

**Report to:** Planning Applications Committee  
**Date:** 12<sup>th</sup> June 2024  
**Application No:** LW/23/0360  
**Location:** Southdown, Gote Lane, Ringmer  
**Proposal:** Demolition of existing dwelling, erection of 1 No. detached dwelling and 2 No. semi-detached dwellings (Outline application with landscaping details reserved).  
**Applicant:** Mr P Norris  
**Ward:** Ouse Valley and Ringmer  
**Recommendation:** Approve subject to conditions.  
**Contact Officer:** **Name:** James Smith  
**E-mail:** [james.smith@lewes-eastbourne.gov.uk](mailto:james.smith@lewes-eastbourne.gov.uk)

**IMPORTANT NOTE: This scheme is CIL Liable.**  
**Site Location Plan: (Below)**



1	<b>Executive Summary</b>
1.1	<b>The proposed development is considered to represent the efficient and sympathetic redevelopment of a site within a sustainable location.</b>
1.2	<b>It is considered that the design of the dwellings and the layout of the development are sympathetic towards the surrounding environment as well as residential amenities.</b>
1.3	<b>The proposed development incorporates suitable parking and access arrangements and design measures have been taken to enhance the sustainability of the development.</b>
1.3	<p><b>Housing Delivery</b></p> <p>The proposed development would provide a net gain of two dwellings in a sustainable location.</p> <p>This would carry <b>limited positive weight</b> in the planning balance.</p>
1.4	<p><b>Economic Benefits</b></p> <p>The proposed development would provide construction jobs in the short term. Future occupants are likely to use local businesses and services. There would be a modest CIL contribution.</p> <p>This would carry <b>limited positive weight</b> in the planning balance.</p>
1.5	<p><b>Placemaking and impact upon surrounding environment</b></p> <p>The proposed development would integrate with the pattern of existing development in the surrounding area and would respect the amenities of neighbouring residents.</p> <p>This should carry <b>neutral weight</b> in the planning balance.</p>
1.6	<p><b>Biodiversity Net Gain</b></p> <p>The proposed development would allow for a degree of biodiversity net gain to be provided through landscaping and the creation of habitat.</p> <p>This would carry <b>limited positive weight</b> in the planning balance.</p>
1.7	<p><b>Highways</b></p> <p>It is considered that the proposed development would provide a suitable amount of parking, with adequate justification for a minor shortfall on on-site parking, would be safely accessible and would not generate excessive levels of traffic.</p> <p>It is considered that this should be attributed <b>neutral weight</b>.</p>
1.8	<p><b>Neighbour Amenity:</b></p> <p>The proposed development would result in a degree of overlooking and overshadowing of neighbouring properties, increased activity in the form</p>

	<p>of vehicular movements and intensification of the use of the site and the presence of more substantial built form in the outlook from neighbouring. Whilst there would therefore be an impact upon the amenities of neighbouring residents it is considered that the level of impact would not be unacceptably significant.</p> <p>It is considered that this should be attributed <b>limited negative weight</b>.</p>
1.9	<p>Water Issues</p> <p>The proposed development would be able to utilise existing foul drainage infrastructure and incorporate a sustainable surface water drainage system. The site is not in an area at identified risk of flooding.</p> <p>This should be given <b>neutral weight</b> in the planning balance.</p>
<b>2.</b>	<b>Relevant Planning Policies</b>
2.1	<p><u>National Planning Policy Framework</u></p> <p>2. Achieving sustainable development</p> <p>4. Decision making</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 and beautiful places</p> <p>14. Meeting the challenge of climate change, flooding, and coastal change</p> <p>15. Conserving and enhancing the natural environment</p>
2.2	<p><u>Lewes Local Plan Part 1 (LLP1)</u></p> <p>CP2 – Housing Type, Mix and Density;</p> <p>CP10 – Natural Environment and 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>DM20 – Pollution Management</p> <p>DM22 – Water Resources and Water Quality</p> <p>DM23 – Noise</p> <p>DM25 – Design</p> <p>DM27 – Landscape Design</p> <p>DM30 – Backland Development</p>

2.4	<p><u>Ringmer Neighbourhood Plan (RNP)</u></p> <p>4.10 – Retaining and Enhancing Biodiversity</p> <p>4.11 – Avoidance of Light Pollution</p> <p>6.1 – Total New Housing Numbers in Ringmer to 2030</p> <p>6.3 – Scale of New Residential Development</p> <p>8.3 – Provision of Adequate Off-Road Parking</p> <p>8.5 – Road Safety</p> <p>8.11 – Drainage and Sewerage</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>9.4 – Housing Space Standards</p> <p>9.6 – Hard and Soft Landscaping</p>
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<b>3.</b>	<b>Site Description</b>
3.1	<p>The site is occupied by a bungalow dwelling and attached garage which is set well back from the road, with garden lawns to the front and rear. The garage and hard surfaced parking area to the front of the dwelling are accessed via a driveway with a crossover onto Gote Lane. The plot is broadly rectangular with a flat topography and an overall area of 1181 m<sup>2</sup>. The site falls within the settlement boundary although it is noted that houses on the opposite side of the road do not. The dwelling has previously been known as St Margarets but is now named Southdown.</p>
3.2	<p>Gote Lane is a relatively narrow road that is flanked by predominantly linear residential development, which is largely focussed on the northern side, with the southern side generally bordered by hedgerow enclosed fields. The presence of the fields as well as mature street landscaping, wide grass verges, the narrow and winding nature of the road and views towards the South Downs National Park generates a strong semi-rural character. Dwellings facing onto Gote Lane are generally detached and/or occupy relatively large plots.</p>
3.3	<p>There are higher density dwellings backing onto the site on Springett Avenue and Mill Gardens to the east and west respectively. Springett Avenue provides a main route to the primary retail area of the village, approx. 475 metres walking distance from the site. There are a number of residential roads radiating from Springett Avenue, with dwellings on these roads forming the main residential area in Ringmer, which occupies the land between Lewes Road to the north and Gote Lane/Harrisons Lane to the south.</p>
3.4	<p>The edge of the South Downs National Park is approx. 160 metres to the east of the application site. The site falls within an Archaeological Notification Area. Other than the above, there are no specific planning</p>

