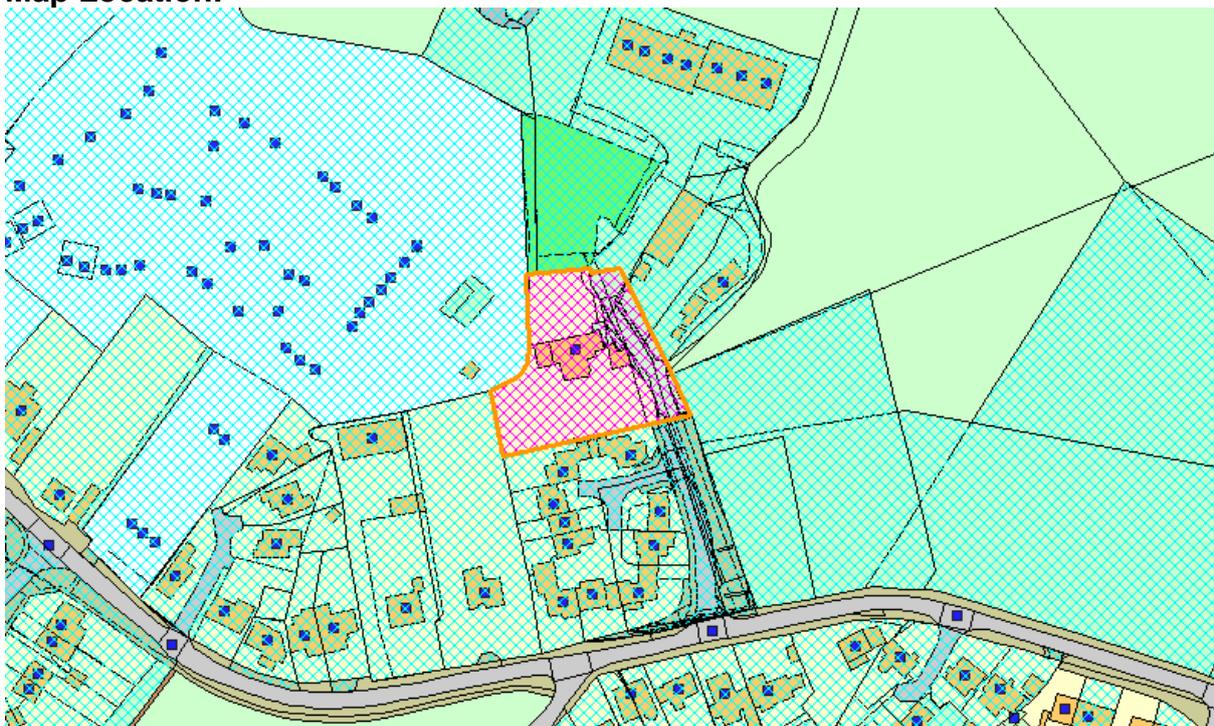


Report to:	Planning Applications Committee
Date:	7 July 2021
Application No:	LW/20/0733
Location:	Lionville, Bishops Lane, Ringmer, BN8 5LD
Proposal:	Outline permission for demolition of existing buildings and the erection of 7no. new dwellings, with all matters reserved except access.
Applicant:	P Beech
Ward:	Ouse Valley & Ringmer
Recommendation:	Grant outline planning permission subject to S106 agreement.
Contact Officer:	Name: Julie Cattell E-mail: julie.cattell@lewes-eastbourne.gov.uk

IMPORTANT NOTE: This scheme is CIL Liable.

Map Location:



1. **Executive Summary**

- 1.1 The proposed development is considered to represent sustainable development in accordance with all relevant local and national plan policies.
- 1.2 The proposed development 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, contributing towards the District Council's housing supply. It would provide economic benefits by generating additional custom for nearby shops and services.
- 1.3 The applicant has submitted indicative layout, design, scale, and landscaping details that demonstrate the site is capable of accommodating the development. It is considered that the development could be carried out without harm to the landscape, ecology, highway safety, flood risk or the historic environment.
- 1.4 It is therefore recommended that Outline Planning Permission is approved, subject to Reserved Matters, relevant conditions and a s106 agreement to secure off-site highways works.

