

**Report to:** Planning Applications Committee

**Date:** 15<sup>th</sup> March 2023

**Application No:** LW/22/0840

**Location:** Bridge Farm, Barcombe Mills Road, Barcombe

**Proposal:** Erection of one workshop comprising 4 modular units with associated car parking on the established rural employment site.

**Applicant:** Mr M Stroude

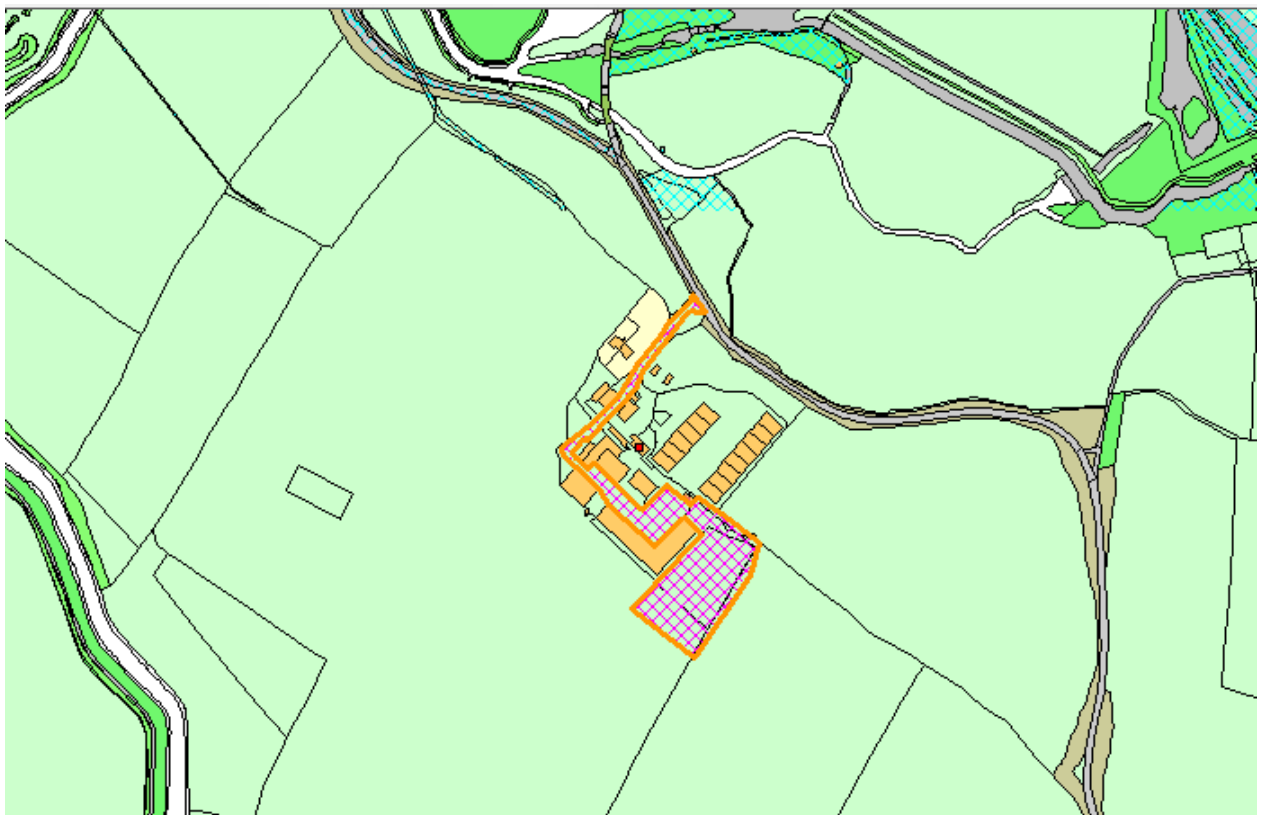
**Ward:** Ouse Valley and Ringmer

**Recommendation:** Subject to no adverse comments being received from ESCC Highways then the application be delegated to the Head of Planning to approve subject to conditions, including requirement of a footpath diversion order.

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**IMPORTANT NOTE: This scheme is not CIL Liable.**

**Site Location Plan:**



1.	<b>Executive Summary</b>
1.1	The proposed development involves an expansion of an existing rural business estate outside of the area of previously developed land. The business estate is recognised in the Ringmer Neighbourhood Plan (NP) Policy 5.1 (EMP23) as a site that would help...” ensure there are sufficient suitable employment sites available to support economic growth throughout the planning period” (2010-30). The NP also explains that...” more intensive use of (this) site and the upgrading of ...facilities, will be supported”
1.2	Farm diversification and rural employment development are supported as a means to improve the rural economy. However, this support is caveated by a need, amongst other considerations, to “preserve the character and quality of the surrounding rural environment”.
1.3	The proposed scheme would sit outside the agreed employment site boundary, but it would be contiguous to that boundary.
1.4	The scheme would result in some loss of agricultural land. Natural England macro scale mapping suggests that this is Grade 3 land and it is noted the portion that would be lost is modest in comparison to the overall scale of the field, is awkwardly shaped, is subject to shading due to being positioned between existing buildings and the hedgerow and has become divorced from the remainder of the field, with planting not being carried out on it over recent years.
1.5	The scheme is not needed for essential employment retention, but, is proposed for economic and employment growth and demand for which there is some evidence.
1.6	Overall, the scheme would not unacceptably impact on residential neighbour amenity or on the neighbouring rural countryside character.
1.7	The scheme would be designed to be in keeping with the existing business estate and would appear like a growing cluster of farmyard buildings.
1.8	It is likely that there would be no unacceptable impact on the local road network, but final trip rates and therefore impacts are still to be fully understood and agreed. It is important to acknowledge however that the previous scheme (a larger development) did not receive an objection from the ESCC Highways.
1.9	Overall, the scheme is supported for recommendation. Should Committee support this recommendation, officers advise that the application is delegated for approval to the Head of Planning once the Highway Authority is satisfied with agreed trip rates and that these would not unacceptably impact on the rural network.

