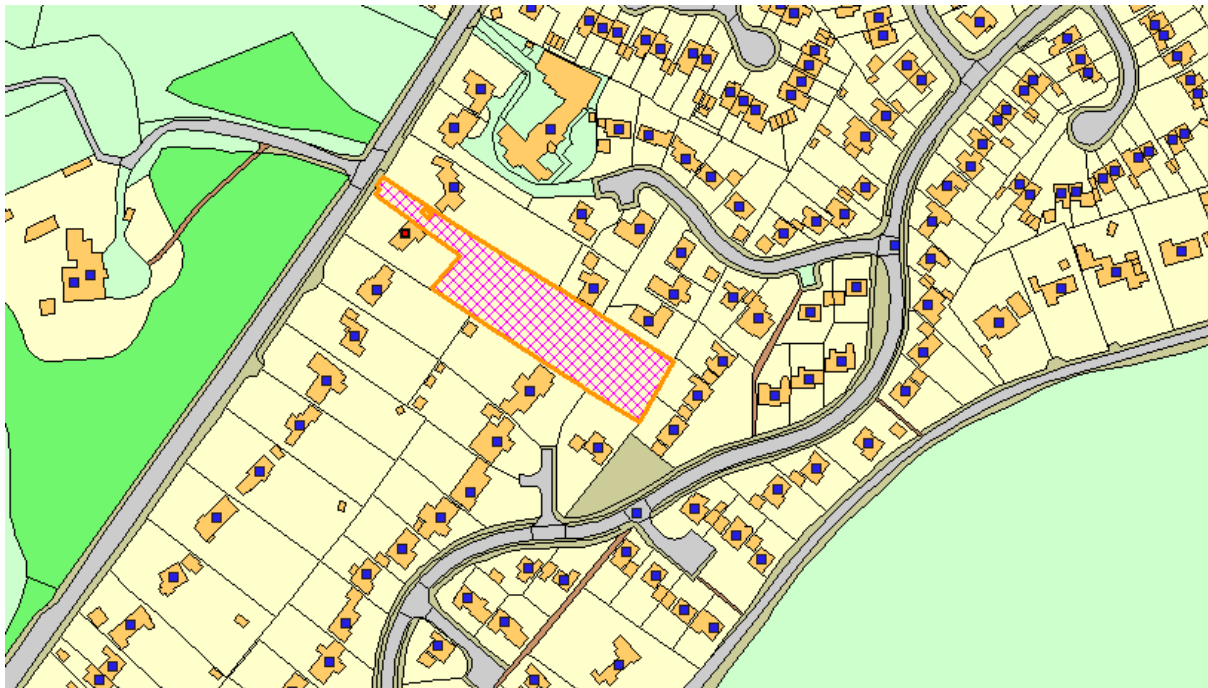


Report to: Planning Applications Committee
Date: 31 March 2021
Application No: LW/20/0795
Location: Land rear of Westbourne, Lewes Road, Ringmer, East Sussex, BN8 5ES
Proposal: Erection of six semi-detached single storey residential dwellings.
Ward: Ouse Valley and Ringmer
Applicant: TSA Brighton Ltd.
Recommendation: Approve subject to conditions.
Contact Officer: **Name:** James Smith
E-mail: james.smith@lewes-eastbourne.gov.uk

Map Location:



1. Executive Summary

- 1.1 The proposed development is considered to represent sustainable development. It would provide environmental gains by way of introducing new habitat as part of the site landscaping scheme and reducing pressure to develop surrounding greenfield sites. It would provide social gains by facilitating a net gain of 6 residential units that would be of good quality and in an accessible and sustainable location. It would provide economic benefits by generating additional custom for nearby shops and services.
- 1.2 The proposed dwellings are considered to be of a suitable design and compatible with the wider surrounding area whilst also maintaining a suitable degree of their own character. The development is considered

to represent an appropriate efficient reuse of this site which falls within the settlement boundary and is allocated for residential development in the Ringmer Neighbourhood Plan.

- 1.3 It is therefore recommended that the application is approved subject to relevant conditions.

2. **Relevant Planning Policies**

2.1 National Planning Policy Framework 2019

- 2. Achieving sustainable development
- 4. Decision making
- 8. Promoting healthy and safe communities
- 11. Making effective use of land
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change

2.2 Lewes District Local Plan (Parts 1 and 2)

- 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: – DM20 – Pollution Management
- LDLP: – DM23 – Noise
- LDLP: – DM25 – Design
- LDLP: – DM27 – Landscape Design
- LDLP: – DM30 – Backland Development

2.3 Ringmer Neighbourhood Plan

- RNP: – RES1 – Westbourne, Lewes Road
- RNP: – 4.10 – Retaining and Enhancing Biodiversity
- RNP: – 4.11 – Avoidance of Light Pollution
- RNP: – 6.1 – Total New Housing Numbers in Ringmer to 2030
- RNP: – 6.3 – Scale of New Residential Development
- RNP: – 8.3 – Provision of Adequate Off-Road Parking
- RNP: – 8.5 – Road Safety
- RNP: – 8.11 – Drainage and Sewerage
- RNP: – 9.1 – Design, Massing and Height of Buildings

