

**Report to:** Planning Applications Committee  
**Date:** 17<sup>th</sup> January 2024  
**Application No:** LW/23/0532  
**Location:** Site north Of Slugwash Gardens, Slugwash Lane, Wivelsfield  
**Proposal:** Erection of 6no. residential dwellings with associated landscaping and parking and the retention of existing access.  
**Applicant:** Remmus Designer Homes Ltd  
**Ward:** Wivelsfield  
**Recommendation:** Approve subject to conditions and a legal agreement to secure footway/highway works.  
**Contact Officer:** **Name:** James Smith  
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**Site Location Plan:**



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| 1.  | <b>Executive Summary</b>   |
| 1.1 | The proposed development falls outside of the settlement boundary. However, given the connectivity with the settlement boundary provided by the existing ribbon of development on the western side of Slugwash Lane, it is considered that the scheme would not represent isolated development. Furthermore, the site is visibly distinct from the wider open countryside and is naturally screened, thereby preventing an intrusive presence in the wider rural setting.  |
| 1.2 | The site is considered moderately sustainable noting its proximity to the service village of Wivelsfield Green, sustainability improvements offered by the proposed new footway and the ability for mitigating factors such as carbon reduction/energy efficiency measures and support for use of electric vehicles to be incorporated into the scheme.  |
| 1.3 | It is considered that the development would provide a good quality living environment for future occupants whilst protecting the amenities of neighbouring residents.  |
| 1.4 | It is considered that ecological and environmental impact can be adequately mitigated, with enhancements achieved in some areas.   |
| 1.5 | <b>Housing Delivery</b><br>The provision of 6 new residential dwellings would contribute to the housing land supply for the District.<br>This would carry <u>moderate</u> positive weight in the planning balance.   |
| 1.6 | <b>Economic Benefits</b><br>The proposal offers some economic benefit in the form of job creation during construction and an increase in population that would likely result in an increased spend in the local economy.<br>This would carry <u>limited</u> positive weight in the planning balance  |
| 1.7 | <b>Placemaking and impact upon urban environment</b><br>The design and layout of the development creates is considered to maintain the transitional function of the site, reflect surrounding development in terms of design and scale and to be of a high quality design overall, with a good level of sustainability measures incorporated into the scheme.<br>This would carry <u>limited</u> positive weight in the planning balance.  |
| 1.8 | <b>Landscape impact</b><br>The development of the site would result in a change to its existing character through the loss of greenery whilst the provision of a footway on the western side of Slugwash Lane leading up to the site would erode the semi-rural character of the part of the lane affected. However, it is considered these harms would be partially offset by the retained site landscaping, and additional planting.<br>Overall this would carry <u>limited</u> negative weight in the planning balance. |

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| 1.9  | <p><b>Highways</b></p> <p>The access arrangements for the development are considered to be suitable and safe, adequate parking facilities would be provided and the level of traffic generated would not be of a degree that would present hazardous conditions or disrupt the free flow of traffic. The development would facilitate a new footway which would provide some benefit to occupants of existing dwellings on the western side of Slugwash Lane by providing safer pedestrian access to their homes.</p> <p>This would carry <u>limited</u> positive weight in the planning balance.</p> |
| 1.10 | <p><b>Water Issues</b></p> <p>The development would utilise a sustainable drainage system allowing for discharge of surface water into the existing watercourse at a suitably controlled rate, with full details to be secured by planning condition. There are appropriate arrangements in place for foul water disposal.</p> <p>This should be given <u>neutral</u> weight in the planning balance.</p>   |
| 1.11 | <p><b>Ecology</b></p> <p>The proposed development is considered to be landscape led, with a significant proportion of existing trees and hedgerow being retained and enhanced by further native planting along with the provision of ecological enhancements such as bat and bird boxes and an overall delivery of biodiversity net gain. As such, whilst there would be a degree of loss of habitat it is considered that suitable mitigation measures are built not the development.</p> <p>This should be given <u>limited</u> positive weight in the planning balance.</p>                        |
| 2.   | <p><b>Relevant Planning Policies</b></p>  |
| 2.1  | <p><u>National Planning Policy Framework</u></p> <ul style="list-style-type: none"> <li>2. Achieving sustainable development</li> <li>4. Decision making</li> <li>5. Delivering a sufficient supply of homes</li> <li>8. Promoting healthy and safe communities</li> <li>11. Making effective use of land</li> <li>12. Achieving well-designed and beautiful places</li> <li>14. Meeting the challenge of climate change, flooding and coastal change</li> <li>15. Conserving and enhancing the natural environment</li> </ul>  |
| 2.2  | <p><u>Lewes Local Plan Part 1 (LLP1)</u></p> <ul style="list-style-type: none"> <li>CP2 – Housing Type, Mix and Density;</li> <li>CP10 – Natural Environment and Landscape;</li> <li>CP11 – Built and Historic Environment &amp; Design</li> </ul>  |

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|     | <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>DM22 – Water Resources and Water Quality</p> <p>DM23 – Noise</p> <p>DM24 – Protection of Biodiversity and Geodiversity</p> <p>DM25 – Design</p> <p>DM27 – Landscape Design</p> |
| 2.4 | <p><u>Wivelsfield Neighbourhood Plan (WNP)</u></p> <p>1 – A Spatial Plan for the Parish</p> <p>5 – Design</p> <p>6 – Green Infrastructure and Biodiversity</p>  |

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| <b>3.</b> | <b>Site Description</b>   |
| 3.1       | <p>The application site comprises two interconnected portions of land both of which are broadly square in shape. The edges of each portion are marked by mature trees, including large specimen trees, and additional hedgerow in places. The site interior is dominated by scrub with occasional smaller self-seeded trees. There are no buildings or structures positioned on the site. Some of the trees present on site are subject to a preservation order (ref: No. 8 2017), these being 5 oak trees distributed along the northern boundary and a group of 2 oak trees and 2 ash trees on the western boundary. There are ditches flanking the eastern and western site boundaries. A ditch also flows through the centre of the site, carrying overflow from a pond at Fanners, a property to the south-east of the site, below Slugwash Lane, across neighbouring properties to the south and then northwards from the site.</p> |
| 3.2       | <p>The site falls outside of the Wivelsfield Green settlement boundary which follows the course of the rear garden boundaries of dwellings lining Green Road, approx. 60 metres to the south of the site. There is, however, a line of well space dwellings flanking the western side of Slugwash Lane extending from the edge of the settlement boundary to the immediate south of the site. This includes the Grade II Listed building ‘Baldings’ approx. 50 metres to the south of the site.</p>   |
| 3.3       | <p>Slugwash Lane itself is a relatively narrow rural lane which extends northward from Wivelsfield Green towards the edge of Haywards Heath. The area immediately south of the site, as stated above, includes residential</p>  |