<b>2.</b>	<b>Relevant Planning Policies</b>
2.1	<p><u>National Planning Policy Framework (NPPF)</u></p> <p>2. Achieving sustainable development</p> <p>4. Decision making</p> <p>6. Building a strong, competitive economy</p> <p>8. Promoting healthy and safe communities</p> <p>9. Promoting sustainable transport</p> <p>11. Making effective use of land</p> <p>12. Achieving well-designed places</p> <p>14. Meeting the challenge of climate change, flooding, and coastal change</p> <p>15. Conserving and enhancing the natural environment</p> <p>14. Conserving and enhancing the historic environment</p>
2.2	<p><u>Lewes Local Plan Part 1 (LLP1)</u></p> <p>SP1 – Provision of Housing &amp; Employment Land</p> <p>CP4 – Economic Development &amp; Regeneration</p> <p>CP10 – Natural Environment &amp; Landscape</p> <p>CP11 – Built and Historic Environment &amp; Design</p> <p>CP12 – Flood Risk, Coastal Erosion and Drainage</p> <p>CP13 – Sustainable Travel</p> <p>CP14 – Renewable and Low Carbon Energy</p>
2.3	<p><u>Lewes Local Plan Part 2 (LLP2)</u></p> <p>DM1 – Planning Boundary</p> <p>DM9 - Farm Diversification</p> <p>DM10 - Employment Development in the Countryside</p> <p>DM11 - Existing Employment Sites in the Countryside</p> <p>DM14: Multi-functional Green Infrastructure</p> <p>DM18 - Recreation and Rivers</p> <p>DM19 - Protection of Agricultural Land</p> <p>DM20 – Pollution Management</p> <p>DM21 - Land Contamination</p> <p>DM22 – Water Resources and Water Quality</p> <p>DM23 – Noise</p> <p>DM24 – Protection of Biodiversity and Geodiversity</p> <p>DM25 – Design</p>

	<p>DM26 - Refuse and Recycling</p> <p>DM27 – Landscape Design</p> <p>DM33 – Heritage Assets</p>
2.4	<p><u>Ringmer Neighbourhood Plan (RNP)</u></p> <p>4.1 The countryside in Ringmer</p> <p>4.4 The River Ouse banks between Lower Stoneham and Barcombe Mills</p> <p>4.5 Access to the countryside: public footpaths</p> <p>4.6 Accessible countryside and natural or semi-natural greenspace</p> <p>4.9 Green corridors, ponds, and streams</p> <p>4.10 Maintaining and enhancing biodiversity</p> <p>4.11 Avoidance of light pollution</p> <p>5.1 Employment in Ringmer</p> <p>EMP23 Bridge Farm, Barcombe Mills</p> <p>8.2 The local road network within Ringmer parish</p> <p>8.3 Provision of adequate off-road parking</p> <p>8.5 Road safety</p> <p>8.10 Water supply</p> <p>8.11 Drainage &amp; sewerage</p> <p>8.12 Waste disposal &amp; recycling</p> <p>9.1 Design, massing, and height of buildings</p> <p>9.2 Making good use of available land</p> <p>9.3 Materials</p> <p>9.6 Hard &amp; soft landscaping</p>

<b>3.</b>	<b>Site Description</b>
3.1	The site is located outside of, but contiguous to the planning boundary and occupies a wedge-shaped portion of an agricultural field which does not appear to have been planted with crops recently and is partially covered by bramble and overgrowth.
3.2	The employment site has 7 main buildings. The site is accessed from Barcombe Mills Road which connects with a network of hard surfaced internal access roads. Hard surfaced parking areas are provided within the site.
3.3	The existing employment site occupies low lying land to the east of the river Ouse. Other than a pair of semi-detached houses to the immediate north of the site the surrounding landscape is largely undeveloped, comprising a network of predominantly arable enclosed fields with

	Barcombe Mills and reservoir relatively close by to the north. A public footpath, RIN/7/2 directly flanks the eastern site boundary, running north towards Barcombe Mills and south towards Upper Wellingham.
3.4	The majority of the existing business estate falls within the area identified as an Employment Site under EMP23 of the Ringmer Neighbourhood Plan. However, the site itself just outside of this designation, lying to the south-east of it. The site falls wholly within the area subject to policy 4.4 of the Ringmer Neighbourhood Plan which seeks to encourage recreational and tourist use of the riverbanks between Chalkham Farm and Barcombe Mills.
3.5	The site itself is identified as being at very low risk of tidal, fluvial, or surface water flooding. However, it is noted that the site access falls within Flood Zone 3 (high risk of tidal/fluvial flooding) and part of the wider business site to the north falls within Flood Zone 2 (medium risk of tidal/fluvial flooding). The site also falls within an Archaeological Notification Area.
3.6	Other than those mentioned above, there are no specific planning designations or constraints attached to the site or the immediate surrounding area.

<b>4.</b>	<b>Proposed Development</b>
4.1	The proposal involves the erection of a single workshop building which would be subdivided into 4 x self-contained units. The building would measure approx. 55 metres in length. The building frontage would be staggered increasing from 21 metres depth on the northern side of the building to 28 metres on the southern side. The ridge line of the roof would be at 6.1 metres. The roof would have a gable form that would be asymmetrical due to the staggered frontage with the eaves height on the eastern elevation being a constant 4.875 metres and the eaves increasing to 5.488 metres on the western elevation on the narrower parts of the building. The overall floor area provided would be 1,289.22 m <sup>2</sup> at ground floor level. It is noted that mezzanines have been installed in some of the existing units, but no mezzanine level would be included within the proposed building.
4.2	Openings provided would comprise roof lights installed in both the east and west facing roof slopes, full height shutter doors and adjacent solid personnel doors for each unit on the western (front) elevation and a single solid personnel door for each unit on the eastern (rear) elevation.
4.3	A hard-surfaced parking, turning and access area would be provided to the front of the building. 21 parking bays provided, 3 of which would be of suitable dimensions for use by people with disabilities.
4.4	It is proposed that the existing footpath flanking the east of the site would be diverted to the opposite side of the hedgerow marking the boundary between the site and the field to the east. This would require a footpath

	diversion order to be agreed with East Sussex County Council. The aim of the diversion would be to maintain to some extent its pastoral character.
4.5	A surface water attenuation pond would be formed to the south of the building and tree and hedge planting would be included on the eastern boundary and to the south of the building where it would be in the form of a 5-10 metre wide belt of trees and hedging intended to provide screening.

<b>5.</b>	<b>Relevant Planning History:</b>
5.1	<b>LW/11/0124</b> - Change of use of farm buildings to business uses (B1 & B8) – Approved Conditionally 31st March 2011
5.2	<b>LW/15/0456</b> - Change of use from agricultural building to a flexible commercial use under Class R – Approved Conditionally 10th August 2015
5.3	<b>LW/16/0506</b> - Erection of new B1/B8 workshops – Approved Conditionally 24th November 2016
5.4	<b>LW/17/0257</b> - Amendment to planning approval LW/16/0506 (Erection of new B1/B8 workshops) to alter the elevations to provide translucent panels – Approved Conditionally 3rd April 2017
5.5	<b>LW/19/0923</b> - Erection of two B1/B8 workshops on established rural employment site – Approved Conditionally 3rd April 2020
5.6	<b>LW/21/1005</b> - Erection of one workshop comprising 6 modular units with associated car parking on the established rural employment site – Refused 9th September 2022

<b>6.</b>	<b>Consultations:</b>
6.1	<u>Ringmer Parish Council:</u> Support.
6.2	<u>Barcombe Parish Council (Note: The application site is in Ringmer Parish but adjacent to Barcombe Parish)</u>  Over development of the site. The existing size and level of activity on the site is sufficient. Unacceptable increase in traffic volume Road safety hazard Road damage caused by increased traffic Unacceptable impact on the dark sky policy from site lighting Possible flood risk from increase in hard surfaces.

