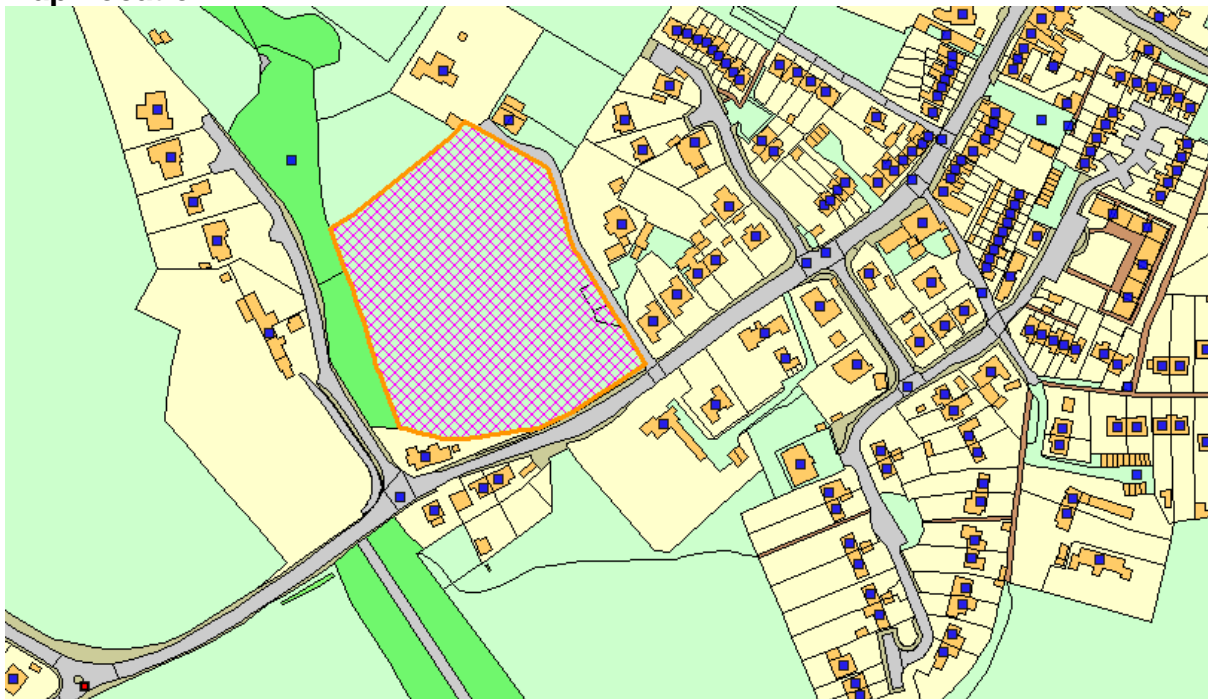


Report to: Planning Applications Committee
Date: 21 April 2021
Application No: LW/20/0633
Location: Land North of High Street, Barcombe, East Sussex
Proposal: Outline permission for the erection of up to 26 dwellings together with associated development and site access with all other matters reserved.
Ward: Chailey, Barcombe & Hamsey
Applicant: Rydon Homes Ltd
Recommendation: Approve subject to conditions and s106 agreement to secure affordable housing.
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 26 residential units (including 10 affordable housing 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 applicant has submitted indicative layout, design, scale and landscaping details that demonstrate the site is capable of accommodating the development. Consultee responses from relevant stakeholders provide assurances that the development could be carried out without harm to the landscape, ecology, highway safety, flood risk or the historic environment.
- 1.3 It is therefore recommended that the application is approved subject to relevant conditions and a section 106 agreement securing policy compliant affordable housing provision.

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
15. Conserving and enhancing the natural environment
14. Conserving and enhancing the historic environment

2.2 Lewes District Local Plan (Parts 1 and 2)

- LDLP1: – CP2 – Housing Type, Mix and Density;
- LDLP1: – CP10 – Natural Environment and Landscape;
- LDLP1: – CP11 – Built and Historic Environment & Design
- LDLP1: – CP12 – Flood Risk, Coastal Erosion and Drainage
- LDLP1: – CP13 – Sustainable Travel
- LDLP1: – CP14 – Renewable and Low Carbon Energy
- LDLP2: – BA02 – Land Adjacent to the High Street
- LDLP2: – DM1 – Planning Boundary
- LDLP2: – DM14 – Multi-functional Green Infrastructure
- LDLP2: – DM15 – Provision for Outdoor Playing Space
- LDLP2: – DM16 – Children’s Play Space in New Housing Development
- LDLP2: – DM20 – Pollution Management
- LDLP2: – DM22 – Water Resources and Water Quality
- LDLP2: – DM23 – Noise
- LDLP2: – DM24 – Protection of Biodiversity and Geodiversity
- LDLP2: – DM25 – Design
- LDLP2: – DM27 – Landscape Design

3. Site Description

- 3.1 The site comprises a single enclosed field that has most recently been in use as a paddock. It is positioned on the western edge of Barcombe Cross, falling within the planning boundary. The site topography includes a gentle rise of approx. 5.5 metres from west to east. The field is open in nature with any significant trees and hedgerow distributed around site boundaries only.
- 3.2 The south-eastern boundary of the field flanks Barcombe High Street and is marked by a mature hedgerow and tree line that occupies a raised bank running parallel to the highway. The hedge is trimmed to approx. 2-3 metres in most places. The south-western boundary is bordered by a belt of trees on the eastern side of Bridgelands, a private road which provides access to a group of detached dwellings built on the former site of Barcombe Cross train station. The north-eastern boundary is flanked by a private access track serving a dwellings at Vine Slead and Hillside as well as a group of derelict buildings that formerly accommodated Hillside Nurseries. This track is also currently used as vehicular access to the site itself. There is a line of mature leylandii trees marking the north-western boundary of the site immediately behind which is a lawn belonging to the residential dwelling 'Hillside'. The south-western corner of the site is recessed from the High Street, with the wedge shaped plot at Willow Cottage forming a buffer.
- 3.3 The village of Barcombe Cross extends to the north-east and south-east of the site. The historic core of the village is designated as a Conservation Area and incorporates a number of Listed Buildings, the closest of which to the site is The Olde Forge House, a Grade II Listed dwelling occupying a converted 17th Century building that originally housed the village forge. This building is approx. 40 metres to the east of the site. The historic part of the village clusters around the High Street and comprises buildings of mixed design, scale and provenance. Flint walling, red brick and tile hanging are common materials and steeply sloped gable roofing is frequently seen. Buildings are generally arranged in terraces or groups of detached and semi-detached buildings that are positioned closely together. A number of former shop buildings have been converted to residential use over time. The overall character is of an intimate village setting with buildings positioned close to the road and small landscaped areas maintained to frontages in many places.
- 3.4 Tertiary roads branch off from the High Street, particularly to the north and south-east and these provide access to more modern, relatively high density residential development. There are also a number of twittens and footpath that provide access to buildings set back from the High Street as well as connections with the wider public footpath network which criss-crosses the fields surrounding the village and connects with the Ouse Valley Way and South Downs National Park to the east and south.