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|     | development on both sides of the road although its low density nature, recessive positioning and presence of mature landscaping and soft verges helps maintain a strongly semi-rural character. The characteristics of the lane becomes progressively more rural as it heads to the north where it passes between fields and patches of woodland. The southern part of Slugwash Lane, including the section passing the site, forms part of the route of the Sussex Border path, heading north towards Moor Cottage where it branches off eastward into the wider countryside. There is no footway in place on the land and so walkers need to traverse the carriageway or use the soft verge which is generally in place either side of the road. |
| 3.4 | The site is identified in the 2023 Land Availability Assessment (ref: 23WV), as being potentially suitable for a development of up to 10 new dwellings, The assessment states that main concerns in relation to the development of the site are access and provision of footpaths to connect site to village services along with a related concerns in regards to the impact the provision of a footway would have upon the rural nature of the lane. There are no major landscape concerns, although preference for lower density development with medium gardens to match surrounding character.   |
| 3.5 | Other than its rural setting and the proximity to public footpaths, there are no specific planning designations or constraints attached to the site or the immediate surrounding area.   |

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| <b>4.</b> | <b>Proposed Development</b>  |
| 4.1       | <p>The proposed development involves the erection of 6 x dwellings on the site comprising a terrace (2 x 2 bed, 1 x 3 bed) of three positioned towards the south-eastern corner and a courtyard style arrangement of three 4 bed detached dwellings set further back on the western parcel of land. A new vehicular access would be provided from Slugwash Lane, roughly three quarters of the way up the eastern boundary. The access road would pass east to west through the site with the terrace being served by a spur passing to the front of the dwellings and the road then continuing west into the courtyard.</p> <p>Each dwelling would have living space distributed over two floors although the majority of first floor areas would be provided within roof space, with the exception of the gable ended three bed terraced dwelling and a gable ended element on one of the detached dwellings.</p> <p>Each dwelling would have 2 x allocated parking spaces provided within a car port. The detached dwellings would have access to an additional hard surfaced parking space. 2 x visitor parking bays would be provided in a layby area on the access road. Each dwelling would be provided with cycle storage facilities.</p> <p>All TPO trees would be retained, as would the majority of the other trees. There would be some loss of trees/hedging to facilitate access from Slugwash Lane and between the two parcels of land as well as the</p> |

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|  | <p>removal of a relatively small amount of trees hedging towards the south eastern corner of the site.</p> <p>Although not shown on the submitted plans as it relates to off-site works, East Sussex County Highways have stated that a pedestrian footway should be provided between the proposed development and the existing footway at the junction between Slugwash Lane and Green Road in the interest of pedestrian safety.</p> |
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| <b>5.</b> | <b>Relevant Planning History:</b>   |
| 5.1       | <p><b>LW/87/1160</b> - Outline Application for erection of four detached houses – Refused 13<sup>th</sup> August 1987 – Appeal Dismissed -Unnecessary ribbon development outside of settlement boundary. This application related to the eastern parcel of the site only.</p> <p><b>LW/17/0488</b> - Outline application for residential development consisting of 17 new dwellings (to include 7 affordable houses), associated garaging, car parking and new estate road. Provision of new vehicle and pedestrian access to Slugwash Lane. Provision of new pedestrian footway on highway land on west side of Slugwash Lane between the application site and Green Road – Refused 8<sup>th</sup> January 2018 – Outside of settlement boundary, unsympathetic to surrounding environment, insufficient information to assess ecological impact, insufficient drainage information and failure to sign section 106 agreement.</p> |

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| <b>6.</b> | <b>Summary of Consultations:</b>  |
| 6.1       | <p><u>Wivelsfield Parish Council:</u></p> <p>The proposal offers few houses which would come at considerable cost to the community and countryside and conflict individually and collectively with the Localism Act, NPPF, Neighbourhood Plan, Joint Core Strategy, Land Capability Act, and the opinions and advice of professional planning and development specialists. The benefits of development in this site are therefore significantly outweighed by the adverse effects measured against policies and the application should be rejected.</p> <p>Detailed comments are provided in the response under the headings listed below. The response is not reproduced verbatim due to its length and use of pictures and diagrams but is available to view on the public record.</p> <p><b>Overdevelopment Pressure:</b> With supporting comments drawing attention to recent appeal cases for new housing outside the settlement boundary dismissed due to landscape and character impact. And noting the constraints to development in the district including the SDNP.</p> |

**Challenges to further development specifically in Wivelsfield:** Noting the amount of additional housing already approved in Wivelsfield going beyond its suggested capacity of 100 new dwellings as a service village.

**The village has outgrown its capacity to function sustainably:** With comments setting out pressure on local infrastructure from existing development.

**Undemocratic:** The site was considered for allocation in the neighbourhood plan and was excluded as the community did not wish to see it developed.

**Detrimental to the countryside:** Particular reference is made to the rural characteristics of Slugwash Lane.

**Detrimental to the Landscape:** Involving the development of the first component of countryside experience by people heading northward out of Wivelsfield.

**Unwanted Urbanisation:** Involving development of a greenfield site outside of the settlement boundary.

**Increased Flood Risk:** Noting swampy nature of the site and recent flooding in and around the site.

**Unsuitable infrastructure to serve the development:** No connectivity to mains drainage, sewerage, gas, mobile phone networks and no street lighting.

**Reduced biodiversity:** It is maintained that the site was cleared prior to the application being submitted.

**Unsustainable Site:** Occupants would rely on the use of private transportation, with poor connectivity to services and public transport in the village being infrequent. The road is narrow with no room for a footway. Increased traffic would present a hazard for walkers and the local road network is not suitable for cycling.