	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	The application seeks outline permission for the demolition of the dwelling occupying the site and its replacement with 3 x dwellings comprising a pair of semi-detached two bed chalet style dwellings, positioned towards the rear of the site, and a detached 3 bedroom two-storey dwelling which would face out onto Gote Lane. The only reserved matter relates to landscaping.
4.2	The footprint of the detached dwelling would be approx. 69 m <sup>2</sup> with a roof overhang above ground floor level covering an additional area of approx. 13 m <sup>2</sup> . The eaves level of the roof would be split between the lower overhanging sections where it would be approx. 2.45 metres above ground level, and the remainder where it would be above first floor level window heads at approx. 5 metres. The ridge height of the roof would be approx. 7.2 metres.
4.3	The semi-detached pair of dwellings would occupy a combined footprint of approx. 112.5 m <sup>2</sup> . The eaves height of the roof would be at approx. 2.5 metres with the ridge at approx. 6.8 metres. The roof would have a symmetrical barn hipped form with raised eaves at approx. 4.7 metres on either side of the pair. Each dwelling would have two pitched roof dormers incorporated into the front roof slope.
4.4	The proposed development would utilise the existing dropped kerb access from Gote Lane. Which would need to be widened to a minimum of 4.5 metres to allow for two way vehicular movements. An access road would then extend towards the rear of the site, following a similar course to the existing driveway. 4 car parking spaces would be provided in a courtyard type arrangement to the rear of unit 3 (the frontage dwelling), with an additional parking space provided to the side of unit 2. Each of the two bed dwellings would be allocated a single parking bay with two allocated to the three bed dwelling. The additional space would be unallocated and could be used by visitors or residents.

<b>5.</b>	<b>Relevant Planning History:</b>
5.1	<b>E/63/0805</b> – Conversion of existing dwelling into two units – Approved 24th October 1963

<b>6.</b>	<b>Consultations:</b>
6.1	<b>Ringmer Parish Council</b>

Strongly object to the amended application as still contravenes planning policies, DM25 and 30 of the Lewes District Local Plan (part 2), which sets out that development will be permitted where the following criteria are met:

- i. Its sitting, layout, density, orientation, and landscape treatment respond sympathetically to the characteristics of the development site, its relationship with its immediate surroundings and, where appropriate, views into, over or out of the site;
- ii. Its scale, form, height, massing, and proportions are compatible with existing building, building lines, roofscapes and skylines.

The proposed plans for three dwellings will create an inappropriate 'tandem development' which will have a negative impact on the current open and private aspect of neighbouring properties and gardens. Residents' living conditions in the neighbouring properties, will be significantly harmed due to:

- Loss of light and open space;
- Increased noise and disturbance;
- Overlooking and a loss of privacy; and
- Overbearing and overshadowing.

The overall footprint of the proposed three dwellings is greater than the existing bungalow 'Southdown' and together with the hardstanding, access road and parking, leaves little amenity space for future residents and constitutes 'overdevelopment'.

The position of Plots 1 and 2 will look conspicuous and inappropriate in their location behind Plot 3. This is not in keeping with the pattern or position of neighbouring properties on Gote Lane and will cause a loss of privacy to existing homes and gardens. This contravenes DM25, and DM30 regarding 'backland developments'.

Plot 3 building line very close to the boundary with Gote Lane and in front of current building line of neighbouring properties which are set back on their plots. This proposal will dominate the vicinity and impact the open streetscape of this unique location. The tandem development will look conspicuous in its design and be detrimental to the special character of Gote Lane. Gote Lane is listed in the Local Plan as an area of established character which should be retained.

The proposed highway access to serve the three dwellings is inappropriate, with the driveway being directly parallel with and within 2 metres of bedrooms of neighbouring bungalow.

	<p>The parking allocation for 5 vehicles falls well below both the level required by both ESCC parking standards and those required by Ringmer Neighbourhood Plan policy 8.3, and that is very likely to lead to on-road parking on Gote Lane in the immediate vicinity of the entrance to the proposed development, where Gote Lane is very narrow for two vehicles passing in particular farm vehicles and other large vehicle. This is exactly the sort of scenario Ringmer NP identified and is aimed as a priority to avoid.</p> <p>Furthermore, we understand the applicant had failed to acknowledge the presence of a bat colony at the property or included an ecological survey within the original application in connection with current on site biodiversity which will be effected by the development.</p> <p>OFFICER COMMENT The site does not fall within the Area of Established Character, with this being confined to a group of seven houses to the south-west.</p>
6.2	<p><b>ESCC Archaeology</b></p> <p>In light of the potential for impacts to heritage assets with archaeological interest resulting from the proposed development, the area 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>
6.3	<p><b>Southern Water</b></p> <p>Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.</p>
6.4	<p><b>LDC Ecologist</b></p> <p>At present insufficient information has been provided to be able to fully assess the ecological impacts of the proposed development. Ecological survey information is required, prior to any granting of planning permission.</p> <p>OFFICER COMMENT: Since these comments were received the applicant has commissioned a Preliminary Roost Assessment and the findings are reported in section 8.8 of this report.</p>
6.5	<p><b>NatureSpace</b></p> <p>It is considered that the proposed development would present a low risk to great crested newts and/or their habitats. However, as the development is within the red Impact Risk Zone, as modelled by district licence mapping, I recommend that an informative should be attached to planning consent:</p>