2. **Relevant Planning Policies**

2.1 National Planning Policy Framework

- Achieving sustainable development
- Delivering a sufficient supply of homes
- Promoting sustainable transport
- Making effective use of land
- Achieving well designed places
- Meeting the challenge of climate change, flooding, and coastal change
- Conserving and enhancing the natural environment

2.2 Lewes District Local Plan

LDLP: – CP2 – Housing Type, Mix and Density

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

LDLP: – DM1 – Planning Boundary

LDLP: – DM24 – Protection of Biodiversity and Geodiversity

LDLP: – DM25 – Design

LDLP: - DM26 – Refuse and Recycling

LDLP: DM27 – Landscape Design

LDLP: DM33 – Heritage Assets

2.3 Ringmer Neighbourhood Plan

RNP:- 4.10 - Biodiversity

RNP:- 6.1 – New homes in Ringmer

RNP:- 6.3 – Scale of new development

RNP:- 8.3 – Parking

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

RNP:- 9.7 - Types of residential development

3. **Site Description**

3.1 The site is located on the west side of Tile Kiln, Ringmer and covers an area of approximately 1833m²/0.183ha, excluding the area of the road shown within the red line boundary in the site plan. The frontage to Tile Kiln is 48m long. Approximately half of the site is 46m deep, the remainder being between 30 and 20m. The site falls within an Archaeological Notification Area.

3.2 On the site at present is Lionville, a two-storey property dating from the late 19th century. Originally built as a pair of cottages converted into one in 1975, the property has been extended and altered over the years. Although built by a notable local developer, William F. Martin, it is neither statutorily nor local listed.

3.3 Tile Kiln is a cul-de-sac off Bishops Lane, and culminates in Diplocks Yard, a former commercial site which is currently being redeveloped to provide 10 new dwellings, with the retention of some commercial floorspace in the northern half of the site. To the west of the site is a development of 110 new residential properties. See planning history below.

3.4 Although the application site falls outside of the Ringmer Planning Boundary, it adjoins it to the north, south and east and is surrounded on all sides by residential development.

4. **Proposed Development**

4.1 The application seeks Outline Planning Permission to construct up to seven new dwellings with associated parking, 3 x 2 bed/4 person houses and 4 x 3 bed/5 person houses. At this stage, consent for access only is being sought, with all other matters reserved.

4.2 The scheme as submitted has been amended twice. A Transport Report was submitted, and the site layout altered in February 2021 to address Highways comments. The first-floor plans of plots 4-7 were increased in June 2021 to demonstrate that the illustrative scheme is capable of meeting the Nationally Described Space Standard, and the plots re-numbered.

- 4.3 The indicative scheme as amended shows the proposed houses arranged as two pairs of semi-detached houses and a terrace of three. As amended, the houses are shown as set back from the site frontage to allow for the relocation of the parking court from the southern boundary.
- 4.4 Although for illustrative purposes only, the design of the new houses is of the same traditional aesthetic of the Diplocks Yard development and has been drawn up by the same architectural practice.

5. **Relevant Planning History**

- 5.1 Application site - LW/75/0660 – Conversion of 1 and 2 Lionville into 1 dwelling – Approved
- 5.2 LW/14/0127 - Land north of Chapters, Bishops Lane - Erection of up to 110 dwellings to include affordable housing, access, and public open space – refused then allowed on appeal 6 January 2016, currently under construction.
- 5.3 LW/18/0331 - Land north of Chapters, Bishops Lane – Reserved Matters for 110 dwellings – Approved 11 June 2018.
- 5.4 LW/16/0704 - Demolition of commercial buildings, retention of industrial units and erection of 10 dwellings with garages, parking, replacement access road and external works on Diplocks Yard – Approved 23 February 2017, currently under construction.

