



<b>1</b>	<b>Executive Summary</b>
1.1	The principle of the erection of up to 96 dwellings on the site and the suitability of the site access have been established following approval of outline permission, on appeal, under LW/21/0729.
1.2	The current application provides details of the reserved matters (appearance, landscaping, layout and scale). These details are considered to meet the terms of the outline approval, including the requirement for them to be in broad conformity with the parameter plans that the Planning Inspector refers to on the decision notice for LW/21/0729.
1.3	In some areas, conditions are required to obtain full technical details of features such as the drainage scheme, landscaping and biodiversity net gain. A number of these conditions are attached to the outline approval and additional conditions have been recommended for the current application where considered necessary.
1.4	Overall, it is considered the submitted details present a good quality development that would interact well with the surrounding built and rural environment, would provide good quality living conditions for future occupants, protect the amenities of existing residents and show an accessible, inviting layout that provides good connectivity with the village and the surrounding countryside. It is therefore recommended that the application is approved subject to the conditions listed at the end of this report.
<b>2.</b>	<b>Relevant Planning Policies</b>
2.1	<u>National Planning Policy Framework</u> 2. Achieving sustainable development 4. Decision making 5. Delivering a sufficient supply of homes 8. Promoting healthy and safe communities 11. Making effective use of land 12. Achieving well-designed and beautiful places 14. Meeting the challenge of climate change, flooding, and coastal change 15. Conserving and enhancing the natural environment 16. Conserving and enhancing the historic environment
2.2	<u>Lewes Local Plan Part 1 (LLP1):</u> CP2 – Housing Type, Mix and Density CP7 – Infrastructure CP8 – Green Infrastructure CP9 – Air Quality CP10 – Natural Environment and Landscape.

	<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>DM14 – Multi-functional Green Infrastructure</p> <p>DM15 – Provision for Outdoor Playing Space</p> <p>DM16 – Children’s Play Space in New Housing Development</p> <p>DM20 – Pollution Management</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> <p>DM33 – Heritage Assets</p> <p>DM35 – Footpath, Cycle and Bridleway Network</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> <p>8 – Allotments</p>

<b>3.</b>	<b>Site Description</b>
3.1	<p>The site falls outside the planning boundary but immediately abuts it on the northern and western boundaries as well as the majority of the eastern boundary other than the southern section where a patch of land that appears to be used by 1 Dumbrells Cottages provides a buffer. It forms part of a parcel of land between the B2112 (Ditchling Road) to the west and Green Road to the east which intersect to the north of the site.</p>
3.2	<p>The site comprises three hedgerow enclosed grazing fields. The easternmost field has been subdivided using wire mesh fencing and appears to be used as a paddock, with a sand school positioned in the north-western corner. In the north-eastern corner there is an open sided concrete and metal clad agricultural barn and a small hard surfaced yard area which is accessed via Blackmores, a late 1990’s residential development that flanks the northern site boundary. A stream which is flanked by overhanging trees runs along the southern boundary of the site</p>

	and drainage ditches that discharge into the stream have been formed running north to south along some of the field boundaries. The vast majority of the site is surfaced in grass that is kept short by grazing/mowing. There are no significant trees or hedgerow other than on field boundaries and flanking the stream to the south of the site.
3.3	The rural village settlement of Wivelsfield Green wraps around the north, eastern and western edges of the site. The village is characterised by dwellings of mixed provenance, design and scale. The majority of properties are relatively small in terms of footprint and plot size and do not exceed two-storeys in height. The density of development is relatively high, generating a sense of intimacy. Further afield, the large settlements of Haywards Heath and Burgess Hill (both in West Sussex) lie approx. 2.5 km to the north and south-west respectively.
3.4	The southern boundary of the site is flanked by additional fields that were also being used for grazing at the time of the site visit. The countryside extends to the south in the form of a patchwork of enclosed fields and woodland with the hills of the South Downs National Park rising approx. 2.1 km to the south of the site. The site is approx. 0.75km from Ditchling Common SSSI to the west of the site and approx. 3km from Chailey Common SSSI to the east.
3.5	Outline permission was granted, on appeal, for the provision of up to 96 dwellings on the site under LW/21/0729, with details of access arrangements, in the form of a new junction on the eastern side of Ditchling Road, also approved at that stage.