7.	<b>Other Representations:</b>
7.1	<p>52 letters of objection have been received, with material planning concerns raised summarised below:-</p> <ul style="list-style-type: none"> <li>• Overbearing, overly dominant and out of keeping;</li> <li>• Insufficient parking will result in parking pressure on surrounding roads – contravenes ESCC and Ringmer Neighbourhood Plan policies/guidance;</li> <li>• Will overlook neighbouring properties in all directions;</li> <li>• Will cause overshadowing of neighbouring properties in all directions;</li> <li>• Overdevelopment of the site;</li> <li>• Harm to ecology, including bats that are present on site;</li> <li>• Harm to the setting of the SDNP;</li> <li>• Will set a precedent for further intensification of development;</li> <li>• Will result in a suburbanising impact;</li> <li>• Doesn't meet 10% Biodiversity Net Gain;</li> <li>• Inappropriate tandem development;</li> <li>• Increase in noise and activity;</li> <li>• Inadequate garden sizes;</li> <li>• Contrary to local plan policies and Ringmer Neighbourhood Plan;</li> <li>• Would fail to integrate with existing dwellings;</li> <li>• No justification for demolishing existing dwelling – unsustainable;</li> <li>• Construction works will be disruptive;</li> <li>• Potential for further urbanising works carried out through permitted development;</li> <li>• Plans are unclear;</li> <li>• Use of parking and access will cause disruption to neighbours;</li> <li>• Proximity of bin store to neighbouring properties would result in unacceptable odour nuisance;</li> </ul> <p>OFFICER COMMENT: The majority of points raised are addressed in then officer report. The bin store has been repositioned in response to concerns regarding its original location.</p> <p>A petition objecting to the application has been submitted with 147 signatories. The petition includes the following wording:-</p> <p>The proposed 'tandem' or 'backland' or 'tandem' development contravenes DM25 and DM30 of the Lewes District Local Plan (part 2), the National Planning Policy Framework and the Ringmer Neighbourhood Plan.</p>



	In addition, it would cause significant, permanent harms to 8 neighbouring properties, the surroundings and the unique character of Gote Lane.
7.2	<p>2 letters of support have been received, relevant contents of which are summarised below:-</p> <ul style="list-style-type: none"> <li>• Would integrate well;</li> <li>• Smaller, affordable homes are much needed in the area;</li> <li>• Good to see the redevelopment of a worn out building/large plot;</li> </ul> <p>A petition supporting the application has been submitted with 18 signatories. The petition includes the following wording:-</p> <p>I consider this development of modest properties sits comfortable in its location.</p> <p>The new dwellings will replace a very tired looking bungalow occupying a large plot.</p> <p>The two bedroom plots particularly will allow for anyone wishing to downsize to remain in the village.</p>
7.3	<p>1 neutral comment received from Ward Councillor Emily O'Brien</p> <p>Having visited this site I can understand the concerns of next door neighbours about the proximity to property</p> <p>As a ward councillor, please can I request that these concerns be given full consideration when this application is assessed and a decision made - both in terms of final design but also the impact of construction.</p> <p>If the decision is in favour, can there please be conditions around ensuring any impact is minimised and particular care taken around conditions relating to construction phase.</p>

<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> <p>The NPPF also advises that there is a presumption in favour of sustainable development.</p> <p>The main considerations relate to the principle of the development; the impact upon the character and appearance of the area as well as residential and environmental amenities as well as the overall merits of the scheme in terms of the balance of economic, environmental and social objectives that comprise sustainable development.</p>

8.2

Principle of Development

The site falls within the settlement boundary where the general principle of residential development is acceptable. It is recognised that the site comprises garden land and that this does not constitute previously developed land as per annex 2 of the NPPF. Para. 128 of the NPPF encourages the more efficient use of land for development but includes a caveat under d) that the desirability of maintaining an area's prevailing character and setting (including residential gardens), should be taken into account.

LLP2 policy DM30 supports backland development where the following criteria are met:-

- 1) the provision of safe and convenient vehicular access and parking which does not have an unacceptable adverse impact on the amenities of neighbouring properties in terms of noise, light or other disturbance;
- 2) the mass and scale of development will not have an overbearing impact on, or result in the loss of privacy to, existing homes and gardens;
- 3) the development does not cause the loss of trees, shrubs or other landscape features which make an important contribution to the character and appearance of the locality or its biodiversity.

Para. 8 of the Revised National Planning Policy Framework (NPPF) defines sustainable development as comprising three overarching objectives, these being to respond positively to economic, environmental and social needs. Para. 10 goes on to state that there should be a presumption in favour of sustainable development.

Lewes District Council is currently unable to demonstrate a 5 year supply of land to meet the calculated housing need of the District. As such, the methodology set out in para. 11 d) is applied in decision making with applications only being refused where a protected area or asset is harmed or where any adverse impacts of the development would significantly and demonstrably outweigh its benefits, when assessed against the policies in the NPPF taken as a whole. This approach is commonly referred to as the 'tilted balance'. However, this approach can be disengaged where a direct route to refusal can be supported by the policies contained within the NPPF in regard to impact upon an area or asset of particular importance. Footnote 7 of the NPPF identifies National Parks as once such area of particular importance and, therefore, the impact of the proposed development upon the setting and functionality of the park must be afforded due weight in the determination of the application.

The proposed development is therefore considered to be acceptable in principle and its overall merits will be assessed against relevant planning policies and objectives identified in section 2 of this report.