6. **Consultations**

6.1 ESCC Highways

- 6.1.1 Original comments - Object as insufficient information with the application. A transport report should be submitted (5 – 35 dwellings). Whilst the D &A mentions the previous application and the existing industrial estate, no information is given on vehicular trips and effect of proposal on Tile Kiln and its junction with Bishops Lane. In order to fully assess the proposal this is required. In addition whilst I note this is Outline only with access at this stage the access layout and parking layout would not be acceptable as shown
- 6.1.2 The parking is effectively a rear courtyard that would not be overlooked and also for security reasons would likely lead to vehicles being parked in front of the properties instead. Whilst this section of the road is to remain private parking on the through road to the remaining industrial area and houses approved under 16/0704 may cause not only private issues but also further parking on the adopted section of Tile Kiln road. Thus the parking layout as shown would not be acceptable. The new access whilst onto a private road is shown to have footways around its bellmouth – one of which goes into a proposed parking space.
- 6.1.3 If a Transport Report and layout are not amended I will formally object due to insufficient information being submitted.
- 6.1.4 Amended comments – Recommend approval subject to conditions and informatives. These comments are issued in response to the

amended plans and Transport Report received from Lewes District Council on 2nd and 8th February 2021, respectively.

- 6.1.5 The applicant has provided a satisfactory Transport Report and amended the access and parking layout accordingly. Thus my previous objections are therefore withdrawn, and I recommend highway conditions and off-site highway works need to be secured for:
- Footway and dropped kerbs/tactile paving along Tile Kiln;
 - 30mph & repeater signs on both Tile Kiln and proposed access road.
- 6.1.6 A planning condition is required preventing this proposal commencing on site until the off-site highway works under LW/16/0704 have been implemented. A condition is also sought for access improvements onto Tile Kiln with this proposal to ensure the private access road leading to the site is carried out.
- 6.1.7 Although the application is for outline permission only the access is to be dealt with at this stage with all other matters reserved. The proposal includes two accesses (one existing) to serve this site from the private access road leading from Tile Kiln past the site to the industrial estate to the north. These accesses are shown to be 4.5 metres wide with 2 metres junction radii which are acceptable in terms of layout.
- 6.1.8 Although the application is for outline permission only the access is to be dealt with at this stage with all other matters reserved. The proposal includes two accesses (one existing) to serve this site from the private access road leading from Tile Kiln past the site to the industrial estate to the north. These accesses are shown to be 4.5 metres wide with 2 metres junction radii which are acceptable in terms of layout.
- 6.1.9 In order for pedestrians from this site (and existing Tile Kiln residents) to safely reach the local schools to the east and other local village facilities, a new 2 metres wide footway needs to be provided not just within the site itself, but also along the length of the eastern side of Tile Kiln. It would need to go around into Bishops Lane together with dropped kerbs & tactile paving provided to enable pedestrians to cross Bishops Lane in this location. Repeater 30mph signs would also be required on Tile Kiln as there is no street lighting at this location in Ringmer. Whilst all these works have been secured through the previous planning permission for the adjacent industrial site/10 dwellings under LW/16/0704 these works have yet to be carried out/completed. In order for this current proposal to be acceptable they need to be in place or carried out by the applicant prior to commencement of this development which, in this instance, can be secured through a condition of any planning permission.
- 6.1.10 Related Information Computer System (TRICS). It concludes that the development (net gain 6 dwellings) would generate approximately 29 daily trips with 4 (3.5) in the AM peak and 3 in the PM peak. From my own interrogation of TRICS I concur that the proposal would

generate around 35 daily trips (net gain of 30 trips). I concur that the net gain on the public highway network during the peak network hours would not justify a highway objection. Furthermore, with the directional split in traffic such a small increase would have an immaterial impact on the surrounding junctions including Earwig Corner/A26 junction.

6.2 Trees and Landscape officer

6.2.1 No comments received.

6.3 Southern Water

6.3.1 Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer. To make an application visit: developer.services.southernwater.co.uk and please read our New Connections Services Charging Arrangements documents which are available on our website via the following link: southernwater.co.uk/developing-building/connection-charging-arrangements.