	<p>The Parish council also requests that conditions from the previous development (LW/16/0506) are reviewed as light fittings appear not to be hooded/subject to motion detection triggers. It is also reported that lights are on late into the evening.</p>
6.3	<p><u>ESCC Highways</u></p> <p>Comments are yet to be provided for the current scheme.</p> <p>The 1952 m<sup>2</sup> scheme approved under LW/19/0923 was assessed by ESCC Highways who estimated that it would generate additional vehicular movements at a rate of approx. 1 per 2 minutes during peak hours and that this level of increase would not significantly impact upon highway safety and the free flow of traffic and that no further modelling of the impact upon nearby junctions would be required.</p>
6.4	<p><u>LDC Ecology</u></p> <p>Comments are yet to be provided for the current scheme. Comments provided for the previous, larger scheme (LW/21/1005) are provided below.</p> <p>It is considered that sufficient information has been provided to be able to assess the ecological impacts of the proposed development. Works should only be undertaken under a precautionary approach and in accordance with the recommendations in the Preliminary Ecological Appraisal (Phlorum, June 2021) and in the additional advice given above. Further details of habitat and species enhancement measures should be submitted prior to commencement of development. These could be included within an Ecological Design Strategy (EDS) or similar document.</p>
6.5	<p><u>Environment Agency</u></p> <p>No objection.</p>
6.6	<p><u>ESCC Archaeology</u></p> <p>The proposed development is within an Archaeological Notification Area associated with a small Roman town. Recent archaeological investigations undertaken as part of the Culver Archaeological Project has identified evidence for an extensive Roman settlement centred on the junction between two Roman roads to the west of Bridge Farm, possibly overlain by a rectilinear double-ditched enclosure which may be of military origin. Further afield, additional evidence for Roman occupation is present, including a villa complex and a number of industrial and religious sites. Evidence for prehistoric activity has also been identified in the wider environs of the site, including waterlogged Bronze Age remains.</p> <p>The present application is accompanied by a comprehensive Archaeological Desk Based Assessment prepared by the Culver Archaeological Project. This has concluded that the site has high potential to contain archaeological deposits or features related to the nearby Roman settlement and recommends that the proposal site is subject to archaeological evaluation in advance of construction. We concur with this assessment.</p> <p>In the light of the potential for impacts to heritage assets with archaeological interest resulting from the proposed development, the area</p>

	<p>affected by the proposals should be the subject of a programme of archaeological works. This will 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. These recommendations are in line with the requirements given in the NPPF (the Government's planning policies for England):</p>
6.7	<p><u>ESCC Rights of Way</u></p> <p>This application proposes that the units will be positioned closer to the existing route of Footpath Ringmer 7b than was proposed under the previous application (LW/21/1005). A diversion of the path will therefore be all the more essential if consent is granted.</p> <p>Need for the diversion process to be pursued at an early stage if the application is approved, since an order under Section 257 of the Town and Country Planning Act 1990 must be made prior to the development being substantially completed.</p>

<b>7.</b>	<b>Other Representations:</b>
7.1	<p>9 letters of support have been received. A summary of comments made is provided below: -</p> <ul style="list-style-type: none"> <li>• There is high demand for modern purpose-built commercial units</li> <li>• Supports local businesses and provides employment.</li> <li>• Lack of similar units available elsewhere.</li> <li>• Would provide high quality units on a well-run employment site</li> <li>• Planting to be provided will improve the environment and provide screening</li> <li>• The site has good transport links</li> <li>• Rural businesses need rural employment sites</li> <li>• Increase in vehicle traffic will be minimal</li> </ul>
7.2	<p>9 letters of objection have been received. A summary of comments made is provided below: -</p> <ul style="list-style-type: none"> <li>• Application is the same as the previously refused scheme apart from one modification.</li> <li>• Previous reason for refusal has not been addressed.</li> <li>• Noted that the ditch adjacent to the site filled up quickly during flooding in January 2023</li> <li>• Loss of greenspace/habitat.</li> </ul>



	<ul style="list-style-type: none"> <li>• Unsympathetic to the open character of the countryside.</li> <li>• Increase in traffic</li> <li>• Unsympathetic lighting would impact upon dark night skies.</li> <li>• Increase in light pollution</li> <li>• Harmful impact upon neighbour amenities</li> <li>• Creates a precedent for further expansion of site into countryside</li> <li>• Sceptical of ability to enhance biodiversity</li> <li>• Increase in noise pollution.</li> <li>• Lack of footpath links for pedestrians and position of site access close to bend in road causes a highway hazard.</li> <li>• The LVIA is misleading in depiction of screening provided by landscaping.</li> <li>• Increased flood risk due to hard surfacing.</li> <li>• Harmful impact upon the amenity value of the passing public footpath</li> <li>• Would encroach upon archaeological remains that are still being uncovered.</li> <li>• LDC planning policy objected to previous expansion of the site</li> </ul>
7.3	One neutral letter received. The letter requested that any approval prohibits use of translucent panels on the elevation walls of the buildings, if approved, in order to control light emissions from the buildings.

<b>8.</b>	<b>Appraisal:</b>
8.1	<p><u>Key Considerations:</u></p> <p>The main considerations relate to the principle of the development; the impact upon the character and appearance of the area, upon green infrastructure and the wider landscape, neighbour amenities, highway/pedestrian safety and flood risk with the ultimate consideration being the balance any harms and benefits caused by the scheme on the context of the economic, environmental and social objectives that comprise sustainable development.</p> <p>The demand for additional employment facilities will be considered as well as the current availability of land/existing facilities to meet this demand.</p>
8.2	<p><u>Principle of Development</u></p> <p>The site is located outside of the settlement boundary. Policy DM1 of the Lewes District Local Plan (part two) adopts a strict approach to development within the countryside, stating that 'outside the planning boundaries, the distinctive character and quality of the countryside will be</p>

protected and new development will only be permitted where it is consistent with a specific development plan policy or where the need for a countryside location can be demonstrated.

Para. 84 (b) of the National Planning Policy Framework (NPPF) states that planning policies and decisions should support the development and diversification of agricultural and other land-based rural businesses.

Para. 85 goes on to state that 'Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.'

