways in Wells Close;
- together with uncontrolled crossing points on Wells Close/Station Road in the form of dropped kerbs and/or tactile paving.
-

The main elements of this Outline application are:- Erect up to 12 residential units [6 x 2 bedroom bungalows, 4 x 2 bedroom flats and 2 x 1 bedroom flats] for persons over 55 years of age.

Indicative New Access onto Wells Close [UC5919]; New sections of footway onto Wells Close

This application is for OUTLINE purposes only with ALL matters reserved, including the vehicular access. Although the submitted plans do not state "for indicative purposes only" the planning application form clearly states this is an Outline application with ALL matters reserved.

At detail stage the applicant would need to satisfy the Highway Authority that a satisfactory access could be provided along with sufficient on site car parking and turning area. The Highway Authority has concerns over the illustrative access proposals and potential area for car parking. The applicant has provided amended/additional plans which indicate that on site turning for the current largest refuse vehicle would be possible. Although the parking layout is not acceptable as shown the applicant has agreed that the layout at reserved matters stage would be

altered to accommodate some on plot parking areas, thus the principle in this OUTLINE form is acceptable.

1. Trip Generation

The applicant has provided trip generation figures using the TRICS database and whilst only 2 sites have been used I confirm they are comparable to other similar “age restricted” sites. The proposal would generate approximately 36 – 40 vehicular trips a day and is therefore acceptable onto Wells Close.

2. Access/Visibility

The proposal includes a new vehicular access onto Wells Close to serve this development. The highway extent at this point of Wells Close includes the land between the back of existing footway and the watercourse on the southern boundary of the site. At the point of the proposed access there is a telegraph pole which will need to be repositioned as a result of this new access point. The amended plan No. 7684/101B indicates that the access would be 5.5 metres wide together with 2 metres wide footways provided both sides of the new access roads which would extend out around the bellmouth of the access connecting to the existing footways in Wells Close. There are ditches/watercourses across this site which flow north west to south east. ESCC have no objection to the watercourse on the southern boundary of the site being culverted in order to gain vehicular access to this site subject to construction details being agreed at reserved matters stage and a watercoursing consent being obtained to discharge surface water into the existing drainage here.

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]. It should be noted that the parking court/s as shown on the illustrative plans would not be acceptable due to the parking being a considerable distance away from actual dwellings and due to surveillance issues. This issue was also raised by the Police, however, I understand that the applicant has agreed that the layout will be revised with some on plot parking provided at reserved matters stage. Given that ALL matters [including layout] are to be dealt with at reserved matters stage the parking can be dealt with at that point. 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 for the largest current refuse vehicle.

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 existing footways along Wells Close which vary in width with the nearest bus stops being on Station Road [at Riddens Lane] some 650m 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. The local convenience store and post office is also situated in the locality of the bus stops. The local public house, church and village hall are also within walking

distance of the site. Therefore in order for residents to reach the facilities within Plumpton village and to reach the bus stop facilities on Station Road at Riddens Lane the existing footways in Wells Close are required to be widened to 2 metres from the site access to provide a suitable footway connection into the site. Suitable crossing points [dropped kerbs/tactile paving] on Wells Close at its junction with Station Road would also need to be provided to enable pedestrians to reach the local facilities and bus stops.

5. Highway Mitigation Works

The off-site highway works [including, access arrangement, footways, crossing points etc] should be secured through a legal agreement (Section 106). These off site highway works would require the applicant entering into a s278 Agreement with the Highway Authority.

In addition to the mitigation works to be secured through a s106 agreement I recommend the following conditions are included in any grant of consent: -

1. The development shall not commence until details of the layout of the new access and the specification for the construction of the access which shall include details of gradient, surface water drainage including culverting the existing watercourse have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the development shall not be occupied until the construction of the access has been completed in accordance with the agreed specification.

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

2. The development shall not be occupied until parking areas have been provided in accordance with details which shall be 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.

3. The proposed parking spaces shall measure at least 2.5m by 5m (add an extra 50cm where spaces abut walls).

Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

4. The development shall not be occupied until cycle parking areas have been provided in accordance with details which shall be submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the area] 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.