8.3

Design and Impact Upon Character of the Surrounding Area

Ensuring new development makes an efficient use of land is a key component of sustainable development, as per para. 128 of the NPPF. The efficient development of sites within established settlement boundaries helps alleviate pressure on surrounding greenfield sites and ensure new development can be targeted in more sustainable locations. At the same time, it is important to maintain a balance between preserving the prevailing character of the surrounding area whilst also promoting innovation and change, which includes increased densities as per para. 135.

Policy CP2 of the Lewes District Local Plan part one sets general parameters for density of new development in villages at between 20 and 30 dwellings per hectare. This is echoed in policy 9.2 of the Ringmer Neighbourhood Plan which also recommends a density of 20 to 30 dwellings per hectare for new development.

The site has an area of approx. 1181 m<sup>2</sup> (and, therefore, the overall density of the development equates to approx. 25 dwellings per hectare. Any reduction to two dwellings would represent an inefficient use of the site at approx. 17 dwellings per hectare, failing the objective to avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site set out in para. 129.

Development on Mill Gardens to the rear of the site, which comprises a mix of predominantly 2 and 3 bedroom dwellings, is built to a density of approx. 22 dwellings per hectare. Whilst density is lower on the parts of Springett Avenue and Gote Lane that are closest to the site this is partially due to the houses typically being larger three and four bed properties. There are also pockets of higher density development such as at Mill View to the south west and around Mill Close and the junction between Gote Lane and Shepherds Way to the north-east. In this context, it is considered that a modest increase in residential density would meet the objectives of para. 128 and 129 of the NPPF without resulting in a significant uplift that may be inappropriate as cautioned in para. 130, although it is noted that this concern is based on the built form also being wholly out of character with the surrounding area.

The site already appears distinct from its neighbours. The positioning of the dwelling means it does not possess the large open space to the rear that is typical of neighbouring dwellings to the north-east. The provision of a large open space to the front is largely anomalous with the relatively intimate way in which dwellings on the northern side of this part of Gote Lane interact with the street scene, reflecting the increase in density from the west to the point where it meets Harrisons Lane. A good amount of open space would be retained around the dwellings, including to the sides, thereby preventing the plot from appearing overly cramped. The frontage dwelling would engage well with the street, as is the case with neighbouring dwellings, whilst the dwellings towards the rear of the site would interact with one another, the open courtyard area they would face onto and the existing neighbouring dwellings positioned on adjoining plots to the sides and rear. As such, it is considered that these dwellings would not be in an unacceptably secluded area where they would appear

detached from the surrounding environment, which can be a risk with backland development.

It is considered that the design and scale of the proposed dwellings is consistent with that of surrounding development, which comprises a mix of bungalow, chalet style and two-storey detached and semi-detached dwellings. The building line on Gote Lane is not uniform but the general characteristic of dwellings being set back from the road with landscaping to the front is reflected in the layout of the scheme, with the frontage of dwelling No. 3 being marginally more advanced than that of Homecot but set back further from Gote Lane than the flank elevation of the neighbouring 1 Church Mead.

As the scheme would amalgamate with existing development it is not considered that it would appear disruptive in views towards or from the nearby South Downs National Park. It is noted that there is additional residential development between the application site and the National Park on the opposite side of the road. It is considered that the proposed development would clearly integrate with the established and distinct urban edge that is maintained on the southern edge of Ringmer.

It is considered light spill from internal lighting would have a negligible impact upon the dark sky reserve status of the park. A condition can be used to control the use of external lighting to ensure that it is sympathetic to the existing night time tranquillity of Gote Lane and to the dark sky reserve status of the National Park.

It is therefore considered that the proposed development would be visually consistent with the surrounding built environment and would have no unacceptable impact upon visual amenity.

#### 8.4 Impact Upon Amenities of Neighbouring Residents

The rear gardens of 1- 4 Church Mead (Springett Avenue) back onto the southern side boundary of the site. Number 9, 11 and 15 Mill Gardens back onto the rear of the site whilst the northern side boundary also forms the side boundary of the neighbouring property on Gote Lane, 'Homecot'.

The two-storey southern flank elevation of the dwelling at plot 3 would be positioned approx. 15 metres to the north-east of rear facing ground and first floor windows at 1 Church Mead. It is considered that this distance is sufficient to prevent any unacceptable overbearing or overshadowing impact, noting also that the dwelling would be stepped in approx. 2.4 metres from the boundary and that the flank wall would not extend along the entire length of the boundary. The flank elevation would incorporate a single kitchen/dining room window at ground floor level and no windows at first floor level. Any views towards the neighbouring property from the ground floor window towards the neighbouring would be interrupted by site boundary treatment and, therefore, would not be invasive.

The dwelling at to the other side of plot 3, Homecot, is a bungalow property, which includes side facing windows, which planning records suggest serve bedrooms. It is considered that a sufficient separation would be retained to prevent the proposed two-storey dwelling appearing to

overwhelm the bungalow and also to prevent unacceptable levels of overshadowing. The only window facing directly towards Homecot would be at ground floor level and, therefore, views from it towards the bedroom windows would be interrupted by site boundary treatment.

Rear facing windows at first floor level on the dwelling at plot 3 would offer angled views towards rear garden areas of properties at 1-4 Church mead, Springett Avenue. Due to the angle of the view and the distance between windows of the proposed dwelling and neighbouring windows, it is considered that these views would not be intrusive and the overlooking of parts of the rear gardens would be consistent with views currently available from neighbouring dwellings.

The dormer window serving bedroom 1 at plot 2 would offer angled views towards the conservatory at Homecot, positioned approx. 16.3 metres to the south east. It is considered that the distance and angle of the view would help prevent views being overly intrusive and that boundary treatment would provide a degree of screening. Other dormer windows are positioned further from neighbouring properties. Views from ground floor windows towards neighbouring properties would be effectively screened by boundary treatment. Roof lights positioned to the rear of the dwellings at plots 1 and 2 would be angles upwards rather than directly towards properties to the rear on Mill Gardens. These rooflights would serve bathrooms and the landing area rather than primary habitable rooms and, as such, the need for an outlook is not essential and, therefore, obscure glazing could be utilised.