RNP: – 9.2 – Making Good use of Available Land

RNP: – 9.3 – Materials

RNP: – 9.4 – Housing Space Standards

RNP: – 9.6 – Hard and Soft Landscaping

3. Site Description

- 3.1 The site has been annexed from the rear garden of Westbourne, a two-storey detached dwelling on the eastern side of Lewes Road that is set back from the highway and forms part of a linear development of dwellings of similar scale and orientation. The site has been cleared and is currently secured by heras fencing. Excavation works have been carried out to the east and west of the site and a garage that previously served Westbourne has been removed. A new walled rear garden has been formed at Westbourne.
- 3.2 The northern boundary of the site is flanked by residential development on Greenacres Drive whilst to the eastern and southern boundaries are flanked by dwellings on Sadlers Way. Older, lower density development in the form of large detached two-storey dwellings of various designs flank Lewes Road. Plots flanking Lewes Road generally have fairly large rear gardens although the garden of Westbourne is notable larger than those of neighbouring properties. The row of dwellings to the south of the site form an Area of Established Character.
- 3.3 The northern, eastern and southern site boundaries are marked by a mix of timber close boarded fencing and various forms of hedging, including a section of beech hedge on the northern boundary, leylandii hedging on the southern boundary and varied hedging (predominantly coniferous) in the eastern boundary.
- 3.4 The site is located approx. 700 metres from the centre of Ringmer. The edge of the South Downs National Park is approx. 130 metres to the east, and 410 metres to the south of the application site. The western part of the site falls within an Archaeological Notification Area. The site is identified, along with neighbouring sites as Shepherds Mead and Penn House, as being suitable for residential development to provide 12 new dwellings. There are no other specific planning designations or constraints attached to the site.

4. Proposed Development

- 4.1 The proposed development involves the erection of 6 x semi-detached 3-bedroom bungalow dwellings on the site. The dwellings would be accessed via a spinal road which would flank the northern boundary of the site and open out onto Lewes Road to the west utilising the existing dropped kerb access which would be widened to allow improved visibility and two way vehicular movements. A turning head would be provided at the end of the spinal road, towards the eastern end of the

site. Each dwelling would have access to 2 x on-site car parking bays with an additional 2 bays provided for visitors. A raised kerb footpath would run alongside the spinal road, connecting with the footpath flanking Lewes Road.

- 4.2 The proposed dwellings would match each other in terms of design and scale. Plots 1-4 would be orientated in a north/south arrangement with the building frontage facing onto the spinal road to the north. Plots 5 and 6 would be orientated east/west and would be positioned towards the eastern end of the site, with the western elevation facing towards the turning head at the end of the access road.
- 4.3 Each dwelling would have a main gable roof element measuring approx. 7.5 metres in width by 13.35 metres in depth. The gable roof would have an eaves height of approx. 3.15 metres above main site level with the ridge at approx. 4.8 metres. A secondary flat roof element would be provided to the side of each dwelling. This feature would measure approx. 4.4 metres in width by 9.5 metres in depth with the roof parapet height matching the eaves height of the main gable roof. The flat roof top would be provided as a green roof.
- 4.4 The site topography would not be substantially altered, the fall from west to east being maintained although the rear garden areas behind the gable roof part of the building would be levelled on plots 1-4 with a raised terrace provided behind the flat roof element at plots 2 and 4 where the ground level falls to the rear.

5. Relevant Planning History

- 5.1 **LW/16/0152** - Proposed demolition of garage and extensions to Westbourne, and the erection of 4 dwellings on land to the rear – Refused 21st July 2016
- 5.2 **LW/16/0703** - Proposed demolition of garage and extensions to Westbourne and the erection of 4 dwellings on land to the rear – Approved Conditionally 13th October 2016
- 5.3 **LW/19/0602** - Variation of condition 1 (plans) in relation to planning approval LW/16/0703 (removal of garages, reduce excavation, amendments to roof design) – Approved Conditionally 1st November 2019
- 5.4 Various applications to approve details reserved by conditions attached to LW/16/0703 (as amended by LW/19/0602) have been approved.

6. Consultations

6.1 External Consultations:

ESCC Archaeology

The application site has previously been subject to archaeological trial - trench evaluation, with no significant archaeological remains being discovered. There is no requirement for any further archaeological work to place in association with this application.

Southern Water

Southern Water requires a formal application for a connection to the public foul and surface water sewer to be made by the applicant or developer.

ESCC Highways

This section of Lewes Road [C41] is subject to a 30mph local speed limit with a 40mph commencing on the south western boundary of the site.

The applicant has proposed improvements to the existing access onto Lewes Road to be utilised for this development of 6 dwellings. The amended plans indicate that the access would be 5.6 metres in width at 5 metres back narrowing to 4.8 metres further into the site. A 1.2 metres wide footway is shown to be provided around the bellmouth of the access and along the length of the internal access road to connect the residents to the footway on Lewes Road, bus stops and local facilities in the village. The applicant has also shown sufficient on-site parking and turning areas with vehicle tracking being provided to demonstrate that the largest refuse vehicle of 12 metres in length could turn on site.

I am satisfied that the access width/layout meets the minimum requirements.

The Design Manual for Roads and Bridges recommends appropriate visibility splays for an access serving this type of development dependent on traffic speeds on the major road. In this instance the recommended visibility splays are 2.4 metres by 120 metres in each direction within a 40mph and 90 metres within a 30mph, the major road “y” distance measured to the nearside vehicle path.

Whilst the visibility splays of 90 metres to the north east and 120 metres to the south west have been annotated on the amended plan they have not been shown in their entirety. Therefore I would wish to see further details of these splays to ensure they are correctly provided. However, this can be dealt with by condition.

The dwellings should be provided with covered, secure storage for at least 2 cycles, details of which can be dealt with by condition.

Ringmer Parish Council

No objections.