5. The development shall not be occupied until a turning space for vehicles has been provided and constructed in accordance with details which shall be 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.

6. The new estate road[s] shall be designed and constructed to a standard approved by the Planning Authority in accordance with Highway Authority's standards with a view to [its/their] subsequent adoption as [a] publicly maintained highway.

Reason: In the interest of highway safety and for this benefit and convenience of the public at large.

7. Before house building commences, the new estate road[s] shall be completed to base course level, together with the surface water and foul sewers and main services to the approval of the Planning Authority 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:

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and egress and routeing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,

- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- 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 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

Informatives:

2. This Authority's requirements associated with this development proposal will need to be secured through a Section 171/278 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.
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 is advised to enter into a Section 38 legal agreement with East Sussex County Council, as Highway Authority, for the proposed adoptable on-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 any works commenced prior to the Sec 38 agreement being in place are undertaken at their own risk.
5. 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)

6. 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.

4.10 LDC Ecologist

Comments dated 03/06/2019:

I cannot see that an ecology survey and report has been uploaded as part of the application and therefore would object on insufficient information being provided. Having some knowledge of Plumpton Green, protected / notable species populations are very much present due to the rural setting including natural and semi natural habitats. Known protected / notable species include, but not limited to: herptiles including great crested newt, bat, dormice, bird etc.

An ecology report, undertaken by a suitably qualified and experienced ecologist, needs to be submitted so that we, as the LPA can assess the development accurately in line with meeting our biodiversity and ecology responsibilities and duties as aligned to current wildlife law and planning policy notably the achievement of net biodiversity gains. Without this information it is not possible to see how it meets with such, with it not acceptable to condition or leave this information for reserved matters as the D&A statement suggests noting:

Annex H (Note 2) of British Standard (Biodiversity, Planning & Development) BS42020 2013:

"...under normal circumstances all surveys need to be complete prior to determination, and preferably by the time the application is registered. However, there are occasionally situations where further surveys are recommended."

ODPM circular 06/2005 - Paragraph 99:

"It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision. The need to ensure ecological surveys are carried out should therefore only be left to coverage under planning conditions in exceptional circumstances, with the result that the surveys are carried out after planning permission has been granted. However, bearing in mind the delay and cost that may be involved, developers should not be required to undertake surveys for protected species unless there is a reasonable likelihood of the species being present and affected by the development. Where this is the case, the survey should be completed and any necessary measures to protect the species should be in place, through conditions and/or planning obligations, before the permission is granted."

Paragraph 116:

When dealing with cases where a European protected species may be affected, a planning authority is a competent authority within the meaning of regulation 6 of the Habitats Regulations, and therefore has a statutory duty under regulation 3(4) to have regard to the requirements of the Habitats Directive in the exercise of its functions. So the Directive's provisions are clearly relevant in reaching planning decisions, and these should be made in a manner which takes them fully into account. The Directive's requirements include a strict system of protection for European protected species, prohibiting deliberate killing, catching or disturbing of species, the taking of eggs etc and damage to or destruction of their breeding sites or resting places. Derogations from this strict protection are allowed only in certain limited circumstances and subject to certain tests being met (see para 112 above). Planning authorities should give due weight to the presence of a European protected species on a development site to reflect these requirements, in reaching planning decisions, and this may potentially justify a refusal of planning permission."

Therefore a decision should not be made until this information has been submitted and considered.

Comments on revised scheme and additional evidence submitted in April 2020

The new design shows greater consideration of biodiversity (in terms of the baseline ecological site conditions and best practice i.e. employing the mitigation hierarchy through avoidance and retention of existing ecologically valuable habitats/ features; and meeting with biodiversity policies notably (attempting to) achieve net biodiversity gains etc). I would, therefore, definitely be more supportive of this updated design.