- 3.5 The centre of the village, where there is a public house and a village shop is approx. 150 metres to the north-east of the site. Barcombe Primary School is approx. 375 metres walking distance from the site as is the adjacent recreation ground. The village as a whole is tightly nucleated with minimal sprawl into the fields and woodland surrounding it. The rural character of the village is enhanced by this surrounding countryside and the buffer it provides between the nearest neighbouring significant settlements, these being Isfield (approx. 3.5 km to the north-east), South Chailey (approx. 3.5 km to the north-west), Lewes (approx. 3.5 km to the south) and Ringmer (approx. 3.5 km to the south-east).
- 3.6 The site is allocated within Lewes District Local Plan Part 2 for residential development of approx. 25 new dwellings under policy BA02. Neighbouring land to the north-east at Hillside Nurseries and to the north-west at Bridgelands is also allocated for residential development but as distinct sites. The site lies on the edge of the Conservation Area. The south-eastern corner of the site falls within an Archaeological Notification Area. There are no other specific planning designations or constraints attached to the site

4. Proposed Development

- 4.1 The application seeks outline permission for the erection of up to 26 new dwellings on the site. All matters are reserved other than site access details. A new access would function as the main access to the site and would be provided by way of a new crossover formed on the south-eastern boundary and taken from the High Street.
- 4.2 The proposed access would cut through the existing hedgerow and bund on the south-eastern boundary. The access road would be 5.5 metres in width, with an 8 metre radius maintained at the junction with the High Street. 2 metre wide raised kerb footways on either side of the access road and these would connect with the existing footway running along the northern side of the High Street. Sections of the existing hedgerow and tree line either side of the proposed access would be trimmed back in order to provide visibility splays of 2.4m x 70m to the east and 2.4m x 54m to the west.
- 4.3 The application is accompanied by indicative layout plans used to demonstrate the capacity of the site and how dwellings could be arranged to allow for access by servicing and emergency vehicles. The accompanying Design & Access Statement also sets out design principles and parameters. It is stated that maximum building height would be two-storey and describes how dwellings could be designed to be sympathetic to the local vernacular through the identification of characteristic architectural features and locally used materials.
- 4.4 The application is accompanied by an Affordable Housing Statement that confirm that 10 dwellings (38.5% of the overall development) would be provided as affordable housing with a commuted sum equivalent to 0.4 of a dwelling paid in order to satisfy LLP1 requirements for 40% Affordable Housing. An indicative mix of dwellings is also set out as follows. 2 dwellings (8%) would be 1 bed properties, 10 dwellings

(38%) would be 2 bed properties, 9 dwellings (35%) would be 3 bed properties and 5 dwellings (19%) would be 4 bed properties.

5. **Relevant Planning History**

- 5.1 **E/53/0430** - Outline Application for permission to carry out residential development – Refused 21st December 1953
- 5.2 **E/68/0382** - Outline Application for erection of dwellings – Refused 27th May 1968
- 5.3 **E/72/1935** - Outline Application for erection of fifty five dwellings with garages – Refused 1st January 1973
- 5.4 **E/73/1025** - Outline Application for fifty two dwellings with garages at Barcombe Railway Station and part O.P. 8373 – Refused 22nd October 1973
- 5.5 **LW/86/0823** - Outline Application for eleven detached dwellings with new cul-de-sac – Refused 10th July 1986

6. **Consultations**

6.1 Consultations:

ESCC Archaeology

The information provided is satisfactory and identifies that there is a risk that archaeological remains will be damaged. Nonetheless it is acceptable that the risk of damage to archaeology is mitigated by the application of planning conditions which are outlined in this response.

Specialist Advisor – Conservation

No objection is raised at this stage. The design of the houses will be of the utmost important to determine the appropriateness of the new dwellings within the setting of the Barcombe Conservation Area. They should reflect the existing style prevalent within the village while not appearing pastiche.

ESCC Ecology

The information provided is satisfactory and enables the LPA to determine that whilst the proposed development is likely to have an impact on biodiversity, those impacts can be mitigated through the application of planning conditions.

Southern Water

Our investigations indicate that Southern Water can facilitate foul sewerage run off disposal to service the proposed development. Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

Lead Local Flood Authority

INITIAL RESPONSE:

The applicant has submitted a Flood Risk Assessment report which includes details of the proposed surface water drainage system for the site. It is proposed to attenuate surface water within an attenuation basin prior to

being discharged at a controlled rate (equivalent to the mean greenfield runoff rate for the developable area) into a nearby watercourse. This is acceptable to us in principle, however, the LLFA would need to see further evidence to demonstrate the feasibility to connect into this watercourse.

Based on the information provided, it is unclear whether the applicant would have to cross third-party land in order to secure an outfall. If this was the case, the applicant should submit evidence that the owners of the third party land authorise the passage of any drainage asset as well as the construction of an outfall within their land.

The applicant should also demonstrate an understanding of the bed levels of the watercourse at the location of the proposed outfall in order to ensure that a gravity connection is feasible.

FINAL COMMENTS:

The information provided is satisfactory and enables the LLFA to determine that the proposed development is capable of managing flood risk effectively. Although there will be a need for standard conditions which are outlined in this response.

ESCC Highways

INITIAL RESPONSE:

A Transport Statement has been submitted in support of the application; however, there is insufficient information provided in order to fully assess visibility splays and gradients required. On this basis I object to the proposed development.

FINAL COMMENTS:

This outline application seeks approval for erection of up to 26 dwellings with all matters reserved except access. The site forms part of the development allocation (Policy BA02) in the Lewes Site Allocation and Development Management Policies Local Plan which was allocated for 25 net dwellings.

A Transport Statement has been submitted in support of the application. Following my initial comments dated the 7th October further information has been received which allays my concerns. On this basis I recommend conditions.