**Design:** Would be unsympathetic to existing development including the Grade II Listed Building at Baldings.

**OFFICER COMMENT:** The methodology for assessing housing need in the district currently demonstrates a severe shortfall in housing land supply. As set out in section 8.2 of this report, this has implications on settlement boundaries and the ability for the Council to restrict development outside of them. The emerging local plan will establish a revised housing delivery target for the district taking into account the constraints present but, until it is adopted, the Council must work on the basis of the standard methodology.

The suggested figure of 30-100 new dwellings to be provided in service villages during the local plan period set out in LLP1 is not a cap, as has already been demonstrated by previous decisions made by the Planning Inspectorate in regards to development in Wivelsfield Green.

The scheme would include facilities to pump sewage to the public sewer on Green Road, a method that was accepted by the Environment Agency as part of the previously refused (and significantly larger) scheme submitted under LW/17/0488. A gas connection would not be required as air source heat pumps are to be installed.

Other matters raised are acknowledged and will be afforded appropriate weight in the decision making process.

NatureSpace:

No objection subject to conditions being applied to protect Great Crested Newts in accordance with the NatureSpace report submitted by the applicant and the District Licencing Scheme.

LDC Ecologist:

At present further surveys are required for bats, great crested newts, and reptiles. These surveys should inform mitigation and compensation plans. It is considered that at present insufficient information on BNG has been provided. An updated metric is required, to address the issues above. BNG is additional to existing habitat and species protections and does not negate the requirement to comply to UK wildlife legislation.

OFFICER COMMENT: The requested reptile survey was submitted as part of the application and concern relating to BNG and bats arises from a misunderstanding about removal of veteran trees (all of which will be retained). The submitted surveys include mitigation and compensation plans and these can be honed as part of a planning condition. A final figure for BNG can also be established through a site landscaping/ecological enhancement condition, noting the requirement for a minor scheme is for 'some' net gain rather than the 10% minimum required for major development.

ESCC Highways

No objections raised to the majority of elements of the scheme but an additional speed survey was requested to enable the required dimensions of the visibility splays at the proposed junctions to be established. The speed survey has been submitted to ESCC and their comments will be reported to committee in the supplementary report.



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| <b>7.</b> | <b>Other Representations:</b>   |
| 7.1       | <p>83 letters of objection have been received, with matters relating to the following relevant planning considerations being raised:-</p> <ul style="list-style-type: none"> <li>• Impact upon countryside setting/landscape;</li> <li>• Harm to ecology and biodiversity including protected species;</li> <li>• Unsustainable location/car dependent development;</li> <li>• Highway safety risk;</li> <li>• Increase in flood risk in an area that is known to flood;</li> <li>• Lack of infrastructure in area/No further capacity in the village;</li> <li>• Previous applications to develop the site were refused;</li> <li>• The proposed footway crosses land not under the control of ESCC Highways</li> <li>• Harmful impact upon neighbour amenities;</li> <li>• Would not provide affordable housing;</li> <li>• Would set a precedent for further development;</li> <li>• The site has been subject to earlier unauthorised clearance works prior to the ecological survey being carried out;</li> <li>• There is no existing site access;</li> <li>• Would disrupt operation of local businesses;</li> <li>• Benefit of development significantly outweighed by the harm;</li> <li>• The site has not previously been used as a nursery as claimed;</li> <li>• The site suffers from contamination;</li> <li>• Would not be well screened as claimed by applicant;</li> <li>• Buildings are too high and out of keeping with the village;</li> <li>• Loss of Travis Perkins site means less employment available in the village for future occupants;</li> <li>• Lack of demand for this type of housing in the area;</li> <li>• Nearby new builds remain unsold, indicating lack of demand;</li> <li>• There are brownfield sites nearby which should be used for development instead;</li> <li>• Pumping of sewage to the mains is not sustainable;</li> </ul> |

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| <b>8.</b> | <b>Appraisal:</b>  |
| 8.1       | <p><u>Key Considerations:</u></p> <p>Sec 38 (6) of the Planning Compulsory Purchase Act 2004 requires that regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.</p> |

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|     | <p>The NPPF also advises that there is a presumption in favour of sustainable development.</p> <p>The main considerations relate to</p> <ul style="list-style-type: none"> <li>• The principle of the development and the sustainability of the site;</li> <li>• The visual impact of the proposed works within the wider rural setting;</li> <li>• The quality of the environment provided for future occupants;</li> <li>• Impacts upon residential and environmental amenity;</li> <li>• Ecological and environmental impact</li> <li>• Highway impact;</li> <li>• The overall merits of the scheme in terms of the balance of economic, environmental, and social objectives that comprise sustainable development.</li> </ul>  |
| 8.2 | <p><u>Principle of Development</u></p> <p>The site is located outside of the planning boundary as defined by policy DM1 of the Lewes District Local Plan part 2 (LLP2). Development in such locations is resisted by DM1 as well as policy 1 of the Wivelsfield Neighbourhood Plan (WNP). However, as confirmed by the recently issued Interim Policy Statement for Housing (March 2021), the housing need figure for Lewes District has significantly increased (from 345 per annum to 782 per annum) since 11th May 2021 due to being recalculated using the standard method as a result of the Lewes District Local Plan Part 1 being over 5 years old.</p> <p>Planning boundaries in the development plan were defined on the basis of accommodating a housing requirement of 345 dwellings per annum, as set out in Spatial Policy 1 of the Local Plan. If the Council is unable to demonstrate a five-year supply of deliverable housing sites, it is acknowledged that the planning boundaries may need to be breached in order to help meet local housing needs.</p> <p>Para. 11 (d) of the Revised National Planning Policy Framework (NPPF) states that, where there are no relevant development plan policies in relation to a submitted scheme, permission should be granted other than where NPPF policies that protect areas or assets of particular importance provide a clear reason for refusing or where any adverse impacts generated by a development would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole. The NPPF does not recognise planning boundaries (other than the green belt) but does state in para. 79 that planning decisions should avoid the development of isolated homes in the countryside.</p> <p>The Council produced an Interim Policy for Housing Delivery in response to the local plan becoming out of date and this will be referred to in its capacity of attempting to guide greenfield development, but acknowledging the limited weight it holds as it is not a formally adopted policy (as has</p> |