<b>4</b>	<b>Proposed Development</b>
4.1	<p>As stated above, outline permission for the construction of up to 96 dwellings on the site was granted under application LW/21/0729. Along with the approval of a new access being formed on the eastern side of Ditchling Road, the following off site highway works were also agreed:-</p> <ol style="list-style-type: none"> <li>1. Two new bus stops one northbound and one southbound] on the B2112 with associated DDA compliant kerbing, flag poles &amp; signs, seating and shelters.</li> <li>2. Two new real time passenger information signs at the 2 new bus stops on the B2112 together with electricity and lighting connections.</li> <li>3. New uncontrolled crossing on the B2112 together with new/extended sections of footway to connect the two new bus stops to the site on both sides of the B2112 carriageway with slight alignment of the B2112.</li> <li>4. New section of footway on the eastern side of the B2112 to the north of the access to connect to the existing footway. All details to be agreed.</li> </ol>

	The agreement also included provision for any other ancillary works reasonably required by ESCC, including the need for Road Safety Audits stages 2, 3 & 4 and the implementation of any subsequent remedial measures deemed necessary by the ESCC.
4.2	A section 106 legal agreement was signed as part of the approval of the outline permissions. This agreement secures the above-mentioned off-site highway works, a policy compliant 40% of the new dwellings to be provided as affordable housing, a travel plan, contributions to school transport, bus service contributions, provision of car club facilities and delivery of play space and public open space along with associated management arrangements.
4.3	The current application seeks to approval of all of the reserved matters, these being the layout of the development, the scale of the development, the appearance of the development and all landscaping arrangements.
4.4	<p>The submitted scheme is comprises a total of 96 dwellings, with the residential mix as follows:-</p> <ul style="list-style-type: none"> <li>• 15 x 1 bed apartment (16%)</li> <li>• 3 x 2 bed apartment (3%)</li> <li>• 18 x 2 bed dwellings (19%)</li> <li>• 24 x 3 ned dwellings (25%)</li> <li>• 36 x 4 bed dwellings (37%)</li> </ul> <p>40% of the dwellings (38 units) would be provided as affordable housing (with 25% of these being 'first homes). The affordable housing mix would be as follows:-</p> <ul style="list-style-type: none"> <li>• 15 x 1 bed apartments (39%)</li> <li>• 3 x 2 bed apartments (8%)</li> <li>• 7 x 2 bed dwellings (18%)</li> <li>• 12 x 3 bed dwellings (31%)</li> <li>• 1 x 4 bed dwelling (3%)</li> </ul>
4.5	The westernmost field, which is flanked by Ditchling Road and is the smallest of the three fields, would not accommodate any housing. This field would serve as greenspace, both formal and informal. The field would be bisected by the site access road with land to the north being used for an orchard and allotments and land to the south being used for structural landscaping and accommodating a surface water attenuation basin.
4.6	The access road would form a spinal route running west to east across the two remaining fields, utilising existing gaps in the hedgerow and tree lines to pass between each field. The road would include some frontage residential development but the majority would be concentrated around secondary roads and cul-de-sacs which would branch off perpendicular to the spinal road. A total of 218 car parking spaces would be provided