Planning Policy

The application is for a site allocated in policy BA02 in LPP2. Policy BA02 allocates the site for a residential development for approximately 25 dwellings, subject to compliance with the appropriate Development Plan Policies and criteria within the policy. The proposed development of 26 dwellings is in line with this number and the requirements for access, height and character of the buildings, and all required assessments are provided. However, the Flood Risk and Drainage Strategy does not inform on capacity of the local sewer network to which the development will be connected. Policy BA02 requires that occupation of the development needs to be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider. There is a lack of information on this issue.

OFFICER COMMENTS: Upgrading of the sewerage network would be carried out by southern water on phasing programme to be agreed between them and the developer. This is explained in section 8.7 of this report.

Barcombe Parish Council

During the meeting the Chair of the Planning Committee consolidated the concerns raised in the letters and emails (eleven) received by the Parish Council. A copy of this summary will be sent to Lewes District Council. The Parish Council has also recommended that individuals write to Lewes District Council with their concerns. In summary the issues raised are:

Flooding of the road and neighbourhood properties caused by an increase in hard surfaces/removal of vegetation.

- Provision of safe access to and from the site.
- Impact on biodiversity of the area, including loss of a historic hedge.
- Impact on the 'Hilltop' nature of Barcombe Cross Village.
- Proposed introduction of lighting to what is, and should remain, a 'dark' village.

The Parish Council recognise that there is a need for low cost starter homes and properties suitable for downsizing in the village but to reflect the numerous concerns raised about this development the Parish Council is negative towards this application.

The councillors suggest that if the application is granted the funds allocated to equipped play space on land North of High Street could be added to a Parish Council fund to allow a more extensively equipped playground in the existing recreation ground.

7. Neighbour Representations

7.1 A total of 51 letters of objection have been received from members of the public. A summary of material planning matters raised is provided below:-

Highway Impact:

- Access and exit is dangerous due to poor site lines and topography;
- Construction traffic will cause obstruction and hazards;
- Not enough parking provided;
- Pavement on High Street is narrow and difficult for pedestrians to navigate;
- Will result in another access that pedestrians will need to cross;
- Access would also need to have the capacity to serve the potential development and Hillside Nursery;
- There would be a significant increase in traffic;
- Flooding on the highway would cut the village off;

OFFICER COMMENT: It is noted that ESCC Highways did not support the use of the existing access to Hillside Nurseries for the development proposed under LW/20/0288. The proposed access is designed to support use by two way vehicular traffic and would have the capacity to support the additional approx. 10 dwellings development at Hillside Nursery would contribute. Other matters raised are addressed in section 8.4 of this report.

Ecological Impact:

- Loss of greenspace and wildlife habitat;
- Loss of ancient hedgerow and wildlife corridors;
- The amount of hedgerow that will be lost is underplayed as more will need cutting back to provide visibility splays;
- Lack of strategic landscaping;
- Would harm protected species including nightingales;
- There should be no external lighting;

OFFICER COMMENT: The ecological impact of the development site has been assessed in the main body of this report, see section 8.8. Site landscaping is a reserved matter.

Visual Impact:

- Will ruin skyline;
- Overdevelopment of site;
- Will compromise the hilltop character of the village;
- Access details include internal roads so this confirms layout which will be harmful to character of area;
- Buildings on indicative layout are shown in visually sensitive locations and close to site boundaries;
- Buildings should be single storey only;
- There should be a mix of dwelling designs;
- Would be a suburbanising feature;
- Would be visually imposing and ruin approach to village;

OFFICER COMMENT: The density of development falls within the accepted parameters of village development set out in LLP1 policy CP2. Regard must also be paid to the aims and objectives of the National Planning Policy Framework (NPPF) to encourage responsible densification in order to ensure land is used efficiently. A number of objections referred to design, layout and scale of the development, all of which are reserved matters.

Type of Housing Provided:

- More affordable housing needed;
- Not enough information on the actual affordability of the homes;

- Proposed housing does not provide for mixed needs of the community;
- There should be more smaller houses provided for first time buyers and people who are downsizing;
- Bigger gardens should be provided;

OFFICER COMMENT: A Section 106 legal agreement will be required to ensure a policy compliant level of affordable housing is provided and this is in the process of being agreed.

Flooding & Drainage:

- Surrounding area and field is known to flood;
- Climate change will increase risk of flooding;
- Drainage strategy is inadequate;
- Cumulative impact of development of neighbouring allocated sites should be taken into account;
- Willow Cottage, Sole Cottages and properties would be at particular risk of increased flooding;
- The hedgerow that is being removed assists with site drainage;

OFFICER COMMENT: The drainage details have been assessed by the Lead Local Flood Authority (LLFA) who are satisfied with the principle of the scheme put forward with additional details being secured by condition, see section 8.7 of this report.

Historic Environment:

- Will have a harmful impact upon setting of Conservation Area;
- Density is far greater than neighbouring development;

OFFICER COMMENT: The Council's Conservation specialist has made no objection to the principle of the submitted scheme and will be an important contributor as a consultee if and when full design details are submitted at the reserved matters stage.

Sustainability:

- The village does not have the infrastructure, facilities and services to support this amount of housing;
- There is a lack of information on sustainability and carbon reduction measures;
- The sewerage system is overloaded;

OFFICER COMMENT: Full details of sustainability measures would be required at the reserved matters stage, in accordance with the aims and objectives of the LDC Technical Advice Notes (TANs) for Biodiversity Net Gain, The Circular Economy and Sustainability in Development. Any identified need to improve the sewerage network would be carried out by Southern Water and phased appropriately with construction of the development.

Amenity Impact:

- There would be an increase in noise and pollution;
- Loss of light to neighbouring properties due to height of buildings;
- Sewage pumping station will generate odour;

OFFICER COMMENT: The permission would accept a maximum height of two-storeys for all dwellings and does not require that all buildings are two-storey. The reserved matters stage will allow for scrutiny of amenity impacts of the scheme.

Principle:

- Goes against local and national policies;
- Land ownership of the full site area is questioned;
- Red line area is incorrect;
- Brownfield sites should be prioritised;

OFFICER COMMENT: Barcombe Cross is identified in LLP1 as being suitable for expansion by 100-150 dwellings. There is housing need across the district and, therefore, settlements across the need to accommodate new dwellings to meet this demand. The applicant has confirmed they have riparian rights to use the drainage ditch as it crosses their land. A title plan (10602-OA-09) has also been submitted which confirms the ditch crosses land under the control of the applicant.

7.2 2 letters of support have been received and are summarised below:-

- Really important to have affordable housing for local residents;
- Would allow younger residents to remain in Barcombe;

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.