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|     | <p>been recognised by the Planning Inspectorate during public inquiries into other greenfield schemes).</p> <p>The current application will therefore be assessed on this basis, with reference also to all development plan policies that align with the aims and objectives of the NPPF.</p>  |
| 8.3 | <p><u>Visual Impact and Design</u></p> <p>Whilst the site is not contiguous with the settlement boundary of Wivelsfield Green it is contiguous with an established ribbon of residential development which extends into the village. It is therefore considered to be consistent with the spirit of criterion 1 of the Interim Policy for Housing Delivery. The nearest settlement to the north of the site is Haywards Heath, some 2.85km to the north as the crow flies, meaning there is no concern of unacceptable coalescence as a result of its development, compliant with criterion 4.</p> <p>When viewed from Slugwash Lane, the site is currently largely screened by trees and hedging on the northern, eastern and southern boundaries, with filtered views of the scrub like interior. This screening extends along the rear (western) boundary and results in the site appearing self contained and clearly distinct from the wider countryside which countryside which, around this part of Slugwash Lane, is defined open fields. The importance of the boundary screening is, however, recognised due to the role it plays in setting the semi-rural character of the southern end of Slugwash Lane. Noting that there is a line of dwellings extending south from the site towards Green Road and that these are clearly legible within the street scene, particularly those further to the south, it is considered that the site acts as a transition between the built environment and the strong rural environment provided on Slugwash Lane as it heads to the north.</p> <p>The proposed development would open up the site through the formation of the access road, although the majority of boundary landscaping would be retained, and would introduce buildings in an undeveloped area. As these buildings would be set back from the road, screened by layers of retained trees and hedging. They would not directly engage with the access road, ensuring it presents as a feature more akin to a rural track than a formal street, with the courtyard style arrangement of the detached dwellings drawing parallels with the clustered arrangement of agricultural, and occasionally residential building typical of a countryside setting.</p> <p>The design of the buildings is considered to be sympathetic, with muted brickwork and significant amounts of dark stained timber used, as well as green roofing over single-storey flat roof/car port areas. The height of the buildings is not substantial, with the roof space being used to accommodate the majority of the first floor living space, broadly consistent with the nature of nearby dwellings which are generally in bungalow or chalet style form, noting the two-storey dwelling at Baldings which has strong gable ends facing out towards the lane. Excessive use of glazing is avoided, particularly at first floor level, thereby helping to prevent the buildings from appearing overly domestic and to reduce potential for light spill into the surrounding rural environment which is characterised by dark</p> |

night skies. The use of car ports would help to prevent parked cars from appearing as a dominant, and unsympathetic, visual feature within the development. Suitable buffers maintained between garden areas, which are likely to be formally landscape, and boundary landscaping, thereby reducing the risk of the removal or excessive cutting back of the important retained boundary trees and hedging.

The density of the proposed development amounts to approx. 9 dwellings per hectare. This is substantially lower than the suggested density for village development of 20 to 30 dwellings per hectare set out in LLP1 policy CP2. Criterion 7 of the Interim Policy for Housing Delivery and the objective of the NPPF to encourage efficient use of sites is also of relevance. However, CP2 does accept lower densities can be allowed where justified and, in this instance, the need to preserve the transitional qualities of the site.

It is considered that, due to the sympathetic nature of the design, layout and landscaping of the proposed scheme, the site would continue to perform its valuable transition function, not appearing overly urbanised and therefore representing an appropriate degree of development on what is, in spite of being outside of the settlement boundary, a relatively sustainable site.

Arguably the most significant impact upon the character of the lane would come not from the development of the site itself but the formation of a hard surfaced footway running south from the site access approx. 160 metres to the junction with Green Road. The provision of the footway would result in the loss of soft verge and, as a consequence, degrade the semi-rural character of the lane. However, there is a degree of mitigation in that the majority of the route would pass existing residential development which includes hard surfaced parking areas to the front, that the path would run a relatively short distance and would not intrude significantly into the more distinctly rural part of the lane as it extends to the north and that, aside from serving the proposed development, the footway would also benefit existing residents by providing safer pedestrian access to their property.

Overall, it is considered that the impact of the proposed development is suitably mitigated by its carefully considered design, complying with local and national planning policies and satisfying criteria 1, 2, 4 and 7 of the Interim Policy for Housing Delivery.

8.4

Impact upon residential amenity:

The nearest neighbouring residential dwelling is Slugwash Gardens, immediately to the south of the site. There are additional dwellings on Slugwash Lane to the south, all of which have a 'side on' relationship with the site. Further to the south, dwellings on Slugwash Lane include rear elevations set approx. 140 metres to the south of the site, with rear garden areas extending to within approx. 50 metres. There are also dwellings on the opposite side of Slugwash Lane and on Green Road to the south-east of the site, although these are set well back from the highway. There are no dwellings to the immediate north, east or west of the site.

The southern side elevation of the proposed terrace of dwellings would be positioned within 9.745 metres of the southern boundary shared with Slugwash Gardens, and within 23.667 metres of the dwelling itself. As is the case with the southernmost detached dwelling, the configuration of windows and openings of the terrace are dominated by an east/west arrangement. There are two south facing windows at ground floor level serving the open plan living room, dining room and kitchen area which would also be served by east and west facing windows. At first floor level there is a single bedroom window serving a room which would also have a large west facing window. It is considered that views from ground floor windows towards the neighbouring property would be obstructed by site boundary treatment and landscaping. Views from the first floor window would also be partially obstructed. It is noted that the northern elevation of Slugwash Gardens does not contain any significant openings but it is considered views over the garden area would be somewhat intrusive and, for this reason, it is recommended that this window be obscurely glazed, noting that the bedroom it serves is also provided with a west facing window. Plot 6 also includes a south facing first floor window, however, this building is set well back towards the west of the site and the window would not overlook the primary garden area or the dwelling at Slugwash Gardens and, as such, it is considered that obscure glazing is not necessary in this instance.

Front and rear facing windows within the terrace may offer angled views over the parking area to the front of Slugwash Gardens and the western end of the rear garden but it is considered that these views would not be invasive, noting similar if not more direct views are already available from dormer windows at the The Pump House.

The dwellings occupying plots 4 and 5 and orientated north/south but it is considered that these are set far enough away from the neighbouring property to prevent intrusive views from arising.