7. Neighbour Representations

7.1 A letter of objection has been received from the Westbourne Action Group (WAG). A summary of material planning issues raised is summarised below:-

- The height of the dwellings is more appropriate than that of the dwellings approved under LW/16/0703;
- Development is too dense and the density of 15 dwellings per hectare is misleading as the area it is based on includes the access road. The net density would be 24 dwellings per hectare. This exceeds the design brief threshold and would be out of keeping with surrounding area ;
- Plot sizes are smaller than the average on Greenacres Drive;

- The methodology used by the applicant to calculate density is spurious;
- Since LW/16/0703 was approved the site area has been reduced due to sale of Westbourne;
- There should be a maximum of 4 dwellings provided;
- The approved drainage scheme for the previous permission has run into trouble and so details should be agreed prior to any permission being granted rather than conditioned;
- Insufficient parking will result in parking on road and impede access for service and emergency vehicles;
- Ownership Certificate on application form is incorrect;
- There are a number of inaccuracies on the application form and in the Design and Access, Ambition and Planning Statements;
- Semi-detached dwellings are out of keeping with surrounding development of detached dwellings with garages;
- The presentation of neighbour engagement is incorrect;
- CIL form is missing information;
- Hard and soft landscaping materials not acceptable;
- Site area is 0.32 hectares not 0.39;

7.2 Officer Response to WAG comments:

The majority of comments are addressed in the main body of this report. The ownership certificate is completed correctly. The agent has confirmed that the applicant owns the entire site other than the area where the site access is being widened. This is on ESCC Highway land and the certificate confirms that ESCC Highways have been notified of the application. Although a box has been left unticked on the CIL form the table of details to which it relates has been completed; measurements of the submitted site plan confirm that the overall site area is 0.39 hectares; Submitted statements cover many areas that are subjective and open to disagreement. The officer assessment of the application is based on planning policies, the submitted plans (which are accurately drawn) and planning history.

7.3 A total of 16 letters of objection have been received, material planning objections contained therein are summarised below:-

- Does not accord with the development brief for the site as does not respect character of existing neighbouring development;
- Not enough visitor parking provided;
- Development is too dense;
- Security risk to gardens on Greenacres Drive;
- The proposed drainage arrangements would prove costly and may not be feasible;

- Road would be too close to neighbouring properties;
- Drainage connection would need to cross our land;
- Would negatively impact on neighbour amenity and mental health;
- Would compromise tranquillity of neighbour gardens;
- Plot sizes far smaller than neighbouring properties;
- A previous scheme for 4 bungalows on the site was refused as overdevelopment;
- Should not be compared with higher density development at The Forges as this is an infill site on garden land;
- Density figures quoted in submitted documents are misleading;
- Concern over drainage infrastructure as there has already been localised flooding on Greenacres Drive;
- Sloping nature of the site direct surface water to Greenacres Drive and Sadlers Way;
- Will result in additional noise, light and air pollution.

7.4 One letter of support received from a member of the public, the content of which is summarised below:-

- Reduction in height is compatible with properties in surrounding area;
- Scheme is a good compromise;
- In discussions with developer as to how noise and disturbance would be controlled and how development would be maintained.

8. **Appraisal**

8.1 Key Considerations

8.1.1 The main considerations relate to the principle of the development; the impact upon the character and appearance of the area and neighbour amenities, impacts upon highway/pedestrian safety and flood risk and the overall merits of the scheme in terms of the balance of economic, environmental and social objectives that comprise sustainable development.

8.2 Principle

8.2.1 The site falls within the boundary where the general principle of residential development is acceptable as per policy DM1 of the Lewes District Local Plan part two. Policy SP1 of the Lewes District Local Plan part one makes a commitment for a minimum of 6,900 net additional dwellings to be provided in the plan area. Since 2016, the figure for the South Downs National Park has been disaggregated and a revised figure of 5,494 net additional dwellings (equivalent to 274.7 dwelling per annum) is applied for land outside of the SDNP.

- 8.2.2 Para. 8 of the Revised National Planning Policy Framework (NPPF) defines sustainable development as comprising three overarching objectives, these being to respond positively to economic, environmental and social needs. Para. 10 goes on to state that there should be a presumption in favour of sustainable development.
- 8.2.3 Para. 11 of the NPPF states that decision taking should be based on the approval of development proposals that accord with an up-to-date development plan without delay. The Lewes Development Plan is currently up to date, with a 5-year housing land supply identified as required by para. 73 of the NPPF, and, therefore, all relevant policies, as well as other applicable criteria set out in the NPPF, will be applied in the assessment of this application.
- 8.2.4 Policies CP2 of the Lewes District Local Plan part one provides a list of objectives to be applied to new housing development within the district. This includes a requirement for housing development that meets the needs of the district to be accommodated in a sustainable way, to conserve and enhance the character of the area in which it will be located and to maximise opportunities for re-using suitable previously developed land and to plan for new development in the highly sustainable locations. Development should incorporate a suitable mix of accommodation and be socially inclusive. This is echoed in para. 118 of the NPPF which maintains that substantial weight should be given to the value of using suitable brownfield land within settlements for homes and other identified needs. Development of under-utilised land and buildings should be promoted and supported, especially where this would help to meet identified needs for housing.
- 8.2.5 From a housing delivery perspective, para. 68 of the NPPF acknowledges the important contribution that small and medium sized sites, such as the application site, can make towards meeting the housing, particularly as development on such sites is often built out relatively quickly.
- 8.2.6 The use of site allocations in neighbourhood plans is recognised in the LDC Housing Delivery Test Action Plan (2019) as a means to bring forward development sites whilst also empowering the local community to identify how and where housing will be delivered within their area. The site, as well as parts of the neighbouring plots to the north and south, is allocated for residential development in the Ringmer Neighbourhood Plan under policy RES1, with the objective of yielding a total of 12 dwellings. The site is identified as a 'phase one' site in that it is expected to make a contribution to housing supply by 2024.
- 8.2.7 Notwithstanding the above, the principle of residential development of the site was established in the approval of application LW/16/0703. It should be noted that this is an extant permission as a technical start on the development has been made in the form of site clearance.
- 8.2.8 The proposed development is therefore considered to be acceptable in principle and will therefore be assessed on the balance of its

economic, social and environmental merits in full accordance with the principle of supporting sustainable development as set out in paras 8, 11 and 12 of the Revised National Planning Policy Framework as well as development plan policies relating to design, carbon reduction, landscaping, pollution control and ecological enhancements.