	across the development, including a proportion of garage parking. 177 of these parking spaces would be allocated to residents, and provided on driveways, in garages or within courtyard areas. An additional 41 visitor parking bays would be provided and distributed across the development, either in lay-bys or within courtyard areas.
4.7	All dwellings and flats would be two-storeys in height. The development would be split into three character areas, comprising the 'primary street' either side of the spinal road where there would be a focus on larger, detached dwellings punctuated by open space, the 'Wivelsfield core', to the north and south of the primary avenue where there would be a focus on closer knit arrangements of dwellings and the 'green edge' on the southern edge of the development where there is a focus on reducing density and managing the transition between the development and the countryside to the south. There would be a number of different designs of buildings which would be based around three design typologies.
4.8	Additional green space would be provided throughout the developed area of the site, with a green buffer maintained between the central and eastern field, retaining and enhancing the existing line of trees and hedgerow that runs between the two fields. An additional surface water attenuation basin and informal green space would be provided in the south western corner of the central field. On the eastern edge of the site, to the north of the route of the public right of way, there would be additional green space a provided around a Local Equipped Area of Play (LEAP).
	The public right of way, WIV/10/2, which crosses the site from east to west would run parallel to the spinal road. Path WIV/22/2 which runs north to south towards the eastern edge of the site would traverse a green buffer adjacent to houses before exiting the site to the south. Additional informal pedestrian routes would be provided to allow for access to green space within the development as well as provide connectivity with the public right of way network.

<b>5.</b>	<b>Relevant Planning History:</b>
5.1	<p><b>LW/15/0607</b> – Erection of 95 new dwellings, with the provision of two new bus stops, associated pedestrian and cycle access via Blackmores, landscaping and parking – Refused 22nd January 2016 – Appeal Recovered by Secretary of State and Dismissed 25th October 2016</p> <p><b>LW/21/0729</b> – Outline application with all matters reserved except for access for the erection of up to 96no. dwellings – Refused 10<sup>th</sup> May 2022 – Approved subject conditions and s106 (on appeal) – 23<sup>rd</sup> February 2023</p>

<b>6.</b>	<b>Consultations:</b>
6.1	<p><u>ESCC Highways:</u></p> <p>The application seeks approval of reserved matters pursuant to outline application LW/21/0729/MAO. Therefore the principle of the development</p>

and the main access details onto the B2116 (Ditchling Road) has already been approved through the Appeal procedure.

Off-site highway works and contributions were secured at that Outline stage through the s106 Agreement and highway conditions under the allowed Appeal. In accordance with the s106 Agreement the applicant will progress the off-site highway works through an Agreement with ESCC. This reserved matters application is to include Layout, Scale, Landscaping and Appearance.

These comments are issued in response to additional Technical Note dated 23rd July 2024 and amended plans/information received from Lewes District Council on 30th August 2024. The amendments follow extensive discussions with the applicant.

The applicant has confirmed that the estate roads will remain private and has addressed all the highway issues previously raised within these amendments for the residential element. The amendments now include:-

- Increased car parking to the required 218 spaces
- Clarification that the internal roads are to remain private and provision of raised tables.
- Acceptable vehicle tracking details
- Access to cycle storage

The application is acceptable to the Highway Authority in terms of the residential element.

#### Site Layout/landscaping

The main route through the site has a carriageway width 5.5 metres with 2m wide footways.

Swept path analysis has been satisfactorily provided for the largest refuse vehicle (11.9m) to be able to turn within the site.

Whilst the applicant has confirmed that the estate roads are to remain private the site access roads still need to be constructed at or close to an adoptable standard with a design, to keep speeds to a 20mph, in accordance with Manual for Streets. The applicant has indicated raised tables at junctions within the site which would be acceptable to aid speed reduction.

#### Parking – Residential

In accordance with ESCC's parking calculator there is a requirement for 218 spaces [177 allocated, 21 unallocated for residents and 19 unallocated for visitors]. The submitted plans now indicate a total of 218 spaces would be provided (179 allocated bays 22 combined visitor/unallocated spaces) together with an additional 17 garage spaces. Parallel parking bays have been provided with footways/hardstanding alongside to aid occupants when alighting. Thus the parking is acceptable in this instance

Parking – Allotments

Whilst the applicant states and shows 4 car parking spaces for the proposed allotments. Insufficient information is currently submitted on number of allotments and who would be eligible to lease one. Thus the number of car parking spaces cannot be determined at this stage. A condition is therefore sought with details to be submitted prior to commencement of development, it should be noted that any further required parking would likely impact the green space/landscaping.