It is considered that the overall height of the proposed buildings is not excessive, they would be positioned away from the southern boundary and well screened. The closest part of the development to the Slugwash Gardens is the relatively narrow southern flank of the terrace of dwellings and the bulkier parts are either orientated away from the neighbouring property or, where not, positioned further to the north where they would have a less significant visual impact. The positioning of the development to the north of Slugwash Gardens also means that it would have minimal impact upon access to natural light.

As stated in section 8.3, the proposed development is of low density, the access road and parking areas are positioned away from boundaries with neighbouring properties and a landscaped buffer would be maintained between newly formed plots and neighbour boundaries.

It is therefore considered that the proposed development would not result in unacceptable impact upon the amenities of neighbouring residents as a

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|            | <p>result of overlooking, overshadowing or overbearing presence or through the generation of intrusive or intensive levels of activity.</p>   |
| <p>8.5</p> | <p><u>Living Conditions for Future Occupants</u></p> <p>Para. 119 of the NPPF states that planning decisions 'should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.' Para. 127 advocates the use of design policy, guidance and codes as a means to create better spaces to live and work in. Lewes District Council does not currently have an adopted design code and, in these circumstances, national documents should be used to guide decisions on applications as per para. 129 of the NPPF. These national documents are the National Design Guide (2019) and the National Model Design Code (2021).</p> <p>Para. 126 of the National Design Guide states that 'well-designed homes and communal areas within buildings provide a good standard and quality of internal space. This includes room sizes, floor-to-ceiling heights, internal and external storage, sunlight, daylight and ventilation.' Para. 181 of the National Model Design Code Part 2 states that internal space standards help to ensure that new homes contribute to the health, family function and wellbeing of residents. Both documents suggest the enshrinement of the DCLG nationally described space standards (2015 - as amended 2016) in local design guides and, whilst they are not currently included within local policy, they are considered to be an important tool in guiding assessment of living conditions.</p> <p>The proposed dwellings would all provide Gross Internal Area (GIA) that exceeds the minimum GIA for their respective requirements (based on number of bedrooms provided) as set out in the national space standards. As such, it is considered that ample living space would be provided. The additional space provided has, in the case of the three bed terraced dwelling and all of the detached dwellings, allowed for a study/office room to be included at ground floor level. The provision of facilities for working at home is encouraged in the Council's Sustainability in Development Technical Advice Note (TAN).</p> <p>All habitable rooms would be provided with clear glazed windows and all dwellings have multiple aspects with a number of individual rooms being dual aspect. It is therefore considered that there would be good levels of access to natural light and ventilation throughout the day. The proposed garden area is considered to be of a good size. It is considered that there is a suitable level of natural surveillance of the site and access routes to prevent the development from appearing unacceptably secluded and from creating an environment that is susceptible to crime and anti-social behaviour. It is therefore considered that suitable living conditions would be provided for future occupants.</p> |
| <p>8.6</p> | <p><u>Highways and Access</u></p>   |

The proposed development would require a new vehicular access to be formed from Slugwash Lane. It is noted that this access would cross an existing ditch and, therefore, in order for the ditch to be culverted, an application for ordinary watercourse consent would need to be made to ESCC drainage. This is subject to legislation separate to planning, the purpose being to ensure the design of any culver/crossing does not disrupt the flow of water, which is of particular importance given the ditch serves as a highway surface water drain.

The application follows a previous scheme that was refused planning permission but was not subject to any objections from ESCC Highways. The current scheme has positioned the site access slightly further north, closer to where the speed limit increases to the national level. As a result, ESCC Highways raised an objection on the grounds that new speed surveys were required in order for the correct dimensions of the necessary visibility splays to be established. New speed surveys have been carried out and the length of the splays marginally increased as a result. This has not significantly impacted upon the size of the opening into the site or the amount of vegetation that would need to be cut back to maintain the splays.

The access has been designed to allow for safe two way vehicular movements and, as such, there is no unacceptable risk that cars entering and leaving the site would come into conflict, potentially forcing vehicles needing to reverse out on to Slugwash Lane, which would be hazardous to pedestrians and other motorists. Tracking diagrams have been provided which demonstrate that the development could be safely served by a refuse vehicle of up to 12 metres in length. ESCC Highways have also confirmed that the anticipated number of trips associated with the development would not result in any unacceptable impact upon the free flow of traffic on the surrounding highway network.

The site, whilst outside of the settlement boundary, is within relatively close proximity of the shop and services available in Wivelsfield Green as well as to public transport links in the form of nearby bus stops on Green Road. Whilst it is noted that facilities are limited in nature and that bus operations are not frequent, it is considered that there is a moderate degree of sustainability provided albeit motorised transport would be required to access wider ranging facilities at larger settlements. In order to access the village safely on foot however, ESCC require a new pedestrian footway to be formed. Plans have been submitted to show that this can be achieved by utilising highway land on the western side of Slugwash Lane. Whilst it is noted that the owner of Baldings disputes this, ESCC Highways have maintained the land is in their ownership and, as statutory consultees, their advice is relied upon. Ultimately, ownership dispute is a civil matter between the highway authority and the neighbour.

The development would be served by an appropriate amount of parking for residents as well as visitors. This would ensure that the risk of overspill parking on Slugwash Lane, which would be unsafe as well as potentially ecologically damaging, is mitigated. Secure and covered cycle storage

would be provided for all dwellings, as would electric vehicle charging points, thereby encouraging the use of more sustainable modes of transport.

Overall, it is considered suitable sustainable transport arrangements would be provided, in compliance with local and national policy and criterion 3 and 8 of the Interim Policy for Housing Delivery.

8.7 Sustainability & Drainage

The site is located in Flood Zone 1 and is therefore not identified as being susceptible to flooding from tidal or fluvial sources.

A previous application for a significantly more intensive development of the site (17 dwellings) was refused, in part, due to lack of a sufficient surface water drainage plan being submitted. Concerns raised by the Lead Local Flood Authority (LLFA) included potential for flooding as a result of the ditch crossing the centre of the site being culverted and high groundwater levels having a potential impact on the design of attenuation tanking installed to regulate surface water discharge.

As a minor application, the LLFA are not consulted on the current application. Whilst a short section of culverting would be installed in the ditch to allow for the access road to cross into the western parcel of the site, this would be significantly different to the refused scheme, where the ditch would have been culverted, and built over, across the whole site, presenting maintenance concerns. The density of the proposed development is also far reduced in comparison to the refused scheme, meaning a lower coverage in permeable surfacing.