8.1.2 It is important to note that the application is for outline approval only, with full details of the main site access the only matter to be agreed at this stage. Indicative plans have been provided to demonstrate the capacity of the site as well as to indicate how the scheme can respond to specific requirements set out in policy BA02 of the Lewes District Local Plan Part 2. Full details of the layout, design, scale and landscaping of the development would be afforded full scrutiny as part of an application for approval of reserved matters, should the outline scheme be awarded permission.

8.1.3 All planning obligations need to be agreed at the outline stage as this forms the overall planning permission for any such development. As such, a Section 106 legal agreement has been drafted to secure affordable housing.

8.2 Principle

- 8.2.1 The site falls within the planning boundary where the general principle of residential development is acceptable as per policy DM1 of the Lewes District Local Plan part two. Policies SP1 and SP2 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. Barcombe Cross is defined as a service village in the settlement hierarchy in table 2 of LLP1, which states that such settlements have the capacity to support growth by 30-100 new dwellings.
- 8.2.2 The site is specifically allocated in the Lewes District Local Plan Part 2 for the development of approximately 25 new dwellings. This allocation, along with others in LLP2, is crucial in ensuring the commitment to deliver new housing set out in LLP1 is met. The allocation is subject to a number of criteria and parameters, all of which will be discussed in the main body of this report.
- 8.2.3 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.
- 8.2.4 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.
- 8.2.5 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 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.

- 8.2.6 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.
- 8.2.7 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 Planning Obligations

- 8.3.1 The proposed scheme represents major development (more than 10 new dwellings) and, as such, there is a requirement for affordable housing to be provided, at a rate of 40% of the total number of units as per Policy CP1 of the Lewes District Core Strategy. This amounts to a provision of 10.4 units. In order to fully comply with the standards set out in the Lewes District Council SPD for affordable housing, 10 units would need to be incorporated into the development with the remaining 0.4 unit required being secured as a pro-rata commuted sum. This approach is compliant with the appropriate use of commuted sum as set out in para. 5.2 of the LDC Affordable Housing SPD. The commuted sum will be calculated using the Affordable Housing Commuted Sum Table provided in the Affordable Housing SPD.
- 8.3.2 The applicant has confirmed that affordable housing would be provided in compliance with the requirements of CP1 and a Section 106 legal agreement has been drafted to secure this. A provisional dwelling mix of 2 x 1 bed flats, 2 x 2 bed flats, 4 x 2 bed houses and 2 x 3 bed houses is proposed with a tenure split of 70% affordable rent and 30% intermediate. The dwelling mix is consistent with the objective to provide a greater proportion of 1 and 2 bed units as set out in policy CP2 of LLP1 and the Affordable Housing SPD.
- 8.3.3 A section 278 agreement between the applicant and ESCC Highways would be used to secure red surfacing to the section of High Street to the front of the site as well as to provide new signage.

8.4 Site Access:

- 8.4.1 The site would be accessed on the south-eastern boundary, directly from the High Street as required by LLP2 policy BA02 (a). The access includes a footway on both sides, ensuring the needs of cyclists and pedestrians as well as motorists are met as also required by BA02 (a).
- 8.4.2 The technical details of the proposed site access have been fully assessed by ESCC Highways. Initial plans lacked detail in regards to visibility splays and gradient and further details were submitted to clarify this. ESCC Highways are satisfied with the width of the

access, which at 5.5 metres would allow for two-way vehicular movement, as well as the junction radius, which is 8 metres. Tracking plans have been provided to show that an 11.997 metre long refuse truck, which is larger than vehicles currently used, could enter and leave the site in a single movement. Swept path analysis showing access/egress can be achieved by a 7.9 metre long fire appliance has also been provided.

- 8.4.3 Gradient plans and cross sections show the ground level at the site access being lowered by along the first 30.3 metres of the access road, that would head directly to the north west, to allow for a gradient of 1:20 to be formed at the point where it meets the High Street over a 5 metre transition, increasing to a gradient of 1:10 thereafter before it reaches the existing site level. The 5 metre section of 1:20 gradient road would be sufficient to accommodate a vehicle waiting to enter onto the High Street. The sides of the road and footway would be flanked by embankments maintaining existing site levels.
- 8.4.4 Visibility splays measuring 2.4m by 70m and 2.4m by 54m would be provided to the east and west respectively. In order for these splays to be maintained, a section of the existing hedgerow/tree line on the south-eastern site boundary would need to be cut back. Part of the existing embankment may also need to be re-profiled, as identified in the submitted stage 1 Road Safety Audit. The dimensions of the splays have been informed by a speed survey on the section of road passing the site which has confirmed average speeds are above the 30mph restriction on the road (34.4mph for north eastbound traffic and 35.5mph for south westbound). As such, the splays would allow for suitable levels visibility of oncoming traffic to allow motorists to safely pull out of the site and onto the High Street.
- 8.4.5 It is anticipated that the proposed development would generate an additional 156 daily vehicle trips. ESCC Highways do not consider this increase to be significant over the course of the day are satisfied that they can be accommodated in the existing highway network without significant issue or additional congestion.
- 8.4.6 ESCC Highways are satisfied with all technical details provided for the site access. They have suggested that the final layout of the development includes elements that are visible from the approach on the High Street as motorists would be expected to modify their driving behaviour and reduce speed when seeing the development. This can be achieved at reserved matters stage. Further mitigation measures in the form of red surfacing on the road at the entrance to the village and a junction warning sign will be secured through the use of an s278 Legal Agreement.
- 8.4.7 The final layout plan would need to be able to demonstrate that adequate turning space for service vehicles would be provided within the site in order to ensure that they can enter and leave in forward gear. The indicative layout plan shows 48 x allocated car parking spaces and an additional 8 x visitor spaces being accommodated within the site. This quantum is informed by the ESCC car parking

demand calculator tool being applied to the indicative mix of 26 dwellings. It is considered that the indicative layout plan demonstrates the site has sufficient capacity to accommodate this quantum of parking although it is noted that some spaces are shown in a tandem configuration and that this arrangement is generally not supported by ESCC Highways. It is considered the layout could be adjusted to provide a more acceptable arrangement of spaces.

8.4.8 It is therefore considered that the submitted site access arrangements provide sufficient capacity to serve the development and would not result in an unacceptable highway or pedestrian safety hazard. The proposed scheme is therefore considered to comply with LLP2 policies BA02(a) and DM25 and paras. 108, 109 and 110 of the National Planning Policy Framework (NPPF).