The latest revision of the EclA (dated April 2020) reflects the improved development design including the increased retention of existing tree / wooded areas within the redline boundary, and improved compensatory measures for the loss of the wet SI grassland and the protected /notable species of which it is known / likely to support, by way of the creation of a wildlife pond etc as was discussed with their ecologist. When it comes around to the full application the requirement for the Net Biodiversity gain metric to be submitted should well be mandatory and so we can judge in more detail than on the actual pre and post numbers. A condition should include the use of the net gain metric along the lines of evidence to be provided in the full app to show how it fully meets achieving biodiversity net gain in line with the EclA prescriptions.

5 REPRESENTATIONS FROM LOCAL RESIDENTS

Comments on original application:

- 5.1 Representations were received from residents of nine properties in the locality and from the Woodgate Resident's Association. Objections were raised on the following grounds:

- additional traffic generation, danger to children
- drainage, surface water and flood risk
- inadequate parking and fire brigade access
- loss of wildlife
- design.

5.2 An objection received from Cllr Banks concerned with:

1. Surface water flooding
2. Access to the site via Wells Close
3. Felling of mature trees
4. Ecological Impact
5. Location of central park inconvenient for residents
6. Block of flats overlooks 9 Wells Close

Comments on revised application:

5.3 One representation received in support of the application – the village needs more affordable housing to support services.

5.4 Twenty-six objections were received following consultations on the revised scheme. Objections were raised on the following grounds:

- Building in the countryside
- Flooding/drainage
- Traffic generation
- Highway safety issues in Wells Close
- Impact on local infrastructure
- Site is not brownfield
- Effect on ecology and wildlife
- Noise and disturbance
- Statutory services (drainage, sewers and electricity) under strain already
- Effect on town centre viability
- Loss of open space
- Overbearing development
- Out of character
- Overlooking
- Smell/fumes
- Not sustainable development
- Question why Strawlands isn't used for access rather than Wells Close
- Overdevelopment of site
- Footpath would have to move
- Loss of trees
- Wells Close is a cul-de-sac not a through road

6 PLANNING CONSIDERATIONS

Principle of Development

6.1 The plot of land is allocated in the Plumpton Neighbourhood Plan (PNP) for provision of 12 x 1-bed and 2-bed residential units specifically designed for older

people under policy 5.2 (Wells Close, Plumpton Green) and is listed in the SHEELAA as site number 13PL as '*Suitable, Available and Achievable*'. In the PNP, it is stated that the site '*...meets a stated preference of the village to provide more homes for older people*'. (Para. 5.42). Policy PNP5 seeks range of house types to meet the needs of those '*...wishing to downsize*'.

- 6.2 Policy SP2 states that housing in the district will be delivered on strategic site allocations as well as planned growth in settlements such as Plumpton Green. Policy CP2 seeks to '*Provide a range of dwelling types and sizes to meet the identified local need, based on the best available evidence. This need will generally include 1 and 2 bedroom homes for single person households and couples with no dependents.*' Policies DM1 and PNP1 support new development within the Plumpton Village Boundary. The proposal in principle is supported by all of these policies.

Affordable Housing

- 6.3 The application proposes 4 (40%) out of the 10 units as affordable, to be secured by s106. The mix of unit sizes – 1 x 2 bed bungalow, 1 x 2 bed flat and 2 x 1 bed flats – and the tenure split of 3 rented and 1 intermediate – is acceptable to the Housing Needs Team. The proposal is fully compliant with policies CP1, PNP5 and PNP5.2.

Design, scale and layout

- 6.4 The application is in outline only, however, the amended drawings indicate a satisfactory layout to accommodate the quantum of development proposed, allowing space for access and turning, parking and bin stores as well as a buffer with existing dwellings. The density of the scheme is 14dph. Crucially, the revised layout retains in its entirety the wooded area in the south-east corner of the site. The final layout will be subject to approval under Reserved Matters (RM).
- 6.5 Again, detailed design and materials will be the subject of further consideration under RM. However, the drawings and the Design and Access Statement indicate a scale, architectural style and typology that is reflective of the area – one and two storeys, traditional pitched roof design, brick and tile finish. It is considered that the proposal is capable of complying with policies CP11, DM25 and PNP2.