6.3.2 The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development.

6.3.3 It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

6.4 Town or Parish Council

6.4.1 It has not been demonstrated 7 houses will fit on the site as front doors will be too close to the road and gardens will be too small.

6.4.2 The pond with Great Crested Newts will be destroyed as will be concreted over in order to meet with parking requirements.

6.4.3 A character building (Lionville), although not listed but still with some significance, will be lost.

7. **Neighbour Representations**

7.1 Representations have been received from 6 local residents and the North Ringmer Residents Association objecting to the application for the following reasons:

Density at 30.43 is above density allowed in RNP and LDC LP.

Overdevelopment

Mitigation for GCNs should be included.

Increase in traffic

Parking spaces along boundary will be noisy

Drainage issues

Additional pressure on local infrastructure

Air pollution

Noise, dust etc from building, works - no new development should take place until all new homes being built have been occupied

Would be a pity to see Lionsville demolished, is a building of character

Would have damaging effect on wildlife, especially the potential for GCNs in pond

Houses too small, gardens too small, too close to road where HGVs pass through

Example of a site being subdivided to avoid affordable housing

Impact of construction traffic on local roads

Road safety implications for school children

Overdevelopment in an already overdeveloped area

Site not allocated

D and A out of date and misleading

Selective use of NPPF policies

LDC has 5-year housing supply,

Proposal is a departure from local plan and should be refused

No biodiversity

Cllr Denis – call in to committee, concerns – concern about density, loss of biodiversity and impact of HGV lorries.

Cllr McLeod – call in to committee – concern about HGV lorries, overdevelopment, very inappropriate design.

8. **Appraisal**

8.1 Key Considerations

8.1.1 The main considerations are principle of developing the site, capability of the site to accommodate the amount of development, parking, amenity.

8.2 Principle

8.2.1 It is recognised that the site is outside of the Ringmer Planning Boundary, albeit surrounded on all sides by on-going residential development, and would technically conflict with policy DM1.

8.2.2 However, as of March 2021, the council can no longer demonstrate a five-year housing supply.

8.2.3 Development proposals that accord with an up-to-date development plan should be approved and where a planning application conflicts with an up-to-date development plan, permission should not usually be granted (NPPF paragraph 12). However, where the local planning authority cannot demonstrate a five-year supply of deliverable housing sites, development plan policies that are the most important

for determining a specific planning application are regarded as being out of date

- 8.2.4 The Government's standard method for calculating local housing need identifies a housing need for Lewes district of 782 new homes each year. The Council cannot currently demonstrate a five-year supply of deliverable housing sites to meet this identified level of housing need. Therefore, paragraph 11(d) of the NPPF is engaged via footnote 7.
- 8.2.5 The practical application and consequence of this is that unless policies protecting areas or assets of particular importance provide a clear reason for refusal, permission must be granted unless it can be demonstrated that any adverse impacts would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole.
- 8.2.6 Existing development plan policies should not be considered out-of-date simply because they were adopted or made prior to the revision of the NPPF in 2018, and its subsequent update in 2019. Due weight should be given to them according to their degree of consistency with the policies of the Framework (paragraph 213). The NPPF is therefore an important material consideration that may over-ride development plan policies which were adopted prior to the publication of the Framework and are not consistent with it.
- 8.2.7 The Lewes District Local Plan Part 1 Joint Core Strategy 2010-2030 was adopted prior to the publication of the revised NPPF, and its policies should therefore be given due weight according to their degree of consistency with the Framework (the closer the policies in the Local Plan to the policies in the Framework, the greater the weight that may be given to them). In the case of the housing delivery requirement set out within Spatial Policy 1, no weight should be given in accordance with paragraph 72 of the NPPF.
- 8.2.8 Taking this key factor into consideration, the development of this site for up to 7 new houses is acceptable.
- 8.2.9 Policies CP2, 9.2 and 9.7 support proposals which include smaller units, such as proposed here, as well as higher residential densities. The proposal would yield a residential density of 38dph, which although higher than upper level of 30dph as recommended by policies CP2 and 9.2, is directly comparable with the density of Diplocks Yard. As such it can be justified as exceptional.
- 8.2.10 Policy 6.1 allocates land for at least 240 dwellings; however, this reflects the minimum number of new homes to be developed in the area during the plan period. This does not preclude additional residential development such as proposed here, given the council's current lack of five-year housing supply.