8.3 Design and Impact upon Character of Surrounding Area

- 8.3.1 Ensuring new development makes an efficient use of land is a key component of sustainable development, as per para. 122 of the NPPF. The efficient development of development within settlement boundaries helps alleviate pressure on surrounding greenfield sites and ensure new development can be targeted in more sustainable locations.
- 8.3.2 Policy CP2 of the Lewes District Local Plan part one sets general parameters for density of new development in villages of between 20 and 30 dwellings per hectare. This is echoed in policy 9.2 of the Ringmer Neighbourhood Plan which also recommends a density of 20 to 30 dwellings per hectare for new development. However, it is noted that the development brief for the site contained within appendix 6 of the Neighbourhood Plan states that density of development on the site should not exceed 20 dwellings per hectare.
- 8.3.3 Although it has now been replaced by the National Planning Policy Framework (which encourages the increasing of residential densities) Planning Policy Statement 3 (Housing) defines net dwelling density as being 'calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children's play areas, where these are provided. The developable part of the site has an area of approx. 3900 m² and, therefore, the overall net dwelling density of the development therefore equates to approx. 15 dwelling per hectare.'
- 8.3.4 It is important to note that, for the overall RES1 site to deliver 12 dwellings, as stipulated by the Neighbourhood Plan, the overall density of the development would need to be 14.3 dwellings per hectare (on the assumption that the existing dwellings at Westbourne, Penn House and Shepherds Mead were to be demolished), rising to 18 dwellings per hectare to provide a net gain of 12 dwellings as required by RES1 and policy 6.1 of the Neighbourhood Plan. If this required density was calculated on a net density rather than gross density basis then it is likely to exceed the 20 dwellings per hectare threshold, given the space required for roads and other infrastructure. This is considered to provide further justification for the use of a gross density figure. It is noted that Ringmer Parish Council have not objected to the approved scheme.
- 8.3.5 It is also noted that the 20 dwellings per hectare figure was driven by a need to keep the density of development low on western parts of the site that would be viewed in context with the lower density development that comprises the Area of Established Character to the

south of the site. This would imply higher density development be concentrated towards the rear of the site. The need to maintain a low density in line with the Area of Established Character is not relevant to the proposed development due to its 'backland' location.

- 8.3.6 The development would nestle amongst existing development on Greenacres Drive and Sadlers Way where densities are similar to the proposed scheme. For example, the density of the cluster of 6 bungalow dwellings immediately to the north of the site comprising numbers 10-20 Greenacres Drive (including the area for the access road) is approx. 16.5 dwellings per hectare.
- 8.3.7 Plot sizes within the proposed development range from 357 m² (plot 1) to 490 m² (plot 5) with the average plot size being approx. 418 m². These plot sizes are considered to be broadly consistent with surrounding plot sizes where, although there are a number of plots over 500 m² in area there are also a number of plots ranging from approx. 375 m² (no. 3 Greenacres Drive). It should also be noted that a number of the larger plots nearby have long front garden spaces and the back-garden areas are of similar size to those of the proposed scheme.
- 8.3.8 It is therefore considered that the density of the development, which is marginally below overall suggested density for village development, is acceptable and represents a suitably efficient use of the site that will assist in meeting the need for ongoing housing supply in Ringmer.
- 8.3.9 The proposed development would be set back behind the existing dwelling at Westbourne on land that was formally part of the rear garden although this has now been annexed with a new smaller walled garden formed to the rear of Westbourne. As such, the proposed scheme is an example of 'back land' development as well as development of garden land. Para. 122 (d) of the Revised National Planning Policy Framework (NPPF) states that 'planning policies and decisions should support development that makes efficient use of land, taking into account.... the desirability of maintaining an area's prevailing character and setting (including residential gardens).' Para. 70 of the NPPF suggests development plans include policies to resist inappropriate development of garden land. Policy DM30 of the Lewes District Local Plan part two fulfils this purpose by stating that development in rear domestic gardens within the settlement boundary should be allowed where:-
- 8.3.10 **1.** It includes the provision of safe and convenient vehicular access and parking which does not have an unacceptable adverse impact on the amenities of neighbouring properties in terms of noise, light or other disturbance;
- 8.3.11 **2.** The mass and scale of development will not have an overbearing impact on, or result in the loss of privacy to, existing homes and gardens; and

- 8.3.12 **3.**The development does not cause the loss of trees, shrubs or other landscape features which make an important contribution to the character and appearance of the locality or its biodiversity.
- 8.3.13 Impacts upon highway safety and neighbour amenity will be assessed in detail later in this report. With regards to the character of the site, although ornamental planting and lawn areas have been removed in site clearance, the existing boundary hedging will be maintained and supplemented through additional tree and hedge and tree planting that would augment to maintain a verdant character to the site and provide sympathetic green screening, particularly when viewed from neighbouring properties. All new dwelling would also have rear garden lawns that would contribute to preserving the general setting of the site as would the large areas of green roofing provided over the flat roof elements of each new dwelling.
- 8.3.14 Given the number of dwellings within the development, as well as the level of surveillance over the site from neighbouring properties it is not considered that the development would present an unacceptably secluded or isolated environment for future occupants. The development would nestle in with other development behind Lewes Road on Greenacres Drive and Sadlers Way and it is therefore considered that it would integrate well with the existing community.
- 8.3.15 The development incorporates a contemporary design that does not directly replicate development within the immediate surrounding area but does respect it in terms of scale and general design characteristics such as strong gable roof elements and single-storey height. Given the relatively self-contained nature of the site it is considered that the more contemporary aspects of the design can be accommodated without appearing disruptive to surrounding street scenes and the prevailing character of the surrounding area. It is considered that this approach is consistent with policy 9.1 of the Ringmer Neighbourhood Plan which states that ‘a degree of design variety within a development is essential but it must take into account the design and detailing of adjacent buildings and the spatial, visual and historical context in which it resides.’
- 8.3.16 It is considered that the layout of the development would allow for the extension of the access road into Shepherds Mead in order to enable development of this part of the RES1 site. Access to Penn House would be more problematic but there is existing access from Lewes Road if this part of the site came forward for development in the future. It is noted that, unless Penn House is demolished, the rear of the site is only likely to have the capacity to provide one or two dwellings.
- 8.3.17 As the scheme would nestle in with existing development it is not considered that it would appear disruptive in views towards or from the nearby South Downs National Park. It is also considered that the two small roof lights would not allow for a level of light spillage that would negatively impact upon the surrounding dark sky environment.