Amenity

- 6.6 The scheme layout and plans of the flats and bungalows indicate that the proposal based on the revised layout would not lead to any adverse impact on existing properties in Strawlands and Wells Close by way of overlooking/privacy and loss of daylight/sunlight. The layout also avoids any mutual loss of privacy or light between the new properties. The indicative plans show that the net floor area of the bungalows – 88m² and the flats 80m² and 60m² – exceed the Nationally Described Space Standard. The bungalows all have private gardens. The flats will have access to communal amenity space, the extent of which will be secured by condition, as will a hard and soft landscape plan for the common areas of the site. Space is indicated for storage of refuse and recycling bins. In respect of amenity,

the proposal is capable of complying with polices CP11, DM25, DM26, DM 27 and PNP3 at RM stage.

Access, parking and transport

- 6.7 Subject to recommended conditions, including parking layout, and off-site improvements to be secured by s106, the Highways Authority raises no objections to the proposal. Secure undercover cycle parking is also sought via condition. It is considered that the proposal is compliant with policy CP13.

Drainage

- 6.8 Drainage has been one of the key constraints for the development of this site. The applicant has been involved in detailed discussions with the SUDs Team throughout the course of the application and a satisfactory resolution was reached in August 2020 when the initial objection was removed and conditions recommended to mitigate the impact of the proposal on the the risk to flooding on and in the vicinity of the site. Subject to these conditions, the proposal is considered to be compliant with policies CP12 and PNP4.

Ecology

- 6.9 This issue has also been the subject of concern. As a result of discussions with the council's Ecologist, the scheme was revised to retain the wooded area to the south east of the site. A number of mitigation measures were negotiated, including a new pond to the east of the site and native hedge planting, on land controlled by the applicant. These measures and a management plan can be secured in the s106. With these measures in place, it is considered that the proposal will comply with policies CP10, DM24 and PNP3.

Sustainability

- 6.10 Conditions have been attached to secure details of measures to reduce carbon energy use, facilitate renewable energy installations, lower household water consumption and electric car charging points, in order to comply with policies CP13 and CP14.

Responses to consultations

- 6.11 This application has generated a high level of response from local residents. Most of the issues raised have been addressed in the main body of the report. However, the starting point for consideration of the application is that the site is allocated in the PNP for housing for older people and is supported by policies in the LDLP. All other issues of concern, chiefly drainage, transport/traffic and ecology have been addressed by the applicant to the satisfaction of the relevant consultees, and are subject to stringent conditions noted below.

Agent's response to Sussex Police recommendations

- 6.12 The agent has responded directly to the comments by Sussex Police, indicating that measures will be incorporated where possible.

S106 Agreement

6.13 The application is recommended for approval subject to a s106 agreement to include the following:

- Secure 4 x units as affordable – 1 x 2 bed bungalow, 1 x 2 bed flat 2 x 1 bed flats, with tenure split of 3 rented and 1 intermediate;
- All 10 units to be limited to over 55s only;
- Secure new sections of and improvements to existing footways in Wells Close;
- Uncontrolled crossing points on Wells Close/Station Road in the form of dropped kerbs and/or tactile paving;
- Ecological enhancements to land adjoining the site in the applicant's ownership

7 RECOMMENDATION

7.1 It is considered that the application as amended is acceptable and meets all of the relevant national and local plan policies. Approval is recommended, subject to conditions and a S.106 agreement.

7.2 That the application is refused under delegated authority if the S.106 agreement is not concluded in 6 months of any resolution to grant planning permission.

The application is subject to the following conditions:

1. Time Limit.
2. No development shall commence until drawings showing the detailed layout of the site, floor plans and elevations of the proposed new dwellings have been submitted to and approved in writing by the Local Planning Authority. (Those floor plans should ensure that the dwellings comply with the National Space Standards). The development shall be carried out in accordance with the approved drawings. The floor plans shall be annotated to demonstrate compliance with the Nationally Described Space Standard.