8.3 Design and landscaping

- 8.3.1 As noted above, the design, height, scale, and layout of the proposal is not considered at this stage. However, the Design and Access Statement indicates that the final scheme would be broadly in

compliance with the illustrative drawings and palette of materials, which in turn demonstrate compliance with policies CP11, DM25, 9.1 and 9.3.

8.3.2 An Arboricultural Report was submitted with the application which indicates that the site offers little in terms of Arboricultural features and none of the trees are protected. All trees, hedges and shrubs are domestic and ornamental in nature. The indicative layout indicates that one of the existing trees will be retained and condition has been recommended to ensure that it is protected during construction works in accordance with policies DM24 and 4.10.

8.3.3 Landscaping will be considered at Reserved Matters stage and will be required to comply with policies DM27 and 9.6

8.4 Amenity

8.4.1 The illustrative layout and house type plans indicate that the site is capable of avoiding any overlooking or overshadowing of adjacent residential properties.

8.4.2 Each property would have a rear garden of varying depth due to the shape of the site. The illustrative floor plans demonstrate that the site is capable of delivering units that comply with the Nationally Described Space Standard in compliance with policy 9.4 and the amenity criteria of policies CP11 and DM26. Details of refuse and recycling facilities to comply with policy DM26 can be secured by condition.

8.5 Transport and parking

8.5.1 The ESCC parking calculator generates a demand for 15.98 (16) spaces for a development of this type. The illustrative layout indicates that this level of parking can be achieved on the site, which complies with policy 8.3. Details of electric car charge points and of secure, undercover cycle storage are to be secured by condition to comply with policy CP13.

8.5.2 ESCC Highways has no objection to the proposal as amended, subject to conditions and off-site works to be secured by a s106 agreement.

8.5.3 The number of vehicle movements to and from the commercial development will not be any different to that examined under LW16/0704, where it was generally felt that the relatively low volume of traffic, which will be predominantly small vehicles rather than large HGVs on a regular basis, would not create a harmful environment for commercial use and residential use to co-exist at the same site. It should be noted that this relationship has existed at Tile Kiln since that development was completed and through the demolition of the other commercial units and the abattoir which existed at the Diplocks Yard site prior to the initiation of the residential development approved under LW16/0704 can only further improve this relationship.

8.6 Sustainability, drainage, and flooding

- 8.6.1 Details of how the development will reduce carbon emissions in compliance with policy CP14.
- 8.6.2 No drainage scheme was submitted with the application to demonstrate how the proposal will meet policy CP12, so will, again, be secured by condition.

8.7 Ecology

- 8.7.1 The Preliminary Ecological Assessment (PEA) notes the presence of Greater Crested Newts (GCN) in the pond on the site. The PEA recommends a protection and translocation package to a nearby receptor site, provisionally the purpose made amphibian receptor compound within the adjacent Potters field site subject to the agreement of the developer Bovis. Should this not be acceptable an alternative location will be considered and noted within the license application to Natural England. Relocation which will be secured by condition to comply with policies DM24 and 4.10.
- 8.7.2 No evidence of other protected species was detected on the site.
- 8.7.3 The PEA recommends a suite of ecological enhancements, full details of which are to be secured by condition to comply with policies DM24 and 4.10.

8.8 Archaeology

- 8.8.1 The site falls within an Archaeological Notification Area so the necessary investigations will be required prior to commencement of any works to comply with policies CP11 and DM33.