The proposed drainage scheme would utilise attenuation tanking and green roofing and permeable hard surfacing to store and manage surface water which would then be discharged into existing ditches at rates consistent with existing greenfield run off. The storage capacity would accommodate the anticipated 45% increase in heavy rainfall events forecast as a consequence of climate change.

It is satisfied that a suitable design for surface water attenuation tanking, full details of the wider drainage system and an accompanying maintenance and management plan (to include management of culverting) can be submitted under condition. It is also noted that ordinary watercourse consent for the culvert works will be required and any application would be subject to assessment by the LLFA.

Foul water would be pumped to the public sewer on Green Road by a pumping station situated within the site. The pumping station would incorporate a 24hour storage volume and be fitted with dual pumps working and standby in order to minimise the potential for failure.

The proposed dwellings would be constructed using modern methods and materials, promoting energy efficiency and carbon reduction. Each dwelling would be provided with electric vehicle car charging facilities, an



air source heat pump, rainwater harvesting and, as set out earlier in the report, have good levels of access to natural light and ventilation. The retention of a good amount of trees and hedging along with additional planting would assist with surface water management and, deciduous species present would provide shading in warm months whilst allowing for natural light to permeate more effectively when out of leaf in colder months. A condition will be used to secure full specifications and calculations for energy efficiency and carbon saving measures, including the exploration of the use of further measures such as solar panels.

Whilst the site is located outside the settlement boundary the shops, services and public transport connections in Wivelsfield Green are all within approx. 750 metres to 1 kilometre walking distance although it is accepted that these facilities are limited and trips to destinations further afield are likely to require the use of a car.

It is therefore considered the development complies with relevant local and national planning policies as well as criterion 8 of the Interim Policy for Housing Delivery.

8.8

### Ecology

The site is currently entirely undeveloped. Whilst no rare or protected species have been recorded on or adjacent to site, works would result in potential loss and disturbance to habitat. The removal of landscaping including a modest amount of trees and hedgerow and introduce sustained activities on the site that would have the potential to be disruptive to wildlife and habitat both on the site and in the surrounding countryside.

A Preliminary Ecological Appraisal (PEA) has been provided with the application along with the result of additional dormouse and reptile surveys which it recommended.

The reptile survey identified low populations of slow works and grass snake being present on site and recommended a reptile mitigation and compensation plan to ensure appropriate habitat is retained or created on site or, as a last resort, a suitable translocation site is identified. The dormouse survey found no direct or indirect evidence of dormice being present on site.

As a minor scheme, there is an obligation for 'some' biodiversity net gain (BNG) to be achieved on site rather than the minimum 10% required for major schemes as per the LDC Biodiversity Net Gain Technical Advice Note (TAN). The proposed development would retain a good deal of significant boundary treatment, including veteran trees which are potential bat roosting habitats. Along with this, the PEA recommends enhancements such as native tree and hedge planting, creation of hibernacula, installation of bat and bird boxes, controls on external/artificial lighting and creation of wildflower grassland areas. The site layout plan shows significant landscape buffers being maintained to support these enhancements. Notwithstanding the position set out in the TAN, the

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|      | <p>applicant has submitted a Biodiversity Net Gain note which states that a net gain of 10.04% in habitat units can be achieved.</p> <p>The PEA states that the only invasive species present on site is Buddleia but immediate neighbours have claimed there is spreading Japanese Knotweed present on site.</p> <p>It is considered that the submitted application has demonstrated that suitable regard has been given to the protection of wildlife and habitat and that enhancements can be made. This would be subject to a condition requiring a detailed Ecological Method Statement to be submitted to include, but not be limited to, the mitigation measures made in the reptile survey report, identification of all invasive species on site and protection of wildlife during and after construction. In addition, a detailed landscaping and ecological enhancement scheme would be required which demonstrates a suitable degree of biodiversity net gain would be provided, and maintained, within the site area.</p> <p>The site is close to potential great crested newt populations. Upon submission of sufficient detail, NatureSpace have confirmed that development could be undertaken on site subject to suitable mitigation measures being in place as per the District Licencing Scheme. These measures will be secured by condition as is standard practice.</p> <p>It is therefore considered that the development complies with relevant local and national planning policies and criteria 6 and 8 of the Interim Policy for Housing Delivery.</p> |
| 8.9  | <p><u>Human Rights Implications:</u></p> <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>  |
| 8.10 | <p><u>Conclusion.</u></p> <p>It is considered that the proposed development is appropriate for the transition site that it would occupy, maintaining a semi-rural character, integrating with the neighbouring built environment to the south rather than intruding into the wider open countryside to the north and west. Whilst there would be some harm caused to the setting of Slugwash Lane as a result of the provision of a new footway into Wivelsfied Green it is considered that this would be offset by the safety and sustainability benefits of the footpath as well as the wider benefits of the proposed development.</p>  |

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|  | <p>It is considered that the development would provide a suitable living environment for future occupants whilst respecting the amenities of neighbouring residents.</p> <p>It is considered that the development would not present any unacceptable ecological, environmental or highway impacts.</p> |
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| <b>9.</b> | <b>Recommendations</b>   |
| 9.1       | Approve subject to the conditions listed below and a section 106/278 agreement to secure highway improvements and footway works. |

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| <b>10.</b> | <b>Conditions</b>   |
| 10.1       | <p><b>EXTERNAL MATERIALS:</b></p> <p>EXTERNAL MATERIALS: No external materials or finishes shall be applied until a schedule of materials has been submitted to an approved by the Local Planning Authority. The development shall thereafter be carried out in accordance with those details and maintained as such unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: In the interest of visual amenity and sustainability in accordance with LLP1 policy CP11, LLP2 policy DM25 and para. 130 of the NPPF.</p>   |
| 10.2       | <p><b>GREAT CRESTED NEWT LICENCED WORKS</b></p> <p>No development hereby permitted shall take place except in accordance with the terms and conditions of the Council’s Organisational Licence (WML-OR112, or a ‘Further Licence’) and with the proposals detailed on plan “Land at Slugwash Lane: Impact plan for great crested newt District Licensing (Version 1)”, dated 1st December 2023.</p> <p>Reason: In order to ensure that adverse impacts on great crested newts are adequately mitigated and to ensure that site works are delivered in full compliance with the Organisational Licence (WML-OR112, or a ‘Further Licence’), section 15 of the National Planning Policy Framework, Circular 06/2005 and the Natural Environment and Rural Communities Act 2006.</p> |
| 10.3       | <p><b>GREAT CRESTED NEWT WORKS - MITIGATION</b></p> <p>No development hereby permitted shall take place unless and until a certificate from the Delivery Partner (as set out in the District Licence WML-OR112, or a ‘Further Licence’), confirming that all necessary measures regarding great crested newt compensation have been appropriately dealt with, has been submitted to and approved by the</p>   |