LLP2 policy DM30 identifies access to backland development as a potential source of unacceptable disturbance to neighbouring residents. The proposed access would be close to the boundary shared with Homecot but with a landscaped buffer retained that, it is considered, would help soften visual impact as well as reduce the impacts of noise and light generated by moving vehicles. As the parking spaces serving the development would all be positioned to the rear of plot 3, vehicles associated with all 3 dwellings would pass to the side of Homecot. It is, however, considered that the amount of movements associated with the three dwellings, two of which would be two bedroom, would not be overly intensive and given this, and the mitigating measures referred to above, it is considered that the use of the access would not cause unacceptable disturbance to the occupants of Homecot.

Buffers and screening would be provided between parking and bin storage areas and neighbouring properties as a means to prevent these features from generating a harmful impact.

8.5

Living Conditions

Para. 126 of the National Design Guide (2019), which is a companion to the Revised National Planning Policy Framework, states that 'well-designed homes and communal areas within buildings provide a good standard and quality of internal space. This includes room sizes, floor-to-

ceiling heights, internal and external storage, sunlight, daylight and ventilation.' This is echoed in policy CP11 of the Lewes District Joint Core Strategy.

All primary habitable rooms would be served by unobstructed clear glazed openings allowing for a good level of natural sunlight permeation. Windows are provided on three aspects of each dwelling and it is considered that this would help enhance access to natural light and would also provide effective natural ventilation to each building. The layout of each dwelling is considered to be clear, with hallway lengths kept to a minimum and awkwardly sized and shaped rooms being avoided, thereby enhancing functionality, accessibility and adaptability.

The Department for Communities and Local Government has produced the Technical housing standards - nationally described space standard. This document sets out minimum recommended Gross Internal Area (GIA) for new residential units, based upon number of bedrooms provided, number of storeys and number of occupants. Each of the proposed dwellings would have a GIA that exceeds the minimum for the relevant dwelling size specified in the standards.

Para. 10 (b) of the space standards instructs that a dwelling with two or more bedspaces has at least one double (or twin) bedroom whilst para. 10 (d) stipulates that a double room must have a minimum floor area of 11.5 m<sup>2</sup>. These requirements are met.

Each dwelling would have access to a private outdoor amenity area of a good size to serve the needs of the household.

As stated earlier in the report, despite the backland location of plots 1 and 2 these dwellings would benefit from good levels of natural surveillance provided by neighbouring properties and, therefore, the occupants of these dwellings would not be subjected to any unacceptable sense of isolation or heightened risk of criminal and anti-social behaviour.

#### 8.6 Parking Demand and Highway Impact

The development would be accessed via the existing dropped kerb crossover which serves the current driveway. Notwithstanding the submitted plans, the access would need to be widened to a minimum of 4.5 metres to allow for two way vehicle movements, in line with standing advice provided by ESCC. Failure to do this would present the risk of vehicles entering and leaving the site coming into conflict which may result in vehicles reversing back out into the road, presenting a hazard to pedestrians and motorists. There is considered to be ample space within the site to allow for vehicles to turn so that they would be able to enter and leave in forward gear.

Gote Lane is subject to a 30mph speed restriction. The access emerges onto a relatively straight section of road and there is good visibility of oncoming traffic and pedestrians, assisted by the presence of a wide verge to the front of the dwelling. There are bollards in place along the edge of the verge to prevent unsympathetic parking that may impede visibility of oncoming traffic. The amount of vehicle movements associated with three new dwellings would not be excessive and it is considered that,

as such, the development would not bring about an increase in movements to an extent that it would disrupt the free flow of traffic on the surrounding highway network.

The submitted layout plan shows the proposed 3 bed dwelling as having two allocated parking bays, with one space each allocated for the two bed dwellings. An additional parking bay is provided for visitors. The Ringmer Neighbourhood Plan includes a parking policy (8.3) which seeks to secure 2 off street parking spaces for 3 bed units and for 2 bed units other than when they are purpose built to accommodate elderly residents. ESCC Highways provide a parking demand calculator which uses car ownership data from the 2021 census to estimate parking demand based on development size and the ward in which it is located.

Interrogation of the parking demand calculator shows that, were no parking spaces to be allocated, the development would generate parking demand for 4.82 spaces, with 1.71 being associated with the 3 bed dwelling and 3.1 being associated with the 2 bed dwellings. As parking would be allocated, the demand increases to 6.04 spaces. This includes a shortfall of 0.18 of a space for the 3 bed unit (which is considered negligible) and of 1.26 spaces for the 2 bed dwellings. In addition, a demand for 0.6 spaces would be generated for visitor use.

Para. 107 of the NPPF states that, if setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

It is considered, in this instance, that the shortfall is acceptable. The parking demand data is based on aggregated data on car ownership across the Ouse Valley and Ringmer Ward, which includes remote areas. The proposed development is considered to be in a sustainable location, within walking distance of shops (approx. 500 metres away on Springett Avenue), public transport links (with a bus stop served by the relatively infrequent 125 service approx. 325 metres away on Springett Avenue and a more frequently serviced bus stop on the 'Regency' route approx. 600 metres walking distance away on Lewes Road) and schools, GPs, public amenity space, the village hall, library and public houses also within walking distance. Given the sustainable location, it is considered reasonable to conclude that reliance on the motor car by future occupants of the proposed development would be lower than it would be in a more remote area of the Ouse Valley and Ringmer Ward.