Policy CP4 of the Lewes District Local Plan Part 1 states that 'in order to stimulate and maintain a buoyant and balanced local economy through .... the rural economy and ensuring that the district's economy does not become reliant on one or two sectors, the local planning authority will take a flexible and supportive approach to economic development.'

Policy DM9 of Local Plan Part 2 (LLP2) identifies development which forms part of a farm diversification scheme or otherwise helps maintain the viability of farm businesses engaged in sustainable land management as acceptable within a rural location provided the following criteria are met.

- i. the proposed development will stimulate new economic activity with a use appropriate to its rural location.
- ii. wherever possible, new or replacement buildings are located within or adjoining an existing group of buildings.
- iii. any new building responds sensitively to its rural setting, in terms of its scale, layout, design and use of materials.
- iv. the proposed development would not create an unacceptable impact on the local road network or require highway improvements that would harm the landscape or ecological value of rural roads in the area.

LLP2 policy DM11 supports redevelopment and intensification of existing employment sites. Outward expansion of a site can be supported where it can be demonstrated that "retention of an employment use" is needed and that there is no suitable alternative site.

The bulk of the existing development falls within an area designated as an employment site under EMP23 of the Ringmer Neighbourhood Plan. The site itself does not fall within this designation, but sits contiguous to it.

The general principle of rural employment development is therefore considered to be acceptable. And whilst DM 11 is likely not to be met in full, since the application is for "economic growth", on balance, because of

	<p>the limited impact on the countryside setting of the scheme, the principle of the development is supported.</p>
8.3	<p><u>Planning Obligations</u></p> <p>None required although a footpath diversion order would need to be put in place to secure the realignment of the footpath on the eastern boundary of the site.</p>
8.4	<p><u>Visual Impact</u></p> <p>The site is within a rural setting where, other than the cluster of buildings that make up the existing business estate and neighbouring dwellings, there is no development within the immediate surroundings and development in the wider landscape is restricted to sporadic clusters of agricultural buildings and rows of dwellings that generally flank roads and do not intrude significantly into the countryside.</p> <p>The business estate has grown towards Barcombe Mills Road, with purpose-built buildings being erected, most recently in 2020.</p> <p>The proposed development would represent a further outward expansion of the estate. This would bring the development within 6 metres of the hedgerow that marks the field boundary. Unlike the recent development to the north of the site, which occupies an area which had been partially developed in the past in the form of chicken sheds and a slurry lagoon, the proposed development would be built over land which is outside of the confines of the original farmyard and previously served as a green buffer, forming part of the field that originally extended around the western, southern and eastern edges of the farm yard.</p> <p>The application follows a previous scheme, submitted under LW/21/1005 which involved a new building in a similar position although of significantly greater length, resulting in it extending beyond the southern 'edge' of the existing development and into the open arable field to the rear. The application was recommended for refusal on the basis of disruptive and cluttered appearance a projection into the open countryside would have entailed and this recommendation was endorsed by members of the planning committee.</p> <p><b>Impact on Countryside</b></p> <p>Whilst the proposed scheme would extend the existing development further to the east of the site. It would respect the existing northern and southern edges of the development whilst the eastern expansion would not compromise existing field boundaries, which are marked by mature hedgerows. Crucially, the development would not extend into the open field behind the existing buildings and it is therefore considered that the nucleated character of the overall development would be maintained, with no introduction of sprawl into the wider rural environment.</p>

## **Dark Skies**

As with the existing buildings on site, the proposed building would be a metal clad structure with relatively few openings. Where openings are provided, they would be in the form of metal shutter doors and solid metal personnel doors, with no significant glazing introduced other than modestly sized roof lights that would provide natural light to the internal area. It is considered that the general appearance of the building is comparable to that of a large agricultural barn that would be expected to be present in a rural environment and, therefore, would not represent an overly urbanising impact within the rural setting. The lack of any significant glazing reduces potential for light spill from within buildings. It is, however, considered that a condition should be used to ensure any external lighting is kept to a minimum and requires approval from the LPA to ensure that it is sympathetically positioned and designed and is proportionate to the essential needs of the site.

## **Public Right of Way – Footpath**

The eastern wall of the proposed development would flank the course of the passing public footpath and, with little space maintained between the wall of the building and the hedgerow on the field boundary, it is considered that the quality of the footpath, particularly the sense of passing through an open rural environment, would be compromised.

In response, an alternative route for the footpath has been put forward by the applicant. This would involve the path moving to the other side of the hedgerow where it passes the site, running along the edge of the open field to the east. Whilst it is noted that the proposed development would remain visible from the footpath, particularly in winter months, it is considered that the visual impact would be significantly reduced in comparison with the previous scheme due to the length of the building being approx. 36.5 metres shorter and the building therefore aligning with the northern and southern edges of existing, visible development when viewed from the footpath. The Public Rights of Way Officer at ESCC considers the revised course of the footpath to be acceptable in principle, based on comments submitted in response to the previous scheme (LW/21/1005). The length of the footpath would remain comparable to current footpath as would the topography and environment it passes through.

The diversion would require a formal application for a footpath diversion order, including public consultation, to be submitted and authorised by the Council pursuant to Section 257 Town and Country Planning Act 1990.

## **Visual Impact Conclusion**

It is therefore considered that the proposed development represents a sympathetic expansion of the existing site that will not intrude into the wider countryside and will maintain the nucleated character of the existing site, which is considered to be comparable with that of a large farm yard

	<p>area in terms of scale, activity and the design of buildings. The proposed development is considered to be consistent with LLP2 policy DM9 in this regard.</p>
<p>8.5</p>	<p><u>Impact Upon Amenities of Neighbouring Residents</u></p> <p>The site is relatively isolated from neighbouring dwellings, with the only residential properties within the immediate vicinity being at 1 and 2 Bridge Farm, some 150 metres to the north of the site, adjacent to the existing employment development.</p> <p>It is therefore considered that the proposed development would not result in any unacceptable adverse impact upon residential amenity due to the relative isolation of the site, provided the use of the proposed building is consistent with the light industrial/storage use of the existing commercial buildings (use classes E (g) and B8) and that there are suitable restrictions on hours of use to prevent sustained vehicular movements around the site entrance, which is adjacent to 1 and 2 Bridge Farm throughout the night as well as noise associated with activities taking place within the building.</p>
<p>8.6</p>	<p><u>Need for Employment Facilities</u></p> <p>The application is accompanied by a statement from Locate East Sussex which maintains that the existing units on the site are in high demand, that enquiries for this type of site are regularly made, that units of this type support small and start-up businesses and assist economic growth in the rural area and that there is currently a lack of supply of good quality and affordable business space, driven partly by the loss of industrial units as part of the North Street Quarter development in Lewes and the delay in business development at Malling Brooks coming forward.</p> <p>The Council's Regeneration Officers estimate that the proposed development would provide up to 39 full time equivalent (FTE) jobs and that this would represent an 8.4% increase in FTE employment available within the parish of Barcombe. As such, they consider that the development supports the LDC objective of building community wealth.</p> <p>The Regeneration Officers also consider that the development is consistent with the national government 'levelling up' strategy to address area-based inequality, given that employment opportunities in rural areas are more restricted than in urban parts of the District.</p> <p>The Local Plan and the NPPF both support rural diversification as do the national government 'levelling up' initiative. Para. 84 a) of the NPPF states that 'the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings.'</p> <p>Whilst the proposed development would extend outside of the employment land allocation set out in the Ringmer Neighbourhood Plan, it is considered that the demand for further development of this site is evidenced by the occupancy rate of the existing development, including recently built workshops. Whilst the most recent Employment Land Review (2012) does not identify a quantitative need for new employment space outside of allocations, it does state there is evidence of a need for a qualitative improvement and it is considered that the proposed modern, adaptable</p>