8.5 Visual Impact

- 8.5.1 As the application seeks approval for site access only this is the only part of the scheme that can be fully assessed at this stage. However, the submitted indicative plans and Landscape & Visual Impact Assessment (LVIA) will also be assessed as an example of the potential form of the development.
- 8.5.2 The most significant visual impact associated with the formation of the site access would be the removal/cutting back of a section of the existing tree line/hedgerow flanking the High Street to allow for the new opening as well as the provision of visibility splays required for road safety purposes. An approx. 20 metre length of hedgerow would be removed in its entirety. Additional cutting back of some parts of the hedge may also be required to maintain sight lines.
- 8.5.3 The indicative layout plan shows that the site has capacity for buildings and infrastructure to be set back from the road allowing for space for mitigation hedge and tree planting as well as the creation of open green space that would interact with the wider street scene.
- 8.5.4 Whilst the loss of this hedging would alter the character of the immediate stretch of the road it is considered that the loss can be effectively mitigated by the planting of new native hedgerow set slightly back from the road so as to allow for visibility splays to be maintained. This new planting could connect with the existing hedgerow network and, through being set slightly back from the road, could be allowed to flourish with less disturbance pressure to be cut back or damaged by passing traffic. It is noted that the existing hedgerow appears to be subject to a cutting regime.
- 8.5.5 It is therefore considered there is ample opportunity for mitigation in the form of planting that would maintain the verdant nature of the section of the High Street passing the site and also provide a visually sympathetic screen to the proposed development that would amalgamate effectively with surrounding landscaping. Indicative layout plans show that planting could provide an integral part of the development through additional screening and creation of mixed habitats that could enrich the visual quality of the site margins and soften the visual impact of the development.

- 8.5.6 Notwithstanding site boundary landscaping, the rising topography of the site means the proposed development would be visible, in part, from surrounding streets, particularly when approaching Barcombe from the south west. However, it is noted that existing views on this approach include dwellings on The Grange and it is considered that the proposed development would integrate with these neighbouring buildings, marking the edge of the settlement and the transition from the rural environment to the village.
- 8.5.7 Although full details of design, scale, layout and landscaping are reserved matters it is clear that the proposed development will involve building over a site that has not previously been developed and is currently a meadow. Notwithstanding this, the site is not isolated, being directly adjacent to the established village of Barcombe. It is also self-contained and not considered to form a significant part of the wider more open rural environment. The rear boundary of the site broadly aligns with the north-western extent of neighbouring residential development on The Grange and School Path. It is therefore considered that residential development of the site would appear as a natural extension to the west of Barcombe village. As is characteristic of surrounding development, the extent of the proposed development would not project a significant distance from the High Street and, due to being directly accessed from it, it is considered it would engage well with the High Street and neighbouring development branching off from it, thereby becoming an integral part of the community and not appearing divorced from its surroundings.
- 8.5.8 The gross area of the site is approx. 12081 m² (1.2 hectares) whilst the net developable area (which does not include landscape buffers) is 0.9 dwellings per hectare. The density of the proposed development of 26 dwellings thereby equates to approx. 22 dwellings per hectare based on the gross site area and approx. 29 dwellings per hectare based on developable area. Both of these densities fall within the suggested density spectrum set out in for new residential development in villages which is 20-30 dwellings per hectare as stated in policy CP2 of LLP1. It should be noted that policy BA02 of LLP2 has assessed the site of being capable of accommodating approximately 25 new dwellings.
- 8.5.9 The intimate and tightly nucleated nature of the village results in relatively high densities of development both on the historic core and in the more modern residential developments that are set back from the High Street. For comparison, the nearby group on 18 dwellings on Grange are built to a density of approx. 30 dwellings per hectare. Development on Oaktree (12 dwellings) is approx. 25 dwellings per hectare. The 16 dwellings at the northern end of Munster Green (including the car parking area) are at a density of approx. 45 dwellings per hectare. It is therefore considered that a relatively dense form of residential development is in keeping with the general spatial characteristics of the village.

- 8.5.10 It is important that the final layout of the development avoids excessive uniformity in plot size, orientation and shape in order to reflect the mix of plot size and layout that is an established characteristics of the village and which provides are strong sense of organic growth of the settlement, creating increased depth to the sense of space and place.
- 8.5.11 In terms of design, the indicative plans and Design & Access Statement confirm that dwellings and flats would not exceed two-storeys in height, as required by BA02 (b). Appraisals of surrounding development have identified key architectural features within the surrounding Conservation Area such as a mix of hipped, barn hipped and gable roofing, dual aspect frontages, chimneys and bay windows. It is stated that these features could be incorporated into final the final design of the scheme. A palette of locally used external materials has also been identified, including the frequent use of red clay tile hanging, red brick, clay roof tiles, terracotta roof ridge tiles, decorative roof finials and occasional use of render and timber weatherboarding. It is stated that these materials would be incorporated throughout the development.
- 8.5.12 It is considered that the indicative layout drawings and architectural appraisals demonstrate that the site could support a residential development of the scale proposed which would be able to integrate with both the surrounding built environment, including the adjoining Conservation Area as well as with the surrounding rural landscape.
- 8.5.13 It is therefore considered that the application complies with policy CP10 of LLP1, policies BA02(c), DM25 and DM27 of LLP2 and paras. 127 and 170 of the NPPF insofar as the outline details of the scheme are concerned.

8.6 Living Conditions for Future Occupants

- 8.6.1 It is considered that the indicative layout plans demonstrate that the site could accommodate a development of 26 dwellings that would engage well with the rest of the village and also provide a good sense of place and community. It shows that there would be sufficient space to provide soft landscaping and greenery as well as communal open areas, including a play area. It is therefore considered that occupants of the proposed dwellings would not feel a sense of detachment from their wider surroundings.
- 8.6.2 It is stated that all affordable housing units would meet the Nationally Described Space Standards and, based on measurement of the footprint of each dwelling; it is considered there is ample room for all dwellings to be delivered as meeting or exceeding the space standards. Furthermore, each dwelling has a good sized garden provided in a private area to the rear whilst communal green space is provided at the proposed flats.
- 8.6.3 The proposed development would include safe pedestrian links to the village in the form of raised kerb footways and the indicative plan shows this footway running across the length of the site.

8.6.4 It is therefore considered that the proposed development complies with policy CP2 of LLP1, policy DM15, DM16 and DM25 of LLP2 and section 8 of the NPPF.