Furthermore, the proposed visitor parking bay would provide additional parking capacity for occupants of the 2 bed dwellings. It is considered that there is further capacity within the courtyard area to accommodate ad hoc visitor parking, as well as on street parking available nearby on Springett Avenue, which is not subject to significant parking pressure.

A condition will be used to ensure each dwelling is provided with an electric vehicle charging point and that appropriate cycle storage facilities are available.

It is anticipated that waste collection vehicles would not access the site but would instead remain on Gote Lane, with collection crews wheeling the bins over from the proposed bin storage area. The bin store is approx. 30 metres from the carriageway on Gote Lane. Whilst this is marginally more than the suggested 25 metre maximum set out in good practice guidance it is considered acceptable on account of the marginal nature of the additional distance and the small number of bins that would need to be collected.

It is therefore considered that the proposed development would not result in any unacceptable impact upon the highway network or pedestrian and motorist safety.

8.7

#### Flooding and Drainage

The site is located in Flood Zone 1 and, as such, is not considered to be susceptible to tidal or fluvial flooding. Flood mapping also shows that the risk of surface water flooding is very low.

The proposed development intends to incorporate infiltration drainage through the use of soakaways, this being identified as the most sustainable and, therefore, preferred method as per para. 080 of the Planning Practice Guidance for Flood Risk and Coastal Change. It is noted that a significant proportion of each plot would be maintained as landscaped garden land and that permeable surfacing could be used for hard surfaces. All drainage infrastructure would need to comply with Approved Document H of the Building Regulations and pass the relevant building regulations inspections.

A condition will be used to require the submission of further details prior to the commencement of development in order to ensure that the geology of the site can support infiltration drainage. Should infiltration drainage be found to be unsuitable then an alternative arrangement would need to be put in place and the condition will be worded to require the sustainable drainage hierarchy to be followed in this event.

It is stated that foul drainage would be into the mains sewer and this is considered acceptable. A condition would be used to ensure confirmation of a connection agreement with Southern Water is provided prior to the occupation of any part of the development.



8.8

Landscape, Ecology and Sustainability

Although there is now a requirement for minor development to provide 10% biodiversity net gain this applies only to applications received after 2nd April 2024 as per Regulation 3 of The Biodiversity Gain Requirements (Exemptions) Regulations 2024. Although the new regulations do not apply to this application ( as it was received prior to 2nd April), Lewes District Council's adopted Technical Advice Note for Biodiversity Net Gain stipulates that minor housing development should contribute 'some' biodiversity net gain and this is supported by LLP1 policy CP10 and para. 180 d) of the NPPF.

Approx 38% of the site is currently covered by buildings and hard surfacing. The remainder is largely covered by a grass lawn which appears to be regularly cut. Significant trees and hedging are restricted to the site boundaries. Given the amenity use of the lawn area associated disturbances, as well as the regular mowing regime, it is considered that it does not possess a high ecological value.

Notwithstanding the above, approx. 45% of the site would continue to be soft landscaped following the proposed development. This would include lawn areas that would provide similar value to the existing as well as communal areas where additional planting to enhance biodiversity could be focussed. Boundary hedging could be retained and enhanced and bat and bird boxes could be positioned on the buildings as well as on appropriate trees. The proposed gardens would maintain connectivity with neighbouring gardens and new landscaping could be used to maintain green corridors whilst the provision of gaps beneath fencing would allow fauna to commute between the site and neighbouring gardens.

Concern has been raised that bats reside on the site. In response, the applicant has commissioned a Preliminary Roost Assessment. The assessment included a survey that identified some limited potential access points and suitable bat roosting features within the existing building but did not record any roosting bats, or any evidence to indicate presence such as droppings, feeding remains, staining or scratch marks. However, it goes on to state that two dusk emergence surveys are required to confirm presence/ infer likely absence of roosting bats within the building. If bats are identified and confirmed using the building, then it will be necessary to apply for a Mitigation License from Natural England for the works to proceed within the confines of current legislation relating to bats. A licence can only be obtained once planning permission has been granted. In this instance, to characterise the roost and apply for a licence, a third bat dusk emergence survey will be required. A condition will be used to ensure that the required surveys are carried out prior to the commencement of any works (including demolition) and that the appropriate mitigation licence is issued by Natural England if it is found to be necessary.

The assessment also suggests provision of bat roost features within new buildings as planting of native boundary hedgerows, native wildflower and tree planting within the new gardens and creation of a bug hotel to increase insect prey abundance. These features, as well as those identified in para. 8.8.3 can be secured through the use of an appropriate

	<p>landscaping and ecological enhancement condition as well as at the reserved matters stage.</p> <p>Para. 157 of the NPPF states that the planning system should ...encourage the reuse of existing resources, including the conversion of existing buildings...’ This is echoed in para. 3.7 of the LDC Sustainability in Development Technical Advice Note which identifies harm caused by demolition in terms of generation of waste and amenity impact and states a preference for existing buildings to be reused, repaired or refurbished rather than demolished. Para. 3.7 also states that any application involving the demolition of an existing building should include details on why it is not possible to reuse the building.</p> <p>In this instance, it is considered that the proposed development offers significant benefits over the existing building in terms of sustainability by introducing a net gain of two dwellings in a sustainable location and, therefore, increasing the efficiency of the use of the land. It would be difficult to achieve this increase through extending the existing building due to the need to extend upwards and a significant amount of building work would be involved to do this. Furthermore, the new dwellings will be constructed to modern building regulations standards in terms of energy efficiency and carbon reduction and this would reduce the long term carbon footprint of the building, improve its durability and therefore offer sustainability enhancements in the long term.</p> <p>Each dwelling would be provided with an electric vehicle charging point as well as bike storage facilities as a means to encourage use of more sustainable modes of transport. Secure and covered cycle storage facilities would also be included. A condition will be used to secure further details of additional measures to be provided to enhance sustainability, particularly through the generation of renewable energy, carbon reduction measures and water efficiency measures. A site waste management plan will also be required and this would need to include information on how waste generated from the demolition of the existing building would be reused or recycled where possible as well as how material wastage during construction would be minimised.</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>The proposed development represent an efficient and effective residential use of a sustainable site that would respect the character and appearance of the surrounding environment, preserve the amenities of neighbouring residents and not introduce any unacceptable impact upon the public highway.</p>