8.4 Impact upon Amenities of Neighbouring Residents:

- 8.4.1 The site is surrounded by neighbouring residential plots, with the side boundaries of Shepherds Mead and 14 and 16 Greenacres Drive flanking the northern edge of the site, rear gardens of properties on Sadlers Way backing onto the eastern edge of the site, the side boundaries of properties on Sadlers Way and at Penn House flanking the southern edge of the site and the rear garden of Westbourne backing onto the majority of the western edge of the site.
- 8.4.2 The proposed development would be served by a spinal access road that would flank the northern site boundary. A landscaped buffer including hedge and tree planting would be maintained along the entire site boundary to provide a screen to the access, preventing car headlights shining directly towards neighbouring property and helping to soften noise emissions. Given the modest scale of the development it is not considered that the access road would be intensively used. It is therefore considered the activities associated with the access road not have an unacceptable impact upon the amenities of neighbouring residents due to the relatively low intensity of activity and the mitigation provided by the landscaped buffer. It should also be noted that the proposed access road follows a similar route to the road approved under LW/16/0703.
- 8.4.3 The proposed dwellings would all be single-storey in height. The front and rear elevations of each dwelling would be stepped a minimum of approx. 7.5 metres away from site boundaries (rear of plot 4). The distances maintained are similar to those of the previously approved scheme LW/16/0703, where the proposed scheme was for two-storey dwellings. The closest part of any building to neighbouring sites is the flat roof element of plots 5 and 6, which are approx. 3 metres from the side boundaries shared with 14 Greenacres Drive and 41 Sadlers Way respectively. The parts of the flat roof elevation facing towards the neighbouring sites would be windowless and, at approx. 3 metres height, the visual impact would be similar to that of an outbuilding of similar height that could be positioned within 2 metres of any site boundary under householder permitted development rights.
- 8.4.4 A good degree of separation is provided between proposed dwellings and neighbouring dwellings, particularly between front and rear aspects. It is considered the distances maintained between neighbouring properties and buildings combined with the modest height of the proposed bungalow dwellings would ensure that they do not appear overbearing towards neighbouring residents or generate undue levels of overshadowing.
- 8.4.5 The side elevations of each dwelling, which are free from windows and openings save for a small secondary window serving the kitchen/dining area and roof lights which would be angled upwards and well above the finished floor level of the kitchen and hallway areas that they would serve. Direct views between primary habitable room windows within the development and primary habitable room windows at neighbouring properties would be at distances of approx.

24 metres (rear of plots 5 and 6 to rear 37 and 39 Sadlers Way) All over views between primary habitable room windows and neighbouring primary habitable room windows would be at a considerable angle and with a good degree of distance maintained. In any case, all windows within the development would be at ground floor level and any intrusive views towards neighbouring properties would be sufficiently screened by site boundary fencing and landscaping.

- 8.4.6 The activities associated with the proposed dwelling, including use of gardens would be consistent with the previous residential use of the site and, as stated earlier in the report, the intensity of the development is comparable with that of the surrounding residential area. It is therefore considered that the level and nature of activity generated by the proposed development would be in keeping with surrounding uses and would not be unacceptably disruptive.
- 8.4.7 It is therefore considered that the proposed development could be accommodated within the site without any unacceptable impact upon the amenities of neighbouring residents.

8.5 Living Conditions for Future Occupants

- 8.5.1 Para. 126 of the National Design Guide (2019), which is a companion to the Revised National Planning Policy Framework, states that 'well-designed homes and communal areas within buildings provide a good standard and quality of internal space. This includes room sizes, floor-to-ceiling heights, internal and external storage, sunlight, daylight and ventilation.' This is echoed in policy CP11 of the Lewes District Joint Core Strategy.
- 8.5.2 All habitable rooms are served by clear glazed openings allowing for a good level of natural sunlight permeation. The large open plan kitchen/living/dining areas are also served by a roof light. There is a good distribution of windows over two aspects of each building and it is considered that this would help enhance access to natural light and would also provide effective natural ventilation to each building. The layout of each dwelling is considered to be clear, with hallway lengths kept to a minimum and awkwardly sized and shaped rooms being avoided, thereby enhancing functionality, accessibility and adaptability.
- 8.5.3 The Department for Communities and Local Government has produced the Technical housing standards - nationally described space standard. This document sets out minimum recommended Gross Internal Area (GIA) for new residential units, based upon number of bedrooms provided, number of storeys and number of occupants. Each of the proposed dwellings would have a GIA of 122.7 m² This exceeds the minimum 95 m² specified for a 3-bedroom bungalow dwelling configured with 6 double bedrooms (as the proposed dwellings are).
- 8.5.4 Para. 10 (b) of the space standards instructs that a dwelling with two or more bedspaces has at least one double (or twin) bedroom whilst para. 10 (d) stipulates that a double room must have a minimum floor

area of 11.5 m². All bedrooms within the proposed dwelling fulfil this criteria.