8.7 Flooding and Drainage

8.7.1 The proposed development would involve the introduction of buildings and impermeable surfaces (equating to a total area of approx. 0.42 hectares) on what is currently an undeveloped greenfield site. 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 within the site although land to the south, particularly on the adjoining site at Willow Cottage as well as land to the west at Bridgelands is identified by the Environment Agency as being at high risk of surface water flooding.

8.7.2 The Flood Risk Assessment includes details of how surface water generated by the development would be managed. Ultimately surface water would be discharged into an existing ditch that flanks the western boundary of the site. This would be via an attenuation pond formed in the south-western corner of the site which would allow discharge to be managed as close as practicable to existing greenfield run-off rates, this being 5.4 litres per second. Attenuation would be designed to account for a 1 in 100 year weather event with an additional 40% contingency as an allowance for climate change. This would require a basin of approx. 209 m³ volume.

8.7.3 Foul water would be disposed of by way of connecting with the existing public foul water network. The connection point is likely to be at a higher elevation than achievable proposed drainage invert levels and a foul water pumping station would therefore be required to allow for discharge to function. The pumping station is shown on indicative site plans towards the north-west of the site.

8.7.4 Pollution control measures could be integrated into the drainage scheme to prevent discharge of pollutants into surrounding watercourses or onto surrounding land. It is therefore considered that the proposed drainage scheme would meet the criteria of sustainable drainage as set out in para. 051 of the Planning Policy Guidance on Flood Risk and Coastal Change in that it would manage run-off, control water quality, provide amenity (in the form of the attenuation pond) and would enhance biodiversity by creating habitat not currently present on the site. The Lead Local Flood Authority (LLFA) have stated that they are satisfied that the proposed development is capable of managing flood risk effectively.

8.7.5 Improvements to sewerage infrastructure referred to in policy BA20 (g) would be carried out by Southern Water. Such improvements are typically completed within 24 months of a planning approval (including outline permission) and any phasing of development that would be required would be agreed between Southern Water and the developer.

8.7.6 It is therefore considered that surface water run-off generated by the development can be adequately managed without unacceptable risk

of flooding within the development or on neighbouring land. The development is therefore considered to comply with policy CP12 of LLP1 and paras. 163 and 165 of the NPPF.

8.8 Landscape, Ecology & Biodiversity

- 8.8.1 The application was accompanied by an Ecological Appraisal Report, as required by BA20 (e). A reptile survey has also been submitted. The Ecological Appraisal Report identifies primary ecological impacts of the proposed development as being the loss of a 20 metre section of hedgerow on the southern boundary of the site to allow for vehicular access and the permanent loss of approx. 1.2 hectares of poor semi-improved grassland, tall ruderal, scrub and scattered trees across the site. The majority of the site is categorised as being of low ecological value but it is noted that there are areas of priority habitats supporting the potential presence of great crested newt, nesting birds, roosting bats, hazel dormouse and reptiles.
- 8.8.2 The report sets out a range of mitigation measures to minimise impact upon wildlife during clearance and construction works. This includes the translocation of reptiles from the construction zone to a suitable receptor site prior to site preparation and commencement of works, to avoid the risk of killing/injury to reptiles and the timing of all vegetation clearance works to avoid hibernating, maternity and nesting seasons for bats, birds, mammals and reptiles.
- 8.8.3 Further measures will be taken to ensure that all retained trees and hedgerow are protected during site clearance and construction works, that external lighting is avoided or minimised, that excavations and open pipework is covered overnight and that new boundary fencing allows includes small gaps underneath to allow for small mammals to commute through the site.
- 8.8.4 A number of opportunities for ecological enhancements/biodiversity net gain are identified. These include use of native wildflower and grass seed mix in areas of green space, hedgerow replacement and enhancement to include native fruit, seed, nut and nectar-bearing shrub species, use of the attenuation pond to provide a habitat, planting that supports food sources for bats as well as roosting opportunities, installation of bat and bird roost/nest boxes, creation of piles and hibernacula for amphibians, invertebrates and reptiles and retention of corridors of less intensively managed vegetation to maintain ecological connectivity through the site for reptiles, particularly along the western boundary adjacent to off-site woodland.
- 8.8.5 The County Ecologist has assessed the appraisal and reptile survey and has noted that the section of hedgerow to be removed is species poor and that the majority of the grassland is poor, with relatively low ecological value. The proximity to the Dismantled Railway Line, Barcombe Local Wildlife Site (LWS) (approx. 213m to the north and with some connectivity to the site) and Spithurst Road Wildlife Verge lies (approx. 600m to the north east) is noted but the ecologist has concluded that, given the nature, scale and location of the proposed development, there are unlikely to be any impacts on the LWS or any other sites designated for their nature conservation interest.

8.8.6 The County Ecologist is satisfied that suitable mitigation measures have been identified in order to address unacceptable harm to wildlife/habitat and also that the site offers opportunities for biodiversity net gain. It is therefore considered that the proposed development could be delivered without unacceptable ecological harm and with the benefit of supporting habitat enhancement and creation and biodiversity net gain. Enhancement measures should provide a minimum of 10% Biodiversity Net Gain as required by the Biodiversity Net Gain Technical Advice Note (TAN)

8.8.7 Full details of site landscaping would be secured at the Reserved Matters stage.

8.8.8 It is therefore considered that the development complies with policy CP10 of LLP1, policies BA02(e), DM24 and DM27 of LLP2 and paras. 170 and 175 of the NPPF.

8.9 Sustainability

8.9.1 The application is in outline form and, as such, it is not possible for all sustainability measures to be detailed at this stage. It is, however, noted that the development would utilise sustainable drainage systems that includes the formation of an attenuation pond that will also provide an amenity and habitat asset. This, as well as other open green space within the overall site area is considered to support the delivery of multi-functional green infrastructure as required by LLP2 policy DM14.

8.9.2 The application for Reserved Matters would need to include a sustainability statement that confirms compliance with the aims and objectives of the recently adopted TANs for Circular Economy, Sustainability in Development and Biodiversity Net Gain. This would include, but not be limited to, details on how water consumption would be kept to 100-110 litres per person per day, renewable energy and carbon reduction measures, building layouts that maximise access to natural light, support for sustainable modes of transport, provision of electric vehicle charging points (minimum of one per dwelling), and facilities to support working from home.

8.9.3 The applicant has stated that a Site Waste Management Plan (SWMP) will be produced for the scheme in full accordance with the Site Waste Management Plan Regulations 2008. This should be submitted at the reserved matters stage.

8.10 Archaeology

8.10.1 An Archaeological Assessment of the site has been carried out and a report submitted as part of the suite of documents supporting the application.