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|      | <p>planning authority and the authority has provided authorisation for the development to proceed under the district newt licence.</p> <p>The delivery partner certificate must be submitted to this planning authority for approval prior to the commencement of the development hereby approved.</p> <p>Reason: In order to adequately compensate for negative impacts to great crested newts, and in line with section 15 of the National Planning Policy Framework, Circular 06/2005 and the Natural Environment and Rural Communities Act 2006.</p>  |
| 10.4 | <p><b>GREAT CRESTED NEWT WORKS – METHODOLOGY</b></p> <p>No development hereby permitted shall take place except in accordance with Part 1 of the Great Crested Newt Mitigation Principles, as set out in the District Licence WML-OR112 (or a ‘Further Licence’) and in addition in compliance with the following:</p> <ul style="list-style-type: none"> <li>• Works which will affect likely newt hibernacula may only be undertaken during the active period for amphibians.</li> <li>• Capture methods must be used at suitable habitat features prior to the commencement of the development (i.e., hand/destructive/night searches), which may include the use of temporary amphibian fencing, to prevent newts moving onto a development site from adjacent suitable habitat, installed for the period of the development (and removed upon completion of the development).</li> <li>• Amphibian fencing and pitfall trapping must be undertaken at suitable habitats and features, prior to commencement of the development.</li> </ul> <p>Reason: In order to ensure that adverse impacts on great crested newts are adequately mitigated and to ensure that site works are delivered in full compliance with the Organisational Licence (WML[1]OR112, or a ‘Further Licence’), section 15 of the National Planning Policy Framework, Circular 06/2005 and the Natural Environment and Rural Communities Act 2006.</p> |

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| 10.5 | <p><b>LANDSCAPING</b></p> <p>Prior to the occupation of the development hereby approved, a scheme for landscaping shall be submitted to and approved by the Local Planning Authority. The scheme shall include: -</p> <ul style="list-style-type: none"> <li>a) details of all hard surfacing;</li> <li>b) details of all boundary treatments including provision of mammal gates;</li> <li>c) Details of green roof planting, management and maintenance;</li> <li>d) details of all proposed planting, including quantity, species, and size</li> <li>e) details of biodiversity enhancements</li> <li>f) site levels and groundworks;</li> </ul> <p>All soft landscaping shall be carried out, at the latest, during the first planting season following the first occupation of the building. Any 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 comparable size and species.</p> <p>Reason: In the interest of visual amenity and biodiversity in accordance with LLP1 policies CP10 and CP11, LLP2 policy DM24 and DM27 and para. 130 of the NPPF.</p> |
| 10.6 | <p><b>ECOLOGICAL METHOD STATEMENT</b></p> <p>No development other than demolition shall take place until a method statement for the protection of species and habitats, including boundary hedgerows and all relevant protected species has been submitted to and approved in writing by the local planning authority.</p> <p>The works shall be carried out strictly in accordance with the approved details.</p> <p>Reason: In the interest of wider ecological enhancement having regard to Policy DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the NPPF.</p>   |
| 10.7 | <p><b>ECOLOGICAL DESIGN STRATEGY (EDS)</b></p> <p>No development shall take place until an ecological design strategy (EDS) addressing enhancement of the site for biodiversity, to include the provision of bat and bird boxes and wildlife friendly planting, has been</p>   |

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|      | <p>submitted to and approved in writing by the local planning authority. The EDS shall include the following:</p> <ul style="list-style-type: none"> <li>• purpose and conservation objectives for the proposed works;</li> <li>• review of site potential and constraints;</li> <li>• detailed design(s) and/or working method(s) to achieve stated objectives;</li> <li>• extent and location /area of proposed works on appropriate scale maps and plans;</li> <li>• type and source of materials to be used where appropriate, e.g. native species of local provenance;</li> <li>• timetable for implementation demonstrating that works are aligned with the proposed phasing of development;</li> <li>• persons responsible for implementing the works;</li> <li>• details of initial aftercare and long-term maintenance;</li> <li>• details for monitoring and remedial measures;</li> <li>• details for disposal of any wastes arising from works.</li> <li>• External lighting plan</li> </ul> <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, paragraphs 170 and 175 of the National Planning Policy Framework, and LLP1 policy CP10</p> |
| 10.8 | <p><b>TREE PROTECTION</b></p> <p>No development shall take place (including any demolition, ground works, site clearance) until a method statement for the protection of trees and hedgerows and reasonable avoidance measures for reptiles has been</p>   |

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|       | <p>submitted to and approved in writing by the local planning authority. The content of the method statement shall include the:</p> <ul style="list-style-type: none"> <li>• purpose and objectives for the proposed works;</li> <li>• detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);</li> <li>• extent and location of proposed works shown on appropriate scale maps and plans;</li> <li>• timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction;</li> <li>• persons responsible for implementing the works;</li> <li>• initial aftercare and long-term maintenance (where relevant);</li> <li>• disposal of any wastes arising from the works.</li> </ul> <p>The works shall be carried out in accordance with the approved details and shall be retained in that manner thereafter.</p> <p>Reason: To protect habitats and species identified in the ecological surveys from adverse impacts during construction and to avoid an offence under the Wildlife and Countryside Act 1981, as amended.</p> |
| 10.9  | <p><b>SUSTAINABILITY MEASURES</b></p> <p>No development above ground floor slab level of any part of the development hereby permitted shall commence until a report has been submitted to, and approved in writing by, the Local Planning Authority, to include full details of all renewable/carbon saving/energy (including vehicle charging points) and water efficiency measures to limit consumption to 110 litres per person per day to be incorporated into the scheme. All measures approved shall thereafter be provided prior to the occupation of any individual 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 policies CP11, CP13 and CP14 LLP2 policy DM25 and the LDC Sustainability in Development Technical Advice Note</p>  |
| 10.11 | <p><b>CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN</b></p> <p>No development shall take place, including any ground works or works of demolition, until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters,</p>   |