Parking - Cycles

The positioning of cycle storage areas need to be easily accessed by residents and cycle parking is shown to be provided in rear garden sheds. If the cycle storage areas are to be accessed from driveways, whereby if vehicles are parked on driveways then cycles cannot get through, it is recommended that driveways are widened by 1 metre or separate footpaths provided to propose cycle storage areas.

Whilst some of the cycle access paths are still not ideal – given the date the application was submitted and the fact that the roads are not being offered for adoption I will accept the amendments in this particular instance.

Thus the parking layout and cycle storage locations as shown is acceptable. The number of cycle parking spaces need to be provided in accordance with ESCC's parking guidelines [March 2024] which should be one cycle space per bedroom for all types of residential unit. Although the location of the storage areas have been agreed the details of these areas/sheds still need to be provided and should be covered and secure and can be secured by condition of any planning permission.

Thus the Highway Authority does not object to this reserved matters application subject to the conditions.

6.2

Lead Local Flood Authority:

No objection in principle subject to the imposition of conditions.

The areas plan and updated figures are acceptable.

The raising of basin embankments above the 100 year flood levels is acceptable mitigation for risk of inundation of storage. The loss of flood plain must be compensated in the technical design to demonstrate nil detriment, or, site specific flood modelling provided to demonstrate the downstream flood risk is acceptable (potentially by clarifying the flood risk extent).

We are confident the levels adjacent to the basins could be adjusted without significant alteration to the plan layout and can therefore remove our objection.

If the LPA is minded to approve this application, we recommend a pre-commencement planning condition be added to the Reserve Matters Consent to require a levels design which reduces the net fill volume within the area within the 100 year surface water flood extent such that displaced flood water



	is reduced to a negligible volume.
6.3	<p><u>Southern Water</u></p> <p>The submitted drainage layout indicating 3 metres easement zone to the onsite public foul sewers is satisfactory to Southern Water.</p> <p>It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.</p> <p>Our investigations indicate that Southern Water can facilitate foul sewerage run off disposal to service the proposed development. Southern Water requires a formal application for a connection to the public sewer to be made by the applicant or developer.</p>
6.4	<p><u>Natural England</u></p> <p>No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.</p>
6.5	<p><u>NatureSpace:</u></p> <p>Ecological matters were dealt with during the outline application, which determined a Precautionary Working Method Statement was appropriate. Updated information regarding great crested newts has been submitted in support of the of the Reserved Matters application which determines this approach continues to be appropriate.</p>
6.6	<p><u>Contaminated Land Officer:</u></p> <p>My previous comments in relation to LW/21/0729 asked for further intrusive investigation based on the previously submitted phase 1 Geo-environmental Assessment. I have not yet seen any further land contamination assessment for the site. I also note that the on-site play area provision for the proposed development.</p> <p>OFFICER COMMENT: The additional assessments referred to by the officer are secured by conditions attached to the outline permission.</p>
6.7	<p><u>Sussex Police (Secured by Design):</u></p> <p>Sussex Police would have no objection to the proposed development as submitted from a crime prevention perspective subject to my observations, concerns and recommendations having been given due consideration.</p> <p>OFFICER COMMENT: A number of observations are made in relation to provision of defensible space, security infrastructure and maintaining surveillance. There is also a concern that the LEAP may attract loitering</p>