8.10.2 The ESCC Archaeologist has assessed the report and broadly agrees with the conclusion. It has, however, been requested that fieldwork is carried out prior to commencement of development in order to enable any archaeological deposits and features that would be disturbed by the proposed works, to be either preserved in situ or, where this cannot be achieved, adequately recorded in advance of their loss.

- 8.10.3 The fieldwork can be secured by planning condition. It is therefore considered that the proposed development could be carried out without causing unacceptable harm or damage to archaeology.
- 8.10.4 It is therefore considered the proposed development complies with policy CP11 of LLP1, DM33 of LLP2 and section 16 of the NPPF.

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 and a Section 106 Agreement securing a policy compliant affordable housing contribution.

10.2 Conditions

- 1. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the Reserved Matters, as defined in condition 2; to be approved, whichever is the later.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

- 2. No development shall commence until details of the:

- a) Layout (including site levels)
- b) scale
- c) design
- d) landscaping

(hereinafter called "the Reserved Matters") have been submitted to and approved in writing by the Local Planning Authority. Application for the approval of the Reserved Matters shall be made within three years of the date of this permission. The development shall accord with the approved details.

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

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

PLAN TYPE	DATE RECEIVED	REFERENCE
Location Plan	17 th September 2020	1062-OA-01

PLAN TYPE	DATE RECEIVED	REFERENCE
Access Plan	17th September 2020	1062-OA-07
Transport Statement Technical Note	9th November 2020	JNY10636-03 Dated 9th November 2020
Arboricultural Implications Assessment	17th September 2020	J58.67
Archaeological Desk-Based Assessment	17th September 2020	PN2677/DBA/1
Preliminary Ecological Appraisal Report	17th September 2020	UE0380_HighStBarcombe_PEA_2_200911 Revision 2
Reptile Survey	17th September 2020	UE0380_HighStBarcombe_Reptiles_1_200911 Revision 1

Other plans submitted are indicative only and, whilst use to inform the decision, are not approved at this stage as they relate to reserved matters.

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

- No development shall take place until details of the layout of the new and the specification for the construction of the access which shall include details of drainage have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the use hereby permitted shall not commence 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.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with LLP2 policies BA02(a) and DM25 and paras.108, 109 and 110 of the National Planning Policy Framework (NPPF).

- The access shall not be used until the areas shown on the submitted (plan no JNY10636-01 REV A) are cleared of all obstructions exceeding 600mm in height and kept clear thereafter.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with LLP2 policies BA02(a) and DM25 and paras.108, 109 and 110 of the National Planning Policy Framework (NPPF).

- A junction warning sign for westbound traffic shall be provided prior to occupation of the development in accordance with details that have first been submitted to the Local Planning Authority for approval in consultation with the Highway Authority. The signs should not obstruct visibility of drivers using the access where it joins the public highway.

Reason: To ensure the safety of persons and vehicles proceeding along the highway in accordance with LLP2 policies BA02(a) and DM25 and paras.108, 109 and 110 of the National Planning Policy Framework (NPPF).

7. Red surfacing shall be laid at the entrance to the village on the High Street prior to occupation of development in accordance with details that have been first submitted to the Local Planning Authority for approval in consultation with the Highway Authority.

Reason: To ensure the safety of persons and vehicles proceeding along the highway in accordance with LLP2 policies BA02(a) and DM25 and paras. 108, 109 and 110 of the National Planning Policy Framework (NPPF).

8. 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 and to prevent disturbance of nocturnal species having regard to Policy CP10 of the Lewes District Local Plan part one, policies DM20 and DM24 of the Lewes District Local Plan part two and paras. 170, 175 and 180 of the NPPF.

9. The development shall not be occupied until parking areas have been provided in accordance with details which have been submitted to and approved in writing by the Local 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 in accordance with LLP2 policies BA02(a) and DM25 and paras. 108, 109 and 110 of the National Planning Policy Framework (NPPF).

10. 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 in accordance with LLP2 policies BA02(a) and DM25 and paras. 108, 109 and 110 of the National Planning Policy Framework (NPPF).

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

Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development in accordance with policy CP13 of LLP1 and para. 102 of the NPPF.

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

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with LLP2 policies BA02(a) and DM25 and paras.108, 109 and 110 of the National Planning Policy Framework (NPPF).

13. The new estate roads 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 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 in accordance with LLP2 policies BA02(a) and DM25 and paras.108, 109 and 110 of the National Planning Policy Framework (NPPF).

14. The completed access shall either have maximum gradients of 4% (1 in 25) from the channel line, or for the whole width of the footway/verge whichever is the greater and 11% (1 in 9) or as otherwise agreed with the Highway Authority.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with LLP2 policies BA02(a) and DM25 and paras.108, 109 and 110 of the National Planning Policy Framework (NPPF).

15. 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 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 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 in accordance with LLP2 policies BA02(a), DM20, DM23 and DM25 and paras. 108, 109 and 110 of the National Planning Policy Framework (NPPF).

16. No part of the development shall be occupied until a Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport and/or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport in accordance with LLP1 policy CP14 and section 9 of the NPPF.

17. Prior to the commencement of the development hereby permitted details of earthworks shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the proposed grading of land area including the levels and contours to be formed and showing the relationship to existing vegetation and neighbouring development. Development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory development and in the interests of amenity and landscape character in accordance with LLP1 policies CP10 and CP11, LLP2 policies DM25 and DM27 and section 15 of the NPPF.

18. No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following:

- a) risk assessment of potentially damaging construction activities;
- b) identification of "biodiversity protection zones";
- c) practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- d) the location and timing of sensitive works to avoid harm to biodiversity features;
- e) the times during construction when specialist ecologists need to be present on site to oversee works;
- f) responsible persons and lines of communication;
- g) the role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
- h) use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period in accordance with the approved details.

Reason: To ensure that any adverse environmental impacts of development activities are mitigated, to avoid an offence under the Wildlife and Countryside Act 1981, as amended, The Conservation of Habitats and Species Regulations 2017, as amended, and the Protection of Badgers Act, 1992, and to address Core Policy CP10 of the Lewes District Local Plan 2016 and policy BA02 of the adopted Local Plan part 2.

19. No development shall take place (including any demolition, ground works, site clearance) until a method statement for the rescue and translocation of reptiles has been submitted to and approved in writing by the local planning authority. The content of the method statement shall include the:

- a) purpose and objectives for the proposed works;
- b) detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);
- c) extent and location of proposed works shown on appropriate scale maps and plans;
- d) timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction;
- e) persons responsible for implementing the works;
- f) initial aftercare and long-term maintenance (where relevant);
- g) disposal of any wastes arising from the works.