8.9 Conclusion

- 8.9.1 Most of the objections raised in representations have been addressed in the main body of the report or by recommended conditions.
- 8.9.2 Regarding impact on local infrastructure, the application, if approved, will be liable for CIL contributions to mitigate the increased demand on local infrastructure.
- 8.9.3 In conclusion, the proposal as amended is supported in principle by the NPPF. It has been satisfactorily demonstrated that the site is capable of delivering 7 dwellings that would meet all relevant local and neighbourhood plan policies and will contribute towards the council's housing supply. Outline planning permission is recommended subject to conditions and a s106 agreement to secure off-site highways works.

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 In view of the above the proposed development is considered to be acceptable and approval is recommended subject to conditions and a S106 agreement to secure off-site highways works requested by ESCC Highways.

10.2 Should the S106 not be completed within 6 months of the date of the committee resolution is it recommended that permission is refused under delegated powers if there is no meaningful progress towards completion of the agreement.

10.3 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	29 October 2021	0420-P1 Site Location Plan
Proposed Block Plan	8 June 2021	0420-P2 Proposed block plan
Proposed Layout Plan	8 June 2021	0420-P4 Proposed site plan

PLAN TYPE	DATE RECEIVED	REFERENCE
Street Scene	8 June 2021	0420-P5 Proposed street scene
Proposed Floor Plan(s)	7 June 2021	0420-P6 Proposed house types plots 1-3
Proposed Floor Plan(s)	7 June 2021	0420-P7 Proposed house types plots 4 _ 5
Proposed Floor Plan(s)	7 June 2021	0420-P7 Proposed house types plots 4 _ 5
Design & Access Statement	9 June 2021	Design and Access Statement
Tree Statement/Survey	29 October 2021	PEA & Arboricultural Appraisal Report
Transport Assessment	2 February 2021	Transport Report

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

4. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters:
- the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and egress and routeing of vehicles during construction,
 - the parking of vehicles by site operatives and visitors,
 - the loading and unloading of plant, materials, and waste,
 - the storage of plant and materials used in construction of the development,
 - the erection and maintenance of security hoarding,
 - the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - details of public engagement both prior to and during construction works.

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

5. No development shall commence until the vehicular access serving the development (onto Tile Kiln) has been constructed in accordance with plans and details that shall have been submitted to and approved in writing by the Local Planning Authority.

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

6. No development shall commence, including demolition, until details/samples of all external materials have been submitted to and approved in writing by the Local Planning Authority and carried out in accordance with that consent.

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

7. No development shall commence, including demolition, until drainage design and detailed hydraulic calculations supporting the design, and showing no increase in flood risk for all rainfall events including those with a 1 in 100 (plus 40% for climate change) have been submitted to and approved in writing by the Local Planning Authority. These shall be supported by a site investigation which incorporates the following:
 - Infiltration testing should be completed in accordance with BRE365 at locations and depth commensurate to the proposed infiltration features.
 - Groundwater monitoring during autumn and spring

The proposed soakaways/infiltration system shall have a 1m unsaturated zone between its base and the highest recorded groundwater level. If this cannot be achieved, an alternative point shall be investigated. If the infiltration is found not to be feasible and utilising the existing drainage system is proposed, a detailed investigation shall be completed. This should include a CCTV survey determination of location, size, and discharge point. This shall include an assessment of its previous performance and whether it has enough capacity to receive surface water runoff from the proposed development. Any upgrade, maintenance or rehabilitation should be carried out if required.

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

8. No development shall commence, including demolition until a maintenance and management plan for the entire drainage system has been submitted to the planning authority to ensure the designed system takes into account design standards of those responsible for maintenance. The management plan should cover the following:
 - 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.
 - Evidence that these responsibility arrangements will remain in place throughout the lifetime of the development should be provided to the Local Planning Authority

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

9. Prior to the commencement of development, details of a scheme for the protection of those trees which are to be retained on the site shall be submitted to and approved by the Local Planning Authority. The approved details shall be implemented prior to the commencement of construction and shall thereafter be retained until construction work has finished.