<b>9.</b>	<b>Recommendations</b>
9.1	Approve subject to the conditions listed below.
<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, or before the expiration of two years from the date of approval of the last of the Reserved Matters, as defined in condition 2; to be approved, whichever is the later.</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>Reserved Matters</b></p> <p>No development shall commence until details of the:</p> <p style="padding-left: 40px;">a) landscaping</p> <p>(Hereinafter called "the Reserved Matters") have been submitted to and approved in writing by the Local Planning Authority. Application for the approval of the Reserved Matters shall be made within three years of the date of this permission. The development shall accord with the approved details.</p> <p>Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).</p>
10.3	<p><b>External Materials</b></p> <p>Prior to their application, details and photographs of all external materials, including paving, and boundary treatment shall have been submitted to and approved in writing by the Local Planning Authority and the development thereafter carried out in accordance with the approved details.</p> <p>Reason: To ensure a satisfactory development in keeping with the locality having regard to policies CP11 and DM25 of the Lewes District Local Plan and to the National Planning Policy Framework.</p>
10.4	<p><b>Surface Water Drainage</b></p> <p>Prior to the commencement of any construction works suitable arrangements shall be put into place to prevent the discharge of surface water from the site onto neighbouring land, including the public highway, with these arrangement maintained in place throughout the construction phase.</p> <p>Prior to the first occupation of the development hereby approved, full details of surface water drainage infrastructure, which shall follow the principles of sustainable drainage as far as practicable and be devised by</p>

	<p>a chartered civil engineer, shall be provided along with evidence in the form of photographs and documentation to confirm the drainage infrastructure has been installed in accordance with those details. 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. 173 of the NPPF.</p>
10.5	<p><b>Foul Drainage</b></p> <p>Prior to the first occupation of any part of the development foul drainage arrangements shall be in place and confirmation of a connection agreement for access to the public sewer system, issued by Southern Water, shall be provided to the Local Planning Authority.</p> <p>Reason: In order to ensure drainage is managed correctly and surrounding water bodies are protected from pollution in accordance with LLP1 policies CP10 and CP12, LLP2 policy DM22 and paras. 163, 165 and 174 of the NPPF.</p>
10.6	<p><b>Site Access</b></p> <p>Prior to the first occupation of the development hereby approved, the site access, including the dropped kerb crossover, shall be widened to a minimum of 4.5 metres in width in accordance with plans to be submitted to and approved by the Local Planning Authority.</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 policies CP11 and CP13, LLP2 policy DM25 and para.114 and 116 of the NPPF.</p>
10.7	<p><b>Parking and Turning</b></p> <p>Prior to the first occupation of the development parking and turning areas shall be provided in accordance with full details to be submitted to and approved by then Local Planning Authority and shall be retained thereafter for that use only.</p> <p>Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with LLP1 policies CP11 and CP13, LLP2 policy DM25 and para.114 and 116 of the NPPF.</p>
10.8	<p><b>Cycle Parking</b></p> <p>The development shall not be occupied until secure and covered cycle storage for use by the occupants of each dwelling has been provided in accordance with plans which have been submitted to and approved in writing by the Planning Authority. The approved facilities 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 LLP1 policies CP11 and CP13, LLP2 policy DM25 and para.114 and 116 of the NPPF.</p>

10.9	<p><b>Hard and Soft 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;</li> <li>c) details of all proposed planting, including quantity, species, and size</li> <li>d) details of enhancements to achieve biodiversity net gain</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 similar size and species.</p> <p>Reason: In the interest of visual amenity and biodiversity in accordance with LLP1 policies CP10 and CP11 and para. 135 and 180 of the NPPF.</p>
10.10	<p><b>Bat Survey</b></p> <p>Prior to the commencement of any development, including site clearance and demolition, two dusk bat emergence surveys must be undertaken between May and September inclusive with at least one survey undertaken between May and August. The results of these surveys must be provided to the Local Planning Authority and any recommendations made in the report, including any requirement for a Mitigation Licence to be issued by Natural England prior to the commencement of works, shall be adhered to in full.</p> <p>Reason: To ensure that the development does not cause harm to protected species in accordance with LLP1 policy CP10 and para. 185 of the NPPF.</p>
10.11	<p><b>Sustainability</b></p> <p>Prior to the first occupation of any part of the development, full details of all sustainability measures to be provided as part of the development, following the principles set out in the submitted Energy and Sustainability Strategy, shall be submitted to, and approved by the Local Planning Authority and the development carried out and maintained in full accordance with the approved details.</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. 157 of the NPPF.</p>
10.12	<p><b>Electric Vehicle Charging Points</b></p> <p>Prior to the first occupation of each of the dwellings hereby approved, a minimum of 1 x functioning electric vehicle charging points shall be installed within the car parking area for sole use by the occupants of that</p>

	<p>dwelling in accordance with 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. 116.</p>
10.13	<p><b>External Lighting</b></p> <p>No external lighting shall be installed to on buildings or within the development site 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 para. 191 of the NPPF and policy 4.11 of the Ringmer Neighbourhood Plan.</p>
10.14	<p><b>CEMP</b></p> <p>No development shall take place, including any works of demolition, until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,</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 routing 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 of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),</li> <li>• details of public engagement both prior to and during construction works.</li> <li>• address noise impacts arising out of the construction;</li> <li>• demonstrate that best practicable means have been adopted to mitigate the impact of noise and vibration from construction activities;</li> </ul>