	<p>and anti-social behaviour. A condition can be used to ensure further details of security measures and landscaping to address these concerns are submitted to demonstrate the completed development would incorporate secured by design principles. A degree of balance will need to be struck to ensure appropriate security measures are provided but not at any unnecessary cost to the open and welcoming qualities of the development or the setting of the surrounding landscape.</p>
6.14	<p><u>Ditchling Parish Council</u></p> <p>The Parish Council maintains its original comments of objection at the scale of this development and the significant pressure on infrastructure, not only within the village of Wivelsfield but surrounding villages including Ditchling which is already struggling with excessive traffic. National planning policies encourage consideration of the negative impact of increased traffic on affected communities but our local planning authorities appear to pay little attention to the amenity, safety and well-being of residents in neighbouring parishes.</p> <p>Once again, the Parish Council calls for the local planning authority to consider the traffic impacts when determining applications and to seek further Section 106 contributions from developers to mitigate the negative consequences of the inevitable increase in traffic in communities neighbouring / adjacent to the development area.</p> <p>OFFICER COMMENT: The matters raised above relate to issues that were assessed and approved through the outline permission. It is not possible attach a further section 106 agreement to a reserved matters application. The signed section 106 agreement includes a requirement for appropriate Road Safety Audits (RSA's) to be carried out prior to the final details of the offsite works covered by the section 106 agreement being approved.</p>
	<p><u>Wivelsfield Parish Council</u></p> <p><u>Public Consultation</u></p> <p>The Council and community alike were disappointed at the quality and extent of the public consultation that took place during the development of these plans.</p> <p>There were issues with a lack of notice about the public exhibition, failure to provide any means to review and comment on plans online, or to respond to the questions, suggestions and requests made by the Parish Council.</p> <p>At the exhibition itself, residents expressed feeling that their opinions, knowledge and concerns were not being listened to, and in some cases were dismissed and even ridiculed.</p>

Given the points made in 1.2 and 1.3 above, far fewer people than may have wished to, had the opportunity to express their views and those that did had little confidence that their views would be taken into account.

Cala Homes' Statement of Community Involvement should therefore be read with this in mind.

Notes detailing the content of two discussions held between Cala Homes and the Parish Council, which outline the Parish Council's reservations about the emerging plans and Cala's lack of meaningful engagement, will be forwarded separately for information.

### Layout and Appearance

The Parish Council has consistently argued that the development as proposed would be more suited to an edge of town, urban environment, than the relatively rural environment of Wivelsfield.

It is not considered that the layout is sympathetic to the pattern of surrounding development.

Neither is the proposed landscaping considered sufficient to help break up and soften the urban, estate-like feel.

The style of the dwellings themselves are still felt to be too 'box-like' to be in keeping with the surroundings.

More trees and planting, both amongst and at the edging of the housing, are needed to help soften the otherwise urban appearance.

### Parking

The Parish Council continues to believe that parking provision for the development is inadequate.

Wivelsfield is known to have significantly higher levels of car ownership than average.

The 2021 census showed that 41.3% of households in Wivelsfield have two or more cars/vans, as compared with the national average of only 26.1%.

Poor public transport links and the reliance on private vehicles means that, in many cases, the provision of only one parking space for one-bedroom properties is likely to be insufficient, as couples may well have a vehicle each.

Visitor parking provision (which is likely to end up as overspill parking for householders, where parking provision is insufficient), is particularly poor.

The Parish Council notes that an updated 'Guidance on Parking at New Developments' was published by East Sussex County Council in March 2024, at a similar time to when the Design & Access Statement for the development was dated/submitted, which suggests that the submitted plans are based upon the old guidance.

The new guidance refers to an updated parking calculator, based upon findings of the 2021 census, which this development should therefore comply with.

We note that two points included within the 'parking' section of the Design and Access Statement, appear to conflict with the Guidance on Parking, as follows:

The Design & Access Statement indicates that accessible parking bays must measure 3.3m x 5m, however, when compared with the ESCC Guidance this is incorrect and understated. The ESCC Guidance requires an accessible parking bay to be 3.6m wide, by 5m long, so we would ask that the plans are revisited to ensure that this can be adhered to.

Likewise, the Design and Access Statement states that 'garages will need to be a minimum dimension of 3m by 6m to be classed as a parking space'. Whilst the dimensions given accord with the ESCC Guidance, Cala's document fails to acknowledge that, under the Guidance, each garage only counts as 1/3 of a parking space, (meaning that three garages are needed to equate to one space). We would ask Lewes District Council to ensure that the parking calculations have been applied correctly to take this into account.