Reason: To help safeguard trees on and in the vicinity of the site, having regard to Policy DM of the Lewes District Local Plan.

10. No development shall commence, including demolition, 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 having regard to policies CP11 and DM33 of the Lewes District Local Plan and to the National Planning Policy Framework.

11. No development shall commence, including demolition, until the translocation of the Greater Crested Newts present on the site has taken place in accordance with the recommendations in the PEA prepared by The Ash Partnership submitted with this application and confirmed in writing by a suitable qualified Ecologist.

Reason: To protect habitats and species identified in the ecological surveys from adverse impacts during construction having regard to policies DM24 of the Lewes District Local Plan and 4.10 of the Ringmer Neighbourhood Plan and the National Planning Policy Framework, and to avoid an offence under the Wildlife and Countryside Act 1981, as amended.

12. No development shall commence, including demolition, until the vehicular access serving the development (onto Tile Kiln) has been constructed in accordance with plans and details that shall have been submitted to and approved in writing by the Local Planning Authority

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

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

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

14. The development hereby approved shall not be occupied 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 10.

Reason: To enable the recording of any items of historical or archaeological interest having regard to policies CP11 and DM33 of the Lewes District Local Plan and to the National Planning Policy Framework

15. The development hereby approved shall not be occupied until evidence (including photographs) has been submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.

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

16. The development hereby approved shall not be occupied until full details of storage for refuse and recycling bins have been submitted to and approved in writing by the Local Planning Authority. These areas shall thereafter be retained.

Reason: To ensure that the facilities are available having regard to policy DM26 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework

17. The development hereby approved shall not be occupied until cycle storage facilities 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.

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

18. The development hereby approved shall not be occupied until the off-site highway works approved under previous permission LW/16/0704 have been implemented.

Reason: In the interests of highway safety.

19. The development hereby approved shall not be occupied until details for the provision of electric car charging points have been submitted to

and approved in writing by the Local Planning Authority and shall be implemented in accordance with that approval prior to occupation.

Reason: To promote sustainable ways of transport in accordance with policies CP13 and CP14 of the Lewes District Joint Core Strategy National Policy Guidance contained in the National Planning Policy Framework.

20. The development hereby approved shall not be occupied until details of the biodiversity enhancements set out in the PEA prepared by The Ash Partnership submitted with this application have been implemented and confirmed in writing by an Ecologist together with photographic evidence of the implementation.

Reason: To enhance the biodiversity of the site having regard to policies DM24 of the Lewes District Local Plan and 4.10 of the Ringmer Neighbourhood Plan and the National Planning Policy Framework.

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

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

22. Notwithstanding the provisions of the Town and Country (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no development described in Part 1 and Part 2 of Schedule 2, other than hereby permitted, shall be undertaken unless the Local Planning Authority otherwise agrees in writing.

Reason: A more intensive development of the site would be likely to adversely affect the appearance and character of the area having regard to policies CP11 and DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework

23. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure that risks from any land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property, and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors having regard to policy DM21 of the Lewes District Local Plan and to guidance contained in the National Planning Policy Framework.

24. 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 policies CP10 CP11, DM25 of the Lewes District Local Plan and to guidance contained in the National Planning Policy Framework.

10.4 Informatives:

1. This Authority's requirements associated with this development proposal will need to be secured through a Section 171/278 Legal Agreement between the applicant and East Sussex County Council. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
2. The applicant is advised of the requirement to enter into discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway. The applicant should contact East Sussex Highways (0345 6080193).
3. The applicant is advised that the erection of temporary directional signage should be agreed with East Sussex Highways (01345 6080193) prior to any signage being installed.
4. Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer. To make an application visit: developer.services.southernwater.co.uk and please read our New Connections Services Charging Arrangements documents which are available on our website via the following link: southernwater.co.uk/developing-building/connection-charging-arrangements

11. **Background Papers**

11.1 None.