The works shall be carried out in accordance with the approved details and shall be retained in that manner thereafter.

Reason: To protect habitats and species identified in the ecological surveys from adverse impacts during construction and to avoid an offence under the Wildlife and Countryside Act 1981, as amended.

20. No development shall take place until an ecological design strategy (EDS) addressing enhancement of the site for biodiversity, in line with recommendations R13 to R19 of the Preliminary Ecological Appraisal Report (Urban Edge Environmental Consultants, September 2020) and R2 and R3 of the Reptile Survey Report (Urban Edge Environmental Consultants, September 2020) has been submitted to and approved in writing by the local planning authority. The EDS shall include the following:

- a) purpose and conservation objectives for the proposed works;
- b) review of site potential and constraints;
- c) detailed design(s) and/or working method(s) to achieve stated objectives;
- d) extent and location /area of proposed works on appropriate scale maps and plans;
- e) type and source of materials to be used where appropriate, e.g. native species of local provenance;
- f) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- g) persons responsible for implementing the works;
- h) details of initial aftercare and long-term maintenance;
- i) details for monitoring and remedial measures;
- j) details for disposal of any wastes arising from works.

The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: To provide a net gain for biodiversity as required by Section 40 of the Natural Environment and Rural Communities Act 2006, paragraphs 170 and 175 of the National Planning Policy Framework, and Core Policy CP10 of the Lewes District Local Plan 2016.

21. The surface water drainage strategy outlined in HSP Consulting Flood Risk Assessment Report (dated September 2020) should be carried forward to detailed design. Surface water runoff from the proposed development should be limited to 5.4 l/s for all rainfall events, including those with a 1 in 100 (plus climate change) annual probability of occurrence.

Evidence of this (in the form of hydraulic calculations) should be submitted with the detailed drainage drawings. The hydraulic calculations should take into account the connectivity of the different surface water drainage features.

The details of the outfall of the proposed attenuation pond and how it connects into the watercourse should be provided as part of the detailed design. This should include cross sections and invert levels.

The condition of the ordinary watercourse which will take surface water runoff from the development should be investigated before discharge of surface water runoff from the development is made. Any required improvements to the condition of the watercourse should be carried out prior to construction of the outfall.

The detailed design should include information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely.

Reason: In order to ensure surface water is managed effectively in accordance with LLP1 policy CP12, LLP2 policies BA02(f) and DM22 and paras. 163 and 165 of the NPPF.

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

Reason: In order to ensure surface water is managed effectively in accordance with LLP1 policy CP12, LLP2 policies BA02(f) and DM22 and paras. 163 and 165 of the NPPF.

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

a) This plan should clearly state who will be responsible for managing all aspects of the surface water drainage system, including piped drains, and the appropriate authority should be satisfied with the submitted details.

b) Evidence that these responsibility arrangements will remain in place throughout the lifetime of the development should be provided to the Local Planning Authority.

Reason: In order to ensure surface water is managed effectively in accordance with LLP1 policy CP12, LLP2 policies BA02(f) and DM22 and paras. 163 and 165 of the NPPF.

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

Reason: To enable the recording of any items of historical or archaeological interest in accordance with Core Policy 11 in the Lewes District Local Plan Part 1; Joint Core Strategy 2010 – 2030; coupled with the requirements of paragraphs 189 - 199 of the National Planning Policy Framework 2018.

25. No phase of the development hereby permitted shall be brought into use until the archaeological site investigation and post - investigation assessment (including provision for analysis, publication and dissemination of results and archive deposition) for that phase has been completed and approved in writing by the Local Planning Authority. The archaeological site investigation and post - investigation assessment will be undertaken in accordance with the programme set out in the written scheme of investigation approved under condition 24.

Reason: To enable the recording of any items of historical or archaeological interest in accordance with Core Policy 11 in the Lewes District Local Plan Part 1; Joint Core Strategy 2010 – 2030; coupled with the requirements of paragraphs 189 - 199 of the National Planning Policy Framework 2018.

26. No buildings or structures within the development shall exceed two storeys in height.

Reason: In order to control the scale of the development in the interest of visual amenity and landscape impact in accordance with LLP1 policies CP10 and CP11, LLP2 policies DM25, DM27 and DM33 and sections 15 and 16 of the NPPF.

27. The development shall incorporate an appropriately sized children's play area that is integral to the overall design and layout of the development, is sited in safe, open and welcoming locations which are overlooked by dwellings and well used pedestrian routes, is provided with seating for accompanying adults, is additional to any incidental amenity space; and is properly drained, laid out, landscaped and equipped for use at an agreed stage or stages no later than the completion of the final dwelling of the development.

Reason: To provide a healthy living environment in accordance with policies DM15 and DM16 of LLP2 and section 8 of the NPPF.

28. Prior to the commencement of the development hereby permitted details of the protection of the trees to be retained shall be submitted to and approved in writing by the Local Planning Authority. The measures of

protection should be in accordance with BS5837:2012 and shall be retained until the completion of the development and no vehicles, plant or materials shall be driven or placed within the Root Protection zones.

Reason: In the interests of the amenity and the landscape character of the area in accordance with LLP1 policy CP10, LLP2 policy DM27 and section 15 of the NPPF.

29. Construction work shall be restricted to the hours of 0800 to 1800 Monday to Fridays and 0830 to 1300 on Saturdays and works shall not be carried out at any time on Sundays or Bank/Statutory Holidays.

Reason: In the interest of residential amenities of the neighbours having regard to Policy DM25 of the Lewes District Local Plan.

30. 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,

- o the anticipated number, frequency and types of vehicles used during construction,
- o means of reusing any existing materials present on site for construction works,
- o the method of access and routing of vehicles during construction,
- o the parking of vehicles by site operatives and visitors,
- o the loading and unloading of plant, materials and waste,
- o the storage of plant and materials used in construction of the development,
- o the erection and maintenance of security hoarding,
- o the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- o details of public engagement both prior to and during construction works.
- o address noise impacts arising out of the construction;
- o demonstrate that best practicable means have been adopted to mitigate the impact of noise and vibration from construction activities;
- o include details of the use of protective fences, exclusion barriers and warning signs;
- o provide details of the location and appearance of the site offices and storage area for materials, including a bunded area with solid base for the storage of liquids, oils and fuel;
- o details of any external 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.

11. **Background Papers**

11.1 None.