- 8.5.5 Each dwelling would have access to a private outdoor amenity area. Garden sizes would range from 158 m² (plot 1) to 275 m² (plot 2), with an average size of approx. 206 m². Plans show that rear garden areas on the sloping parts of the site (west to east) would be levelled and it is considered that this would maximise usability. It is considered that the gardens are of a reasonable size to serve the needs of the occupants of each dwelling.

8.6 Parking Demand and Highway Impact

- 8.6.1 The development would be accessed via Lewes Road by way of utilising the existing dropped kerb access with widening works being carried out on order to allow it to support two-way vehicular movements. The access arrangements remain as per those approved, and endorsed by ESCC Highways, under application LW/16/0703. Critically the recommended visibility splays of 2.4m by 90m to the north (where there is a 30mph speed limit on the road) and 120m to the south (where the speed limit increases to 40 mph) can be achieved and a condition will be used to ensure that they are kept free of obstructions.
- 8.6.2 The width of the access and spinal road also remain as per the previously approved scheme. The access itself would be 5.65 metres wide, the access road would then widen to 6.736 metres before narrowing to 4.8 metres in width to the rear of Westbourne (other than at one 'pinch point' where it is reduced to 4.65 metres for a very short segment. As such, the access width exceeds the minimum 4.5 metres required for two-way vehicular movements as per ESCC standing advice. A raised kerb footway would be provided from Lewes Road to the rear of the site.
- 8.6.3 A turning head is provided to allow for vehicles, including service vehicles, to turn on site and, therefore, the proposed development would not lead to vehicles reversing out of the site onto Lewes Road, which would present a significant highway/pedestrian hazard. Refuse stores would be provided to the front or side of each dwelling and would be fully accessible to bin crews. As such, there would not be a need for bins to be placed on the footway where they may cause an obstruction.
- 8.6.4 Each dwelling would be provided with two car parking spaces in the form of bays to the sides of units 1-4 and to the front of units 5 and 6. Two additional parking bays would be provided for visitors. The total quantum of 14 spaces is consistent with predictions based on the interrogation of the ESCC Car Ownership Parking Demand Tool which suggests the development would generate demand for 13.65 spaces (assuming each dwelling has 2 allocated spaces). The existing dwelling at Westbourne will retain its parking facilities to the front of the dwelling. Although 4 of the parking spaces are provided in

a tandem arrangement, this is considered to be acceptable in this instance as repositioning of cars would not result in any activity on the main road and all tandem spaces would be under the control of a single household.

- 8.6.5 The site is considered to be in a sustainable location where there is good access to public transport with bus stops on the 28/29 Brighton to Tunbridge Wells route being nearby. The centre of Ringmer, where there are shops and other services available, is approx. 700 metres walking distance from the site, with a footway running the entire distance. Each dwelling would be provided with a shed that would allow for secure and covered bicycle storage. It is considered that the sustainable location of the site and provision of cycle storage facilities would encourage uptake in use of alternative modes of transport to the private car.

8.7 Flooding and Drainage

- 8.7.1 The site is located in Flood Zone 1 and, as such, is at low risk from tidal and fluvial flooding. There are no records of any significant issues with surface water drainage on the site or the wider surrounding area. The footprint of the proposed dwellings increases from approx. 685 m² as approved under LW/16/0703 (later reduced following omission of garages from scheme) to approx. 870 m². The amount of other hard surfacing (roads, pavement, driveways, patios) would remain relatively similar to that approved under LW/16/0703. As with the previous scheme, flat roof elements of the buildings would have a green roof which would have the capacity to absorb surface water. Permeable hard surfacing will also be used where possible. A significant area of the site would remain surfaced in grass and additional tree and hedge planting would provide natural drainage.
- 8.7.2 A drainage plan for the previously approved scheme (LW/16/0703) was submitted as required to conditions 16 and 20 as attached to that permission. The scheme involved connection with the existing public surface water and foul sewer and a connection agreement was made with Southern Water. The drainage scheme incorporated permeable hard surfaces and attenuation measures to control flow rate. Given the connection agreement with Southern Water, it is considered that this drainage scheme could be easily adapted to serve the proposed development. Full details of a revised drainage scheme would be secured by condition and approved in consultation with Southern Water and the Lead Local Flood Authority. A maintenance plan would also be required to ensure that the drainage infrastructure is kept in a fully functioning condition. Any increase in flow rates would need to be agreed with Southern Water, who have not objected to the development.
- 8.7.3 It is noted that connection to the public surface water and foul sewer would require the crossing of third-party land. This can be achieved either through agreement between the developer or the landowner

or, if no agreement is reached, can be carried out by Southern Water under the under Section 98 (requisition) of the Water industry Act. An agreement for connection relating to the previous scheme is already in place.