buildings would address this. It is also noted that a particular need for small sites close to Lewes is identified.

Policy DM11 – Existing Employment Sites in the Countryside. This supports redevelopment or intensification where there would be no harm to the rural character, (including traffic impact) and the scheme is likely to create significant jobs well located to neighbouring settlements. The policy however says that “outward expansion”, (and this applies to this application), “will be permitted where retention of employment uses important to the local economy, and there is no suitable alternative site”. This criterion is not met. This application is seeking, on balance, support for an expansion to support economic growth.

### **Need for Employment Conclusion**

Overall, it is considered that the scheme’s proposed expansion has limited impact on the rural character and local environment, will have a likely limited impact on the rural road network, but will have significant benefit to the local economy and support for local jobs and is therefore recommended for support.

8.7

### **Transport and Parking**

The proposed development would utilise the existing access to the business estate, taken from Barcombe Mill Road and the internal road system would be extended to the east to provide direct access to the site. No designated footways would be provided.

A hard-surfaced parking, turning and service area would be provided to the front (west) of the building. A total of 21 car parking bays would be provided within this area to cater for staff and visitor demand.

Each building would be fitted with a full height roller shutter door to facilitate deliveries and collections. The areas to the front of each shutter door would be kept free of parking and other obstructions.

A condition could be used to prohibit the open storage within the hard-surfaced area in order to ensure accessibility is maintained and pedestrians and vehicles can safely circulate within the site.

It is noted that the Highway officer identified a shortfall of additional parking in the previous scheme (LW/21/1005) which provided one space per 59 m<sup>2</sup> (approx.). However, the officer was satisfied that this shortfall could be addressed by parking provided within the existing development given that it is not currently being fully utilised. The current scheme provides 1 parking space per 61 m<sup>2</sup> and it is considered that any shortfall could also be addressed by existing parking.

The highway officer lodged an objection to the previous scheme on account of the estimated trip rates not being evidenced by a survey of the existing use. The trip rates generated would impact upon the scope of a Travel Plan Statement, which would set out measures to be implemented

to reduce private car trips to and from the site. Whilst the objection is noted, it is considered that the matter could be addressed by a planning condition for a fully evidenced Travel Plan Statement to be provided prior to commencement of development, were the application to be approved.

### **Transport Conclusions**

The 1952 m<sup>2</sup> scheme approved under LW/19/0923 was assessed by ESCC Highways who estimated that it would generate additional vehicular movements at a rate of approx. 1 per 2 minutes during peak hours and that this level of increase would not significantly impact upon highway safety and the free flow of traffic and that no further modelling of the impact upon nearby junctions would be required.

The proposed scheme, which provides approx. 1289 m<sup>2</sup> of additional floor space is approximately two thirds of the size of the previously approved, and constructed, development. On this basis, the proposed development would generate an additional approx. 20 vehicular movements within peak hours, a rate of one per 3 minutes or, cumulatively with the previously approved scheme, approx. one movement per 75 seconds. Formal comments are awaited from highways as to whether the predicted level of additional traffic would justify a requirement for modelling to be carried out on the local highway network and junctions.

At this stage, should Committee be minded to approve the scheme, once trip rates are agreed not to unacceptably impact on the surrounding network, Committee would delegate to the Head of Planning the authority to approve.

8.8

### **Flooding and Drainage**

The site is located within Flood Zone 1 and, therefore, not identified as being susceptible to tidal or fluvial flooding. Environment Agency mapping also shows that the risk of surface water flooding on the site is low although. It should, however, be noted that the vehicular access to the site falls within Flood Zone 3 and is therefore identified as being at high risk of surface water flooding.

The proposed development would introduce a substantial building on a site that is currently undeveloped and permeable. Further development in the form of associated hard surfacing for access, parking and turning would also be introduced on the greenfield site.

The submitted application refers to the formation of an attenuation pond to the south of the proposed building which would be used to store surface water and allow for controlled discharge into an existing drainage ditch which follows the course of the field boundary to the east of the site. A package plant would be used to process foul water which would be discharged into the attenuation pond once it had been cleaned. The package plant would require a licence from the Environment Agency, and this would need to be issued prior to any installation. The plant would need

to operate in accordance with the licence and Environment Agency conditions throughout the lifetime of the development.

Council has proposed a motion requiring greater scrutiny of the capacity for foul sewerage disposal to be provided when assessing all major developments. This is based on the observation that recent figures show that SW discharged sewage into local rivers & seas in Lewes District over 800 times in 2020 totalling over 11,000 hours of sewage discharge in just one year. As foul sewerage would be managed by a package plant rather than public sewer infrastructure there would be no impact upon Southern Water capacity.

The use of an existing watercourse to discharge surface water at an appropriate rate represents a sustainable form of drainage and is supported in principle. If the application were to be approved then full details of the drainage scheme, including discharge rates, attenuation pond capacity, water course capacity, groundwater information and management and maintenance procedures would need to be submitted to and approved by the Local Planning Authority prior to the commencement of development.

8.9

#### Ecology and Biodiversity

The application site formed part of the arable field extending to the south although does not appear to have been used for growing crops recently. The application is accompanied by a Preliminary Ecological Appraisal (PEA). The PEA includes a habitat survey for areas within and around the site and provides a series of mitigation measures and ecological enhancements that should be incorporated into the development.

The proposed development would not result in the loss of any trees that may provide roosting opportunities for bats. An Environmental DNA (eDNA) survey was carried out, incorporating all ponds within 500 metres of the site. The surveys found no evidence of Great Crested Newts being present in the area. The PEA concluded that the site did not provide a valuable habitat for reptiles and noted that there would be no harmful impact upon breeding birds and dormice given existing hedgerow would be retained and enhanced.