Reason: To ensure a satisfactory development in keeping with the locality having regard to policies CP11 and DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

3. No development shall commence until details/samples of all external materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory development in keeping with the locality having regard to policies CP11 and DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

4. No development shall commence until details, including materials, of all hard and soft landscaping and boundary treatment have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include provision for communal amenity space for use by the residents of the flats. The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory development in keeping with the locality having regard to policies CP11 and DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

5. No development shall commence until measures to safely translocate reptiles from the site have been submitted to and approved by the Local Planning Authority. The measures shall be carried out in full in accordance with the approval given.

Reason: To safeguard protected species on the site having regard to policies CP10 and DM24 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

6. No development shall commence until a detailed plan, including a management plan, of the proposed ecology mitigation area have been submitted to and approved by the Local Planning Authority. The plan shall include measures set out in the approved Ecological Impact Assessment and demonstrate how a net gain in the biodiversity of the site and adjoining area will be enhanced.

Reason: To maintain and enhance the ecological value of the site having regard to policies CP10 and DM24 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

7. Before development commences on site a report addressing and clearly indicating the Net Biodiversity Gain from the development together with evidence to show how it achieves Biodiversity Net Gain as set out in the EclA shall be submitted to and approved in writing by the Local Planning Authority and shall be carried out in accordance with that approval.

Reason: To enhance the development to the benefit of wider ecology and environment having regard to policies CP10 and DM24 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework

8. No development shall commence until details of finished floor levels and ground levels in relation to the existing ground levels have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interest of the character of the locality having regard to Policies CP11 and DM25 of the Lewes District Local Plan and the National Planning Policy Framework.

9. No development shall commence until a detailed surface water drainage system has been submitted to and approved in writing by the Local Planning Authority. The surface water drainage system shall incorporate the following:
- a. Detailed drawings and hydraulic calculations. The hydraulic calculations shall take into account the connectivity of the different surface water drainage features. The calculations shall demonstrate that surface water flows can be limited to greenfield runoff rates for all rainfall events, including those with a 1 in 100 (plus climate change) annual probability of occurrence.
 - b. The details of the outfall of the proposed attenuation tank and how it connects into the watercourse shall be submitted as part of a detailed design including cross sections and invert levels.
 - c. The detailed design shall include information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely.
 - d. The detailed design of the surface water drainage features (underground tank) shall be informed by findings of groundwater monitoring between autumn and spring at the location of the proposed tank. The design should leave at least 1m unsaturated zone between the base of the drainage structures and the highest recorded groundwater level. If this cannot be achieved, details of measures which will be taken to manage the impacts of high groundwater on the hydraulic capacity and structural integrity of the drainage system should be provided.
 - e. The details of the proposed diversion of the existing culvert shall be submitted as part of the detailed design. These shall clearly show the proposed route and levels together with maintenance access arrangements. In addition, measures which will be taken to stop groundwater ingress into the culvert shall be provided.
 - f. The surface water outfall is most likely to be surcharged due to high river levels in the watercourse. Consequently, the proposed drainage system is most likely to flood if the predicted river levels are not taken into account during the design of the drainage system. The applicant shall provide hydraulic calculations where the outfall is allowed to surcharge based on the predicted 1 in 100-year flood level.
 - g. Prior to the construction of the outfall, a survey of the condition of the ordinary watercourse which will take surface water runoff from the development shall be undertaken. Results of the survey shall be submitted to and approved in writing by the Local Planning Authority. Any required improvements to the condition of the watercourse shall also be included and, if approved by the Local Planning Authority, implemented accordingly.

Reason: To reduce the risk of flooding, both on and off site, to improve and protect the water quality and improve habitat and amenity having regard to policy CP12 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

10. No development shall commence until details of measures to manage flood risk, both on and off the site, during the construction phase have been submitted to and approved in writing by the Local Planning Authority. This may take the form of a standalone document or incorporated into the Construction Management Plan for the development.

Reason: To reduce the risk of flooding, both on and off site, to improve and protect the water quality and improve habitat and amenity having regard to policy CP12 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

11. No development shall commence until a maintenance and management plan for the entire drainage system has been submitted and approved in writing by the planning authority, to ensure the designed system takes into account design standards of those responsible for maintenance. The management plan shall 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.

- b. Evidence of how these responsibility arrangements will remain in place throughout the lifetime of the development.