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|       | <ul style="list-style-type: none"> <li>• The anticipated number, frequency and types of vehicles used during construction,</li> <li>• Measures to prevent surface water discharging onto the highway.</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 if required,</li> <li>• Site managers contact details;</li> <li>• Site waste management plan</li> <li>• Hours of working</li> <li>• Demonstration that best practicable means have been adopted to mitigate the impact of noise, dust and vibration from construction activities.</li> <li>• Details of any external lighting.</li> <li>• Measures to protect habitat and wildlife during construction works;</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> |
| 10.12 | <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, and para. 163 and 165 of the NPPF.</p>   |
| 10.13 | <p><b>DRAINAGE MANAGEMENT PLAN</b></p> <p>A maintenance and management plan for the entire drainage system should be submitted to the planning authority before any construction commences on site to ensure the designed system considers design standards of those responsible for maintenance. The management plan should cover the following:</p> <ol style="list-style-type: none"> <li>a) This plan should clearly state who will be responsible for managing all aspects of the surface water drainage system, including piped</li> </ol>   |



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|       | <p>drains, and the appropriate authority should be satisfied with the submitted details.</p> <p>b) Evidence that these responsibility arrangements will remain in place throughout the lifetime of the development should be provided to the Local Planning Authority.</p> <p>Reason: In order to ensure surface water is managed effectively in accordance with LLP1 policy CP12, LLP2 policy DM22 and paras. 163 and 165 of the NPPF.</p>  |
| 10.14 | <p><b>COMPLETION OF DRAINAGE WORKS</b></p> <p>The approved drainage scheme shall be carried out or supervised by an accredited person. An accredited person shall be someone who is an Incorporated (IEng) or Chartered (CEng) Civil Engineer with the Institute of Civil Engineers (ICE) or Chartered Institute of Water and Environmental Management (CIWEM). The implementation of the surface water drainage scheme shall thereafter be carried out in accordance with the approved details prior to the occupation of the dwelling hereby approved.</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 and paras. 163 and 165 of the NPPF.</p>   |
| 10.15 | <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 (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.</p> <p>The remediation strategy shall be implemented as approved and a verification report shall be submitted 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 para 170, 174, 178 and 179 of the NPPF.</p> |
| 10.16 | <p><b>ACCESS AND TURNING</b></p> <p>Prior to the first occupation of any individual dwelling the site access, internal access road and turning spaces required to serve that dwelling</p>  |

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|       | <p>shall be constructed, surfaced and drained in accordance with approved plans and shall thereafter be retained for those purposes only for the lifetime of the development</p> <p>Reason: Road safety.</p>  |
| 10.17 | <p><b>VISIBILITY SPLAYS</b></p> <p>Prior to the first occupation of any part of the development hereby approved, visibility splays of 2.4 metres by 64 metres in both directions shall be provided/maintained at the junction of the access with Slugwash Lane in accordance with the approved plans. These visibility splays shall thereafter be kept free of all obstructions over a height of 600mm.</p> <p>Reason: Road safety</p>  |
| 10.18 | <p><b>CAR PARKING</b></p> <p>No dwelling hereby approved shall not be occupied until the car parking spaces shown on the approved plans to serve that dwelling have been surfaced and laid out in accordance with the details provided on approved plan and shall be maintained in place thereafter for the lifetime of the development.</p> <p>Reason: In order to ensure the dwelling is served by suitable parking and access in accordance with policies CP11 and DM25 of the Lewes District Local Plan Part 2 and WNP policy 5.</p>  |
| 10.19 | <p><b>ELECTRIC VEHICLE CHARGING POINTS</b></p> <p>Prior to the first occupation of the each dwelling hereby approved, a minimum of 1 x functioning electric vehicle charging points shall be installed for the sole use of the occupants of that dwelling in accordance with full details to be submitted to and approved by the Local Planning Authority. The charging points shall be maintained in operational condition thereafter throughout the lifetime of the development.</p> <p>Reason: In order to encourage the uptake in ownership of electric vehicles in the interest of controlling emissions in accordance with LLP1 policy CP14, the Electric Vehicle Charging Points Technical Guidance Note and NPPF para. 112.</p> |
| 10.20 | <p><b>BIN AND CYCLE STORES:</b></p> <p>Prior to the first occupation of the dwelling hereby approved, bin and cycle storage facilities shall be provided in accordance with details shown on the approved plans.</p> <p>Reason: In the interest of environmental amenity and in order to encourage the use of sustainable modes of transport in accordance with LLP1 policies CP11 and CP13 and LLP2 policies DM25, para. 106 of the NPPF and WNP policy 5.</p>   |

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| 10.21 | <p><b>EXTERNAL LIGHTING</b></p> <p>No external lighting shall be installed on the building hereby approved or within the external areas of the site other than those approved as part of the Ecological Design Strategy unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: In order to protect the night time tranquillity of the surrounding environment in accordance with LLP1 policy CP10, LLP2 policy DM20, para. 185 of the NPPF and WNP policy 5.</p>                                 |
| 10.22 | <p><b>OBSCURE GLAZING:</b></p> <p>Prior to the first occupation of the dwelling at plot 1, all parts of the first floor bedroom window on the southern elevation that are less than 1.7 metres above the finished floor level of the room shall be obscure glazed and fixed shut and shall be maintained as such throughout the lifetime of the development.</p> <p>Reason: In order to protect the amenities of neighbouring residents in accordance with LLP1 policy CP11, LLP2 policy DM25 and para. 130 of the NPPF.</p> |

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| <b>11.</b> | <b>Plans:</b>  |                      |                   |
| 11.1       | This decision relates solely to the following plans: - |                      |                   |
|            | <u>Plan Type</u>                                       | <u>Date Received</u> | <u>Reference:</u> |
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| <b>12.</b> | <b>Appendices</b> |  |  |
| 12.1       | None.             |  |  |

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| <b>13.</b> | <b>Background Papers</b> |  |  |
| 13.1       | None.                    |  |  |