8.8 Landscape, Ecology & Sustainability

- 8.8.1 The site has been largely cleared, excavations for foundations associated with LW/16/0703 have been carried out to the east and west of the site. The site is currently covered with fairly short grass and occasional very young self-seeded tree/hedge saplings. There is a beech hedge along part of the northern site boundary and coniferous hedging in place on the northern and southern boundaries. As such, no significant landscape features would be lost as a result of the proposal. It is not considered that the site is ecologically sensitive and no objections were raised against the previous application in this regard. It is important to note that the site has not been cleared deliberately for the purpose of the current application but as a result of the technical start made on the previously approved scheme LW/16/0703.
- 8.8.2 A framework landscaping plan has been submitted which shows the beech hedge on the northern boundary being extended along the full length of the site, a soft verge being put in place and various hedge and tree planting being carried out to strengthen existing hedging, increasing habitat connectivity, and, therefore, a biodiversity enhancement. Further enhancement would be achieved by the planting of fruit trees within the development and on-site boundaries as these trees would provide habitat as well as a food source. The green roofing, if planted with appropriate species, would also provide a raised habitat area.
- 8.8.3 Further details of enhancements and mitigation can be secured through the use of a landscaping condition. This could include, but not be limited to, provision of bat and bird boxes in appropriate locations, full details of all species to be planted (including on the green roofing) and assurance that boundary fencing would incorporate mammal gates to ensure foraging mammals such as hedgehogs would continue to be able to pass through the site and into neighbouring areas.
- 8.8.4 There are no existing buildings on the site, a garage to the side of Westbourne having been removed earlier as part of the implementation of permission LW/16/0703. As such, there are no building materials that could be recycled during site clearance although it is expected that all groundworks and landscaping are carried out using soil already on site where feasible. Full details of the use of soils would be secured as part of a Construction and Environmental Management Plan to be secured by condition.
- 8.8.5 It is therefore considered that the proposed development would incorporate some biodiversity net as stipulated in table 1 of the Biodiversity Net Gain Technical Advice Note (TAN). The minimal amount of profiling works on the site and the potential for reuse of existing materials to carry out this work is considered to be consistent

with the aims and objectives of the Circular Economy TAN as is the use of locally sourced building materials as set out in the Design and Access Statement.

- 8.8.6 A condition will be used to ensure that each dwelling is provided with at least one charging point for an electric vehicle as required by the Electric Vehicle Charging Point TAN and the Sustainability in Development TAN. The use of green roofing is considered to support habitat and water retention. The thickness of the walls of each dwelling would be greater than required by Building Regulations so as to increase thermal efficiency of the buildings. The Design & Access Statement also lists potential for rainwater harvesting, ground/air source heat pumps and solar thermal/pv panels to be installed the provide further carbon saving/energy efficiency measures. Full details of all measures to be incorporated can be secured by condition as can confirmation that water consumption will not exceed 110 litres per person per day. It is therefore considered that the proposed development would fulfil the aims and objectives of the Sustainability in Development TAN.

9. Human Rights Implications

- 9.1 The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been taken into account fully in balancing the planning issues; and furthermore the proposals will not result in any breach of the Equalities Act 2010.

10. Recommendation

- 10.1 It is recommended that permission is granted subject to the conditions listed below.

10.2 Conditions

1. The development hereby permitted shall be carried out in accordance with the following approved drawings:

PLAN TYPE	DATE RECEIVED	REFERENCE
Location Plan	23 rd November 2020	6257(A) 001
Proposed Site Plan	2 nd March 2021	6257(A) 003 Rev C
Proposed Site Sections	23 rd November 2020	6257(A) 004 Rev A
Proposed Site Plan	23 rd November 2020	6257(A) 005 Rev B
Vehicle Tracking Plan	12 th March 2021	WR/SR/1001 Rev A
Vehicle Tracking Plan	12 th March 2021	WR/SR/1002 Rev A
Proposed Landscaping	23 rd November	6257(A) 006 Rev B

PLAN TYPE	DATE RECEIVED	REFERENCE
Site Plan	2020	
Proposed Floor Plans Plots 1-2	23rd November 2020	6257(A) 010 Rev A
Proposed Elevations Plots 1-2	23rd November 2020	6257(A) 011
Proposed Floor Plans Plots 3-4	23rd November 2020	6257(A) 012 Rev A
Proposed Elevations Plots 3-4	23rd November 2020	6257(A) 013
Proposed Floor Plans Plots 5-6	23rd November 2020	6257(A) 014 Rev A
Proposed Elevations Plots 5-6	23rd November 2020	6257(A) 015
Proposed Coloured Elevations	23rd November 2020	6257(A) 016
Proposed Section	23rd November 2020	6257(A) 017 Rev A
Proposed Roof Plan	23rd November 2020	6257(A) 018
Proposed Refuse Storage	23rd November 2020	6257(A) 019
Design & Access Statement	23rd November 2020	
Planning Statement	23rd November 2020	

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

2. The materials used in the construction of the development hereby approved shall be as detailed within the permitted application particulars and shall be retained permanently as such, unless prior written consent is obtained from the Local Planning Authority to any variation.

Reason: To safeguard the appearance of the building and the character of the area in accordance with policy CP11 of the Lewes District Local Plan Part 1 and policies DM25 and DM30 of the Lewes District Local Plan Part 2 and policy 9.1 of the Ringmer Neighbourhood Plan.

3. No development shall take place until details of the layout of the new/reconstructed access [which shall be in the position shown on plan number. 003 Revision C] and the specification for the construction of the access, which shall include details of the proposed levels and surface water drainage, have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the development hereby permitted shall not be occupied until the construction of the access has been completed in accordance with the specification set out on Form HT407 which is attached to and forms part of this permission. The completed access shall have maximum gradients of 2.5% (1 in 40) from the channel line and 11% (1 in 9) thereafter.

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

4. No part of the development shall be first occupied until visibility splays of 2.4 metres by 120 metres to the south west and 90 metres to the north east have been provided at the proposed site vehicular access onto Lewes Road [B2192] in accordance details to be submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the splays shall thereafter be maintained and kept free of all obstructions over a height of 600mm.

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

5. No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2 metres have been provided either side of the proposed site vehicular access onto Lewes Road [B2192] and shall thereafter be kept free of all obstructions over a height of 600mm.

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

6. Development shall not commence until a drainage strategy detailing the means of foul and surface water disposal and an implementation timetable has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme and timetable and before any of the dwellings are occupied.