The PEA was assessed by the Council's Ecologist and its findings were supported. A precautionary approach to construction works, including a phased clearance of vegetation, has been recommended by the ecologist in order for any wildlife that is on the site to be protected and any reptiles on site to have time to move from the site to other areas.

The proposed attenuation pond to the south of the development would also create habitat as well as allow for the control of surface water discharge from the site.

Mitigation planting including the strengthening and gapping up of existing hedgerow and the planting of new hedgerow and trees would be incorporated and would serve the dual purpose of providing screening to the development as well as enhancing habitat and green connectivity.



	<p>Ecological enhancements including bat and bird boxes would be installed in appropriate locations around the development. The ecologist is satisfied with the principle of this approach, subject to full details (including species to be planted maintenance practices) being provided as part of an Ecological Design Strategy (EDS) which would enable the Council to secure a scheme that maximises biodiversity net gain. A minimum of 10% biodiversity net gain would need to be achieved, in accordance with the Council's Technical Advice Note. This would be secured by condition, were the application to be approved.</p>
8.10	<p><u>Biodiversity</u></p> <p>The site is close to two Sites of Special Scientific Interest (SSSIs), these being Chailey Common, approx. 1.3km to the west of the site, and a disused quarry at Scaynes Hill approx. 2.5km to the north-west of the site. There are a number of Local Wildlife Sites and pockets of ancient woodland within a 1km radius of the site but none immediately adjacent to it.</p> <p>A Preliminary Ecological Assessment of the site was undertaken in 2020 and this informed a programme of surveys for the presence of protected species which are included in a detailed Ecological Impact Assessment completed during 2021 and submitted as part of the application.</p> <p>The value of the scrub and tree lines on the site boundaries in supporting nesting birds is noted within the assessment and as well as a small population of hazel dormice. The grassland of the western field, and tall ruderal vegetated area of the eastern field were found to support slow worms.</p> <p>The majority of the tree line, hedgerow and scrub would be retained and enhanced and would therefore continue to provide habitat. Additional scrub planting would be provided to provide additional habitat for dormice and also to act as a barrier to domestic pets that may predate on wild animals. It is stated that higher quality grassland would be retained, and the loss of reptile habitat would be mitigated through the creation of wildflower grassland in the north-western corner of the site as well as the provision of hibernacula. Reptile translocation will be carried out as part of the development.</p> <p>The proposed development would result in the loss of a modest portion of land that had formed part of the large arable field extending to the south. Due to the existing development at Bridge Farm the portion of field to be occupied by the development is relatively small and awkwardly shaped and, therefore, has become marginalised. It does not appear to have been planted with crops recently and is considered to be of minimal agricultural value due to its size, shape and proximity to existing buildings and hedgerow which produce shading. It is therefore considered that the proposed development would not result in the loss of any significant area of valuable agricultural land.</p> <p>A sensitive lighting scheme would be installed so as to retain the quality of undeveloped parts of the site for use by foraging bats. All trees with bat roosting potential are also to be retained.</p>

	Biodiversity net gain would be achieved through the retention and enhancement of green corridors, creation of new habitats in the north-
8.11	<p><u>Sustainability</u></p> <p>The development would utilise sustainable drainage systems that include the formation of an attenuation pond that would also provide an amenity and habitat asset. This, as well as other green space created within the overall site area is considered to support the delivery of multi-functional green infrastructure as required by LLP2 policy DM14.</p> <p>The proposed buildings are of a simple metal clad construction, with an interior space that could be configured in a number of ways, allowing for a good level of adaptability, as evidenced by the range of business types occupying the existing buildings. The materials used could also be easily removed and recycled at the end of their useful life, with the buildings either being renovated or replaced.</p> <p>There is an established business use on the adjacent site, and this is likely to allow for increased potential for car sharing and for delivery services making shared trips to the site, thereby mitigating traffic increase. There is a bus stop approx. 750 metres walking distance to the north-west of the site which is on a circular route to Lewes. Approx. 1.2 km walking distance to the east of the site, on the A26, is a bus stop on the main Brighton to Tunbridge Wells route. Whilst these bus stops are fairly close by, it is noted that there is no pavement alongside the road in either direction away from the site.</p> <p>The applicant has stated that a single electric vehicle charging point would be installed for shared use. There are shower blocks within the existing development, and it is considered that the availability of these facilities would encourage people to cycle to work.</p> <p>The proposed building would be constructed in energy efficient materials. There would be openings to the front and rear of each building to allow for ventilation and roof lights would allow for natural light to permeate during daylight hours, reducing the need for artificial lighting.</p> <p>A <b>Sustainability</b> condition is proposed along with one on <b>Site Waste Management</b> that will detail how any waste material produced during construction can be reused or recycled either on site or, if that is not possible, then in other areas.</p>
8.12	<p><u>Archaeology</u></p> <p>The site lies within an Archaeological Notification Area (ANA). The applicant has submitted a desk-based assessment of the archaeological value of the site, potential impacts of the development and mitigation measures to allow for the recording and protection of archaeological artifacts.</p> <p>The County Archaeologist has raised no objection, subject to an appropriate scheme of archaeological works being carried out prior to the commencement of any development, the scope of which would be set out in a written scheme of investigation to be secured by condition.</p>
8.14	<u>Human Rights Implications:</u>

	<p>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 considered fully in balancing the planning issues; and furthermore, the proposals will not result in any breach of the Equalities Act 2010.</p>
8.15	<p><b><u>Conclusion and Recommendation</u></b></p> <p>The proposed scheme would sit outside the agreed employment site boundary, but it would be contiguous to that boundary.</p> <p>The scheme would result in some loss of agricultural land.</p> <p>The scheme is not needed for essential employment retention, but, is proposed for economic and employment growth and demand for which there is some evidence.</p> <p>Overall, the scheme would not unacceptably impact on residential neighbour amenity or on the neighbouring rural countryside character.</p> <p>The scheme would be designed to be in keeping with the existing business estate and would appear like a growing cluster of farmyard buildings.</p> <p>It is likely that there would be no unacceptable impact on the local road network, but final trip rates and therefore impacts are still to be agreed.</p> <p>Overall, the scheme is supported for recommendation. Should Committee support this recommendation, officers advise that the application is delegated for approval to the Head of Planning once the Highway Authority is satisfied with agreed trip rates and that these would not unacceptably impact on the rural network.</p>

<b>9.</b>	<b>Recommendations</b>
9.1	<p>Subject to no adverse comments being received from ESCC Highways then the application be delegated to the Head of Planning to approve subject to conditions, including requirement of a footpath diversion order.</p>

<b>10.</b>	<b>Conditions:</b>
10.1	<p><b>Time Limit</b></p> <p>The development hereby permitted shall be begun either before the expiration of three years from the date of this permission.</p> <p>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).</p>