These details shall submitted to and approved in writing by the Local Planning Authority and shall thereafter remain in place for the lifetime of the development.

Reason: To reduce the risk of flooding, both on and off site, to improve and protect the water quality and improve habitat and amenity having regard to policy CP12 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

12. No part of the development shall be occupied until evidence (including photographs) have been submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.

Reason: To reduce the risk of flooding, both on and off site, to improve and protect the water quality and improve habitat and amenity having regard to policy CP12 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

13. No development shall commence until details of the layout of the new access and the specification for the construction of the access, which shall include details of gradient, surface water drainage including culverting the existing watercourse, internal road, vehicle turning area, and street lighting (as necessary), in accordance with the Local Highway Authority's standards, have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The access and roads shall thereafter be constructed in accordance with the approved drawings and details

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

14. No development shall commence until the construction of the access has been completed in full in accordance with the approved specification.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway and to prevent construction traffic from using Strawlands as a point of access.

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

- the anticipated number, frequency and types of vehicles used during construction;
- the method of access and egress and routeing of vehicles during construction;
- the parking of vehicles by site operatives and visitors;
- the loading and unloading of plant, materials and waste;
- the storage of plant and materials used in construction of the development;
- the erection and maintenance of security hoarding;
- details of the precautions and facilities put in place to guard against the deposit of mud and substances from the application site on the public highway, to include washing facilities by which vehicles will have their wheels, chassis and bodywork effectively cleaned and washed in order to be free of mud and similar substances prior to entering the public highway; and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
- details of public engagement both prior to and during construction works;
- measures to control the emission of dust, dirt, air pollution and odour during demolition and construction;
- temporary lighting for construction and security;
- public engagement both prior to and during construction works;
- means of safeguarding public rights of way or providing temporary diversions;

- details outlining the proposed range of dust and dirt control measures and noise mitigation measures during the course of construction of the development, having regard to Section 61 consent under the Control of Pollution Act 1974;
- details of off-site monitoring of the CEMP; and
- assurance that the construction will be undertaken in accordance with the Considerate Constructor's Scheme.

The approved CEMP shall thereafter be implemented and adhered to throughout the entire site preparation and construction period.

Reason: In the interests of highway safety and the environmental amenities of the area, having regard to guidance within the National Planning Policy Framework.

16. No development shall take place 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 having regard to guidance within the National Planning Policy Framework.

17. No development above ground floor slab level of any part of the development hereby permitted shall commence until a report has been submitted to, and approved in writing by, the Local Planning Authority, to include details and drawings to demonstrate how a minimum of 10% of the energy requirements generated by the development as a whole will be achieved utilising renewable energy methods and showing in detail the estimated sizing of each of the contributing technologies to the overall percentage. The report shall identify how renewable energy, passive energy and energy efficiency measures will be generated and utilised for each of the proposed buildings to collectively meet the requirement for the development. The approved details shall be implemented with the construction of each dwelling and thereafter retained.

Reason: To secure a proper standard of development having regard to policy CP14 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

18. No development above ground floor slab level of any part of the development hereby permitted shall commence until details of the siting and design of external electric car charging points have been submitted to and approved in writing by the Local Planning Authority prior to installation. The works hereby permitted shall be carried out in accordance with the approved details before the units are occupied.

Reason: To secure a proper standard of development having regard to policy CP14 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

19. No part of the development shall be occupied until details of the parking areas have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and laid out as approved. 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.

20. No part of the development shall be occupied until the access road, pavements, car parking spaces for both occupants and visitors and the vehicle turning 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. The proposed parking spaces shall measure at least 2.5m by 5m (add an extra 50cm where spaces abut walls).

Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

21. No part of the development shall be occupied until full details of covered and secure cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority. These areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles associated with residents and visitors to the development hereby permitted.

Reason: To provide alternative travel options and encourage use of alternatives to the use of the private car, in the interests of sustainability in accordance Policy CP13 of Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

22. No part of the development shall be occupied until full details of storage for refuse and recycling bins have been submitted to and approved in writing by the Local Planning Authority. These areas shall thereafter be retained.