	<ul style="list-style-type: none"> <li>• include details of the use of protective fences, exclusion barriers and warning signs;</li> <li>• provide details of the location and appearance of the site offices and storage area for materials, including a bunded area with solid base for the storage of liquids, oils and fuel;</li> <li>• details of any external lighting.</li> <li>• Construction hours</li> </ul> <p>Reason: In order to safeguard environmental and residential amenity and in the interests of highway safety and the wider amenities of the area having regard to LLP1 Policy CP11, LLP2 policies DM20 and DM23 and the LDC Circular Economy Technical Advice Note.</p>
10.15	<p><b>Bin Storage</b></p> <p>Prior to the first occupation of any part of the development hereby approved, the bin storage facilities shown on the approved plans shall be installed in accordance with details to be submitted to and approved by the Local Planning Authority and maintained in place thereafter throughout the lifetime of the development.</p> <p>Reason: In the interest of visual, residential and environmental amenity in accordance with LLP1 policy CP11 and LLP policies DM20 and DM25.</p>
10.16	<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. The remediation strategy shall be implemented as approved.</p> <p>Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with para.180 of the NPPF.</p>
10.17	<p><b>Site Waste Management Plan</b></p> <p>Prior to the commencement of development a Site Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Site Waste Management Plan shall demonstrate how the procurement of materials for the development would promote sustainability, including by use of low impact, sustainably sourced, reused and recycled materials, including reuse of demolition waste and use of local suppliers. It shall also show how waste associated with the development will be reused or recycled wherever practicable and measures taken to minimise and manage waste generated during construction works.</p> <p>Reason: In the interest of achieving sustainable development in accordance with LLP1 policies CP13 and CP14 and the LDC Sustainability in Development Technical Advice Note.</p>

11.	<b>Informatives</b>
11.1	<p data-bbox="320 253 533 282"><b>Waste on-site</b></p> <p data-bbox="320 327 1391 501">The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:</p> <ul data-bbox="368 546 1391 797" style="list-style-type: none"> <li data-bbox="368 546 1391 651">• <i>excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution</i></li> <li data-bbox="368 651 1391 725">• <i>treated materials can be transferred between sites as part of a hub and cluster project</i></li> <li data-bbox="368 725 1391 797">• <i>some naturally occurring clean material can be transferred directly between sites</i></li> </ul> <p data-bbox="320 842 1391 981">Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.</p> <p data-bbox="320 1025 1002 1055">We recommend that developers should refer to:</p> <ul data-bbox="368 1099 1391 1205" style="list-style-type: none"> <li data-bbox="368 1099 1391 1173">• the <a href="#">position statement</a> on the Definition of Waste: Development Industry Code of Practice</li> <li data-bbox="368 1173 1391 1205">• The <a href="#">waste management</a> page on GOV.UK</li> </ul>
11.2	<p data-bbox="320 1245 715 1274"><b>Waste to be taken off-site</b></p> <p data-bbox="320 1319 1391 1424">Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:</p> <ul data-bbox="368 1469 1391 1608" style="list-style-type: none"> <li data-bbox="368 1469 1391 1498">• Duty of Care Regulations 1991</li> <li data-bbox="368 1498 1391 1529">• Hazardous Waste (England and Wales) Regulations 2005</li> <li data-bbox="368 1529 1391 1561">• Environmental Permitting (England and Wales) Regulations 2016</li> <li data-bbox="368 1561 1391 1608">• The Waste (England and Wales) Regulations 2011</li> </ul> <p data-bbox="320 1653 1391 1901">Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.</p> <p data-bbox="320 1946 1391 2076">If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the <a href="#">hazardous waste</a> pages on GOV.UK for more information.</p>



11.3	<p><b>Great Crested Newts</b></p> <p>The applicant is reminded that, under the Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended), it is an offence to (amongst other things): deliberately capture, disturb, injure, or kill great crested newts; damage or destroy a breeding or resting place; intentionally or recklessly obstruct access to a resting or sheltering place. Planning permission for a development does not provide a defence against prosecution under this legislation. Should great crested newts be found at any stage of the development works, then all works should cease, and a professional and/or suitably qualified and experienced ecologist (or Natural England) should be contacted for advice on any special precautions before continuing, including the need for a licence</p>
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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>
	SITE LOCATION PLAN	13.06.2023	
	PROPOSED BLOCK PLAN	19.02.2024	23.04.25.010
	PROPOSED GROUND FLOOR PLAN (PLOTS 1 AND 2)	04.01.2024	23.04.25.014
	PROPOSED FIRST FLOOR PLAN (PLOTS 1 AND 2)	04.01.2024	23.04.25.015
	PROPOSED ROOF PLAN (PLOTS 1 AND 2)	04.01.2024	23.04.25.016
	PROPOSED ELEVATIONS (PLOTS 1 AND 2)	04.01.2024	23.04.25.017
	PROPOSED ELEVATIONS (PLOTS 1 AND 2)	04.01.2024	23.04.25.018
	PROPOSED GROUND FLOOR PLAN - PLOT 3	19.02.2024	23.04.25.020
	PROPOSED FIRST FLOOR PLAN - PLOT 3	19.02.2024	23.04.25.021
	PROPOSED ROOF PLAN - PLOT 3	19.02.2024	23.04.25.022

	PROPOSED ELEVATIONS - PLOT 3	19.02.2024	23.04.25.023
	PROPOSED ELEVATIONS - PLOT 3	19.02.2024	23.04.25.024

<b>12.</b>	<b>Appendices</b>
12.1	None.

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