10.2	<p><b>Surface Water Drainage</b></p> <p>No development approved by this permission shall be commenced until full details of surface water drainage, which shall follow the principles of sustainable drainage as far as practicable and be devised by a chartered civil engineer, have been submitted to and approved by the Local Planning Authority. Thereafter all development shall be undertaken in accordance with the approved details and no occupation of any of the development shall be take place until the approved works have been completed. The surface water drainage system shall be retained as approved thereafter</p> <p>Reason: In order to ensure surface water is managed effectively in accordance with LLP1 policy CP12, LLP2 policy DM22, RNP policy 8.11 and para. 163 and 165 of the NPPF.</p>
10.3	<p><b>Drainage System Maintenance/Management</b></p> <p>A maintenance and management plan for the entire drainage system shall be submitted to the planning authority before any construction commences on site to ensure the designed system considers design standards of those responsible for maintenance. The management plan shall cover the following:</p> <ul style="list-style-type: none"> <li>• Details of who will be responsible for managing all aspects of the surface water drainage system.</li> <li>• Evidence of how these responsibility arrangements will remain in place throughout the lifetime of the development</li> </ul> <p>These details shall be submitted to and approved in writing by the Local Planning Authority and shall thereafter remain in place for the lifetime of the development.</p> <p>Reason: In order to ensure surface water is managed effectively in accordance with LLP1 policy CP12, LLP2 policy DM22, RNP policy 8.11 and para. 163 and 165 of the NPPF.</p>
10.4	<p><b>Drainage Installation</b></p> <p>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.</p> <p>Reason: In order to ensure surface water is managed effectively in accordance with LLP1 policy CP12, LLP2 policy DM22, RNP policy 8.11 and para. 163 and 165 of the NPPF.</p>
10.5	<p><b>Flood Risk Mitigation</b></p> <p>The development shall be carried out in accordance with the submitted flood risk assessment (ref Flood Risk Assessment for the extension of Bridge Farm Industrial Estate Lewes. APP No. LW/22/0840) and the following mitigation measures it details:</p> <ul style="list-style-type: none"> <li>• Finished floor levels shall be set no lower than 7.35 metres above Ordnance Datum (AOD) as per paragraph 8.1 of the FRA.</li> <li>• The occupants are to sign up to the Environment Agency’s free Flood Warning Service (Paragraph 8.1 of FRA)</li> </ul>

	<p>These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.</p> <p>Reason: To reduce the risk of flooding to the proposed development and future occupants. This condition is in line with the Planning Practice Guidance (PPG) to the National Planning Policy Framework (NPPF) for Flood Risk and Coastal Change.</p>
10.6	<p><b>Plant and Machinery</b></p> <p>Prior to the installation of any plant apparatus or machinery within the site that is not allowed under Schedule 2 Part 7 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), full specifications shall be provided for approval by the Local Planning Authority and the plant/apparatus shall thereafter be installed and maintained in accordance with those approved details throughout the lifetime of the development.</p> <p>Reason: In the interest of environmental and residential amenity in accordance with LLP2 policy DM23, para. 9.11 of the RNP and para. 174 and 185 of the NPPF.</p>
10.7	<p><b>Written Scheme of Investigation</b></p> <p>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.</p> <p>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 194-205 of the National Planning Policy Framework 2021</p>
10.8	<p><b>Archaeological Report</b></p> <p>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.</p> <p>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 194-205 of the National Planning Policy Framework 2021</p>
10.9	<p><b>External Materials</b></p> <p>The materials used in the construction of the development hereby approved shall be as detailed within the permitted application particulars</p>

	<p>and shall be retained permanently as such, unless prior written consent is obtained from the Local Planning Authority to any variation</p> <p>Reason: In the interest of visual amenity in accordance with LLP1 policies CP10 and CP11, LLP2 policy DM25, RNP policies 4.1, 9.1 and 9.3 and para. 130 of the NPPF.</p>
10.10	<p><b>External Storage</b></p> <p>No materials, goods, plant, equipment, or any waste materials shall be stored externally within the yard areas adjacent to the building.</p> <p>Reason: In the interest of visual and environmental amenity in accordance with LLP1 policies CP10 and CP11, LLP2 policies DM20, DM23 and DM25, RNP policy 4.1 and para. 130 of the NPPF.</p>
10.11	<p><b>Approved Use</b></p> <p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and the Town and Country Planning (Use Classes) Order 1987 (as amended) -or any order revoking and re-enacting those orders with or without modification - the buildings shall be used only for E (g) (iii) and B8 uses unless agreed otherwise in writing by the Local Planning Authority.</p> <p>Reason: In the interest of visual and environmental amenity in accordance with LLP1 policies CP10 and CP11, LLP2 policies DM20, DM23 and DM25, para. 9.11 of the RNP and para. 130 of the NPPF.</p>
10.12	<p><b>Construction Management Plan</b></p> <p>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,</p> <ul style="list-style-type: none"> <li>• the anticipated number, frequency and types of vehicles used during construction,</li> <li>• the method of access and egress and routeing of vehicles during construction,</li> <li>• the parking of vehicles by site operatives and visitors,</li> <li>• the loading and unloading of plant, materials, and waste,</li> <li>• the storage of plant and materials used in construction of the development,</li> <li>• the erection and maintenance of security hoarding,</li> <li>• the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway</li> </ul>

	<p>Reason: In the interests of highway safety and the amenities of the area in accordance with LLP2 policies DM20, DM22 and DM23 and para. 110 and 112 of the NPPF.</p>
10.13	<p><b>Landscaping</b></p> <p>Prior to completion any residential unit forming part of the development hereby permitted, a scheme for landscaping shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:</p> <ul style="list-style-type: none"> <li>• Details of all hard surfacing.</li> <li>• Details of all proposed planting, including numbers and species of plant, and details of size and planting method of any trees.</li> <li>• Ecological enhancements and Biodiversity Net Gain.</li> </ul> <p>All hard landscaping and means of enclosure shall be completed in accordance with the approved scheme prior to first occupation of the development. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.</p> <p>Reason: To ensure the development incorporates sympathetic landscaping that amalgamates with surrounding landscaping, is appropriately and sympathetically screened, and provides a secure and safe environment for future occupants in accordance with LLP1 policy CP10, LLP2 policies DM24 and DM27, para. 174 of the NPPF and policies 4.1, 4.9, 4.10 and 9.6 of the Ringmer Neighbourhood Plan.</p>
10.14	<p><b>Ecological Design Strategy</b></p> <p>No development shall take place until an ecological design strategy (EDS) addressing enhancement of the site for biodiversity has been submitted to and approved in writing by the local planning authority. The EDS shall include the following:</p> <ol style="list-style-type: none"> <li>a) purpose and conservation objectives for the proposed works.</li> <li>b) review of site potential and constraints.</li> <li>c) detailed design(s) and/or working method(s) to achieve stated objectives.</li> <li>d) extent and location /area of proposed works on appropriate scale maps and plans.</li> <li>e) type and source of materials to be used where appropriate, e.g. native species of local provenance.</li> </ol>