Reason: In order to control surface water generated by the development is controlled within and does not result in run off onto neighbouring land or the public highway in the interest of the amenities of the occupants of the development as well as its neighbours and road safety in accordance with policy CP12 of the Lewes District Local Plan, policy 8.11 of the Ringmer Neighbourhood Plan and para. 163 of the NPPF.

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

- the anticipated number, frequency and types of vehicles used during construction,
- means of reusing any existing materials present on site for construction works,
- the method of access and routing 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 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.
- address noise impacts arising out of the construction;
- demonstrate that best practicable means have been adopted to mitigate the impact of noise and vibration from construction activities;
- include details of the use of protective fences, exclusion barriers and warning signs;
- provide details of the location and appearance of the site offices and storage area for materials, including a bunded area with solid base for the storage of liquids, oils and fuel;
- details of any external lighting.

Reason: In order to safeguard environmental and residential amenity and in the interests of highway safety and the wider amenities of the area having regard to Policy CP11 of the Lewes District Local Plan part one, policies DM20 and DM23 of the Lewes District Local Plan part 2 and the Circular Economy Technical Advice Note.

8. If, during development, contamination not previously known 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 detailing how this unsuspected contamination shall be dealt with.

Reason : To ensure that risks from any land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with para. 178 of the NPPF.

9. No external lighting or floodlighting shall be installed on the buildings or the road and parking areas hereby permitted without the prior written approval of the local planning authority.

Reason: To protect the amenity and character of the surrounding countryside having regard to Policy CP10 of the Lewes District Local Plan part one, policy DM20 of the Lewes District Local Plan part two, policy 4.11 of the Ringmer Neighbourhood Plan and para. 180 of the NPPF.

10. The development shall not be occupied until all parking and turning areas have been provided in accordance with the approved plans and 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: In the interests of highway safety and for the benefit and convenience of the public at large having regard to Policy CP13, of the Lewes District Local Plan part one, and Policy DM25 and DM30 of the Lewes District Local Plan part two, policies 8.3 and 8.5 of the Ringmer Neighbourhood Plan and para. 110 of the NPPF.

11. Prior to the first occupation of any part of the development hereby permitted, an electric vehicle shall be provided for each car parking bay and shall be maintained in an operable condition thereafter for the lifetime of the development.

Reason: To encourage alternative, more sustainable modes of transport and to reduce local contributing causes of climate change in accordance with Policies CP13 and CP14 of Lewes District Local Plan, para. 110 of the Revised National Planning Policy Framework, the LDC Electric Vehicle Charging Points Technical Guidance Note. And the LDC Sustainability in Development Technical Advice Note.

12. Prior to first occupation of the development hereby permitted, a scheme for landscaping shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- Details of all hard surfacing;
- Details of all boundary treatments (including provision of mammal gates to allow for foraging animals to cross the site);
- Details of all proposed planting, including numbers and species of plant, and details of size and planting method of any trees;
- Details of green roof planting;
- Ecological enhancements;

All hard landscaping and means of enclosure shall be completed in accordance with the approved scheme prior to first occupation of the development. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure the development incorporates sympathetic landscaping that amalgamates with surrounding landscaping, is appropriately and sympathetically screened and provides a secure and safe environment for future occupants in accordance with section 12 of the revised NPPF, policies CP10 and CP11 of the Lewes District Local Plan part one and policies DM25 and DM27 of the Lewes District Local Plan part two, policy 4.10 of the Ringmer Neighbourhood Plan and the Biodiversity Net Gain Technical Advice Note (TAN).

13. Prior to the first occupation of any part of the development hereby approved, the bin and cycle storage facilities shown on the approved plans

shall be installed in accordance with those details and maintained in place thereafter throughout the lifetime of the development.

Reason: In the interest of environmental amenity and in order to encourage the use of sustainable modes of transport in accordance with policies CP11 and CP13 of the Lewes District Local Plan Part 1, policies DM25 and DM30 of the Lewes District Local Plan Part 2 and para. 104 of the Revised National Planning Policy Framework.

14. The proposed development shall not be occupied until full details of all renewable/carbon saving/energy and water efficiency measures to be incorporated into the scheme have been submitted to and approved by the Local Planning Authority. All measures approved shall thereafter be provided prior to the occupation of any dwelling and maintained in place thereafter throughout the lifetime of the development.

Reason: In order to ensure suitable sustainability measures are incorporated into the development and maintained in accordance with section 14 of the Revised National Planning Policy Framework, policies CP13 and CP14 of the Lewes District Core Strategy and LDC Sustainability in Development Technical Advice Note.

15. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no buildings, structures or works (including the formation of new windows) as defined within Part 1 of Schedule 2, classes A-F inclusive of that Order, shall be erected or undertaken on the site unless permission is granted by the Local Planning Authority pursuant to an application for the purpose.

Reason: To enable the Local Planning Authority to regulate and control the development of land in the interest of visual and residential amenity in accordance with policy CP11 of the Lewes District Local Plan Part 1 and policies DM25 and DM30 of the Lewes District Local Plan Part 2.

16. None of the flats roofs to the dwellings hereby approved shall be used as roof terraces, no railings shall be installed around them, and no openings shall be made in the dwellings which would facilitate access to the roof from within the dwellings. The roofs shall only be access for routine maintenance.

Reason: To protect the privacy and residential amenity of neighbours having regard to policy CP11 of the Lewes District Local Plan part one, policies DM25 and DM30 of the Lewes District Local Plan part one and policy 9.1 of the Ringmer Neighbourhood Plan.

Informatives

1. The Local Planning Authority has acted positively and proactively in determining this application by engaging with stakeholders, visiting an existing business site to get a better understanding of the operation, identifying matters of concern and negotiating acceptable amendments. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the

presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

11. **Background Papers**

11.1 None.