Reason: In the interests of the amenities of the area, having regard to policy DM26 and guidance within the National Planning Policy Framework.

23. No part of the development shall be occupied until evidence (including photographs) has been submitted to and approved by the Local Planning Authority showing that the drainage system has been constructed as per the final agreed detailed drainage designs.

Reason: To reduce the risk of flooding, both on and off site, to improve and protect the water quality and improve habitat and amenity having regard to

policies CP12 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

24. No site clearance or construction works shall take place outside 0800 hours to 1800 hours Mondays to Fridays and 0830 hours to 1300 hours on Saturdays and works shall not be carried out at any time on Sundays or Bank/Statutory Holidays.

Reason: In the interests of the amenities of the area, having regard to guidance within the National Planning Policy Framework.

25. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) 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 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 Core Policy 11 of the Lewes District Local Plan and the National Planning Policy Framework.

26. No retained tree shall be cut down, uprooted, destroyed, pruned, cut or damaged in any manner during the development process and up until completion and full occupation of the buildings for their permitted use within 2 years from the date of the occupation of the building for its permitted use, other than in accordance with the approved plans and particulars, without the prior written approval of the local planning authority.

Reason: In order 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 CP10 and DM27 of the Lewes District Local Plan and the National Planning Policy Framework.

27. Notwithstanding the provisions of the Town and Country (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) no development described in Part 1, 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 Policies CP11 and DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

INFORMATIVES:

1. A formal application for connection to the public sewerage is required in order to service this development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk. Please read our New Connections Services Charging Arrangements documents which has been published and is available to read on our website via the following link [Southern Water Infrastructure Charges](#).
2. This Authority's requirements associated with this development proposal will need to be secured through a Section 171/278 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.
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 is advised to enter into a Section 38 legal agreement with East Sussex County Council, as Highway Authority, for the proposed adoptable on-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 any works commenced prior to the Sec 38 agreement being in place are undertaken at their own risk.
5. 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)
6. 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:

PLAN TYPE	DATE RECEIVED	REFERENCE
Other Plan(s)	25 March 2019	CS/C1140 - Soakway testing - Infiltration test result summary
Proposed Elevation(s)	25 March 2019	080318/04 - Bungalow - 1:100
Proposed Floor Plan(s)	25 March 2019	080318/04 - Bungalow - 1:100
Proposed Roof Plan	25 March 2019	080318/04 - Bungalow - 1:100
Proposed Elevation(s)	25 March 2019	080318/05 - Flats - 1:100
Proposed Floor Plan(s)	25 March 2019	080318/05 - Flats - 1:100
Proposed Roof Plan	25 March 2019	080318/05 - Flats - 1:100
Transport Assessment	27 July 2020	Updated Transport Report
Technical Report	18 September 2019	Flood Modelling Report
Other Plan(s)	25 March 2019	Topographical survey - 1:200
Proposed Block Plan	4 June 2020	080318/02G (A) Proposed Block Plan
Location Plan	6 April 2020	Location Plan
Technical Report	6 April 2020	8845 Eco Impact Assessment Rev. 1
Technical Report	6 April 2020	8845 Bat Survey Report
Technical Report	6 April 2020	GCN Report
Technical Report	6 April 2020	Preliminary Ecological Assessment
Technical Report	6 April 2020	Reptile Report
Technical Report	4 August 2020	20200727_CES592_FEH_Discharge_Rates.pdf
Technical Report	4 August 2020	20200728_CES592_Flats.pdf
Technical Report	4 August 2020	20200728_CES592_Western_Section.pdf
Other Plan(s)	4 August 2020	20200728_CES592_GA.pdf
Other Plan(s)	4 August 2020	20200728_CES592_SD.pdf
General	4 August 2020	Letter from CGS re Soakaway Testing - Infiltration Test Result Summary.pdf
Technical Report	4 August 2020	20190817 CES515 Strawlands Plumpton Green Flood Modelling Report.pdf
General	4 August 2020	Email 20200816 from CES re updated flood modelling agreed with East Sussex.pdf