	<p>f) timetable for implementation demonstrating that works are aligned with the proposed phasing of development.</p> <p>g) persons responsible for implementing the works.</p> <p>h) details of initial aftercare and long-term maintenance.</p> <p>i) details for monitoring and remedial measures.</p> <p>j) details for disposal of any wastes arising from works.</p> <p>The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.</p> <p>Reason: To provide a net gain for biodiversity as required by Section 40 of the Natural Environment and Rural Communities Act 2006, LLP1 policy CP10, LLP2 policies DM24 and DM27, para. 174 of the NPPF and policies 4.1, 4.9, 4.10 and 9.6 of the Ringmer Neighbourhood Plan.</p>
10.15	<p><b>Parking and Turning Areas</b></p> <p>The development shall not be occupied until the parking areas shown on the approved plans have been constructed, surfaced, and marked out. The areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.</p> <p>Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with LLP1 policy CP13, LLP2 policy DM25 and para. 112 of the NPPF</p>
10.16	<p><b>Car Parking</b></p> <p>The development hereby approved shall not be occupied until a suitable travel plan pack is submitted to and approved by the Local Planning Authority. The approved pack should be provided for employees at each unit to encourage non-car modes of transport with initiatives such as promotion of car sharing and bike loans.</p> <p>Reason: In the interest of highway safety and in order to promote sustainable transport in accordance with LLP1 policy CP13, LLP2 policy DM25 and para. 106 and 112 of the NPPF.</p>
10.17	<p><b>Cycle Parking</b></p> <p>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</p> <p>Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development in accordance with policies CP11 and CP13 of the Lewes District Local Plan Part 1, policy DM25 of the Lewes District Local Plan Part 2 and para. 106 of the Revised National Planning Policy Framework</p>
10.18	<p><b>Turning Space</b></p> <p>The development shall not be occupied until a turning space for vehicles has been provided and constructed in accordance with details, including vehicle tracking, which have been submitted to and approved in writing by</p>



	<p>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.</p> <p>Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with LLP1 policy CP13, LLP2 policy DM25 and para. 112 of the NPPF</p>
10.19	<p><b>Electric Vehicle Parking</b></p> <p>Prior to the first occupation of any part of the development hereby permitted, a minimum of 1 x electric vehicle charging point shall be provided within the car parking area in accordance with details to be submitted to and approved by the Local Planning Authority. The charging points shall thereafter be maintained in an operable condition throughout the lifetime of the development.</p> <p>Reason: To encourage alternative, more sustainable modes of transport and to reduce local contributing causes of climate change in accordance with LLP1 policy CP13 and para. 112 of the NPPF.</p>
10.20	<p><b>Sustainability</b></p> <p>The proposed development shall not be occupied until full details of all renewable/carbon saving/energy and water efficiency measures to be incorporated into the scheme have been submitted to and approved by the Local Planning Authority. All measures approved shall thereafter be provided prior to the occupation of any dwelling and maintained in place thereafter throughout the lifetime of the development.</p> <p>Reason: In order to ensure suitable sustainability measures are incorporated into the development and maintained in accordance with LLP1 policy CP14, LLP2 policy DM20 and para. 152 of the NPPF.</p>
10.21	<p><b>Contaminated Land</b></p> <p>Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site</p>

	<p>shall each be submitted to and approved, in writing, by the local planning authority:</p> <p>(a) A preliminary risk assessment which has identified:</p> <ul style="list-style-type: none"> <li>(i) all previous uses</li> <li>(ii) potential contaminants associated with those uses</li> <li>(iii) a conceptual model of the site indicating contaminants, pathways, and receptors</li> <li>(iv) potentially unacceptable risks arising from contamination at the site.</li> </ul> <p>(b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.</p> <p>(c) The site investigation results and the detailed risk assessment (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken</p> <p>(d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.</p> <p>Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.</p> <p>Reason: To ensure that risks from any land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with National Planning Policy Framework, para 170, 178 and 179.</p>
10.22	<p><b>Unexpected Contamination</b></p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with.</p> <p>Reason: To ensure that risks from any land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with National Planning Policy Framework, para 170, 178 and 179.</p>
10.23	<p><b>Verification Plan</b></p> <p>Prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The</p>

	<p>report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.</p> <p>Reason: To ensure that risks from any land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with National Planning Policy Framework, para 170, 178 and 179.</p>
10.24	<p><b>External Lighting</b></p> <p>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.</p> <p>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, paras. 170, 175 and 180 of the NPPF and policy 4.11 of the Ringmer Neighbourhood Plan.</p>
10.25	<p><b>Footpath Diversion</b></p> <p>No development that would result in the stopping up of a public footpath shall take place until details for the footpath diversion have been submitted to and approved in writing by the LPA and shall thereafter be constructed in accordance with the approved details before the dwelling is brought into use.</p> <p>Ringmer 7b should remain available at all times on its existing route, until such time as a permanent diversion has been achieved unless an application for the temporary closure of the path is applied for to ESCC under the Road Traffic Regulation Act 1984.</p> <p>Reason: In the interests of improving accessibility to the wider footpath network having regard to LLP2 Policy DM35.</p>
10.26	<p><b>Construction Hours</b></p> <p>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.</p> <p>Reason: In the interest of residential amenities of the neighbours having regard to Policy DM25 of the Lewes District Local Plan.</p>
11.	<p><b>Informative</b></p>

11.1	<b>Waste Removal</b> All waste material arising from any site clearance, demolition, preparation, and construction activities at the site should be stored, removed from the site, and disposed of in an appropriate manner.
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<b>12.</b>	<b>Plans:</b>
12.1	This decision relates solely to the following plans:

	<u>Plan Type</u>	<u>Date Received</u>	<u>Reference:</u>
	Location Plan	22/12/22	2116 - SK00
	Proposed Block Plan	22/12/22	2216 – SK05 Rev A
	Proposed Ground Floor Plan	22/12/22	2216 – SK06 Rev A
	Proposed Roof Plan	22/12/22	2216 – SK07 Rev A
	Proposed Elevations	22/12/22	2216 – SK08 Rev A
	Archaeological Desk Based Assessment	14/01/23	
	Preliminary Ecological Appraisal	14/01/23	10511 Rev 1
	Stage 1 Flood Risk Assessment	07/02/23	

<b>13.</b>	<b>Appendices</b>
13.1	None.

<b>14.</b>	<b>Background Papers</b>
14.1	None.