#### Public Rights of Way

The Parish Council noted that it appears that the public footpath which currently traverses the site, has disappeared on Cala's plans and has simply become a pavement going through the middle of the development.

The Council maintains – as it impressed upon Cala Homes during pre-application discussions, when it had hoped to have some influence over the plans – that Cala should apply to have the footpath officially re-routed around the southern edge of the site, and signposted as such, so that a previously rural ramble does not become a walk through a housing estate.

#### Play Area

The Parish Council was pleased to see that the play area has been moved to the rear of the site, relative to earlier plans, keeping children well away from the busy main road and associated pollution.

In terms of the equipment on offer, it is noted that it is primarily aimed at younger children, with only the swings and roundabout really suited to older primary age children.

The proposed jumping discs and musical chimes have little play value and are likely to be a five-minute wonder.

The climbing frame shown on page 53 of the Design & Access statement would offer a much more challenging and engaging piece of equipment for older children, than any of the pieces currently proposed.

The wooden block style bench proposed would perhaps be better replaced by a bench with a back support.

### Access and Egress

The Parish Council is concerned at the impact on traffic flows on this busy B road, of vehicles trying to turn right into the development, particularly at peak times of day.

It is also concerned about the safety and practicality of vehicles trying to exit right from the estate, towards Haywards Heath, given the ever-increasing traffic volumes on this route which is being affected by cumulative development in Wivelsfield and the surrounding area.

The new Morrisons Daily and filling station which opened on the former Baldocks Garage site in March 2024, just along the road from the development site, has massively increased traffic flows into the forecourt and car park, compared with when this land housed the car dealership.

With vehicles regularly pulling out onto Ditchling Road from the Morrisons Daily site at all times of day, the levels of danger to both drivers and pedestrians along this stretch of road has increased significantly since Highways matters were considered in the Outline Application.

### Pedestrian Safety

The Council is extremely concerned about the safety of pedestrians leaving the site onto Ditchling Road.

There is currently no provision for a pavement along the eastern side of Ditchling Road, meaning that all pedestrians leaving the site via this route will be obliged to cross this busy road, to access the pavement on the other side.

With the advent of the Morrisons Daily, many more pedestrians are likely to use Ditchling Road than original modelling at the outline application stage would have indicated.

Residents wishing to access the shop via the most direct route – ie by walking along Ditchling Road – will therefore be forced to cross the B2112 effectively four times (once to cross from the site to the pavement, once to cross from the pavement to Morrisons and then the reverse).

This presents a significant risk which was not present at the time the original highways reports and plans were drawn up, and now needs to be considered.

The cumulative impact of the plans approved for 30 homes on land opposite the site at Springfield Industrial Estate (LW/21/0867) and the additional vehicular and foot traffic that this will generate (particularly now in terms of those residents also wishing to cross the road to access the Morrisons Daily), should also be taken into account.

Those wishing to access bus services towards Haywards Heath will similarly be forced to cross this busy road.

One pedestrian island, outside the development site, will not be sufficient to mitigate these increased risks and the Parish Council feels that more needs to be done to secure pedestrian safety.

It is vital the 30mph speed limit currently present along a part of Ditchling Road, extends to incorporate a section of road to the south of the site's access, to slow traffic approaching the site.

#### Safety Audit

In light of the advent of the Morrisons Daily, on top of the concerns that already existed for the safety of pedestrians leaving the development on Ditchling Road, and the cumulative impact of LW/21/0867, we feel that an updated safety audit/review of the highways arrangements needs to be carried out, prior to work on the highways element of the scheme being signed off/starting.

#### Sewage and Surface Water Drainage

The local sewage treatment works is noted to already be working at above capacity.

A letter sent to you by a resident, copied to the Parish Council, talks of a recent sewage pipe blockage along Ditchling Road, which necessitated temporary pumps being brought in.

Historically, the other Cala Homes site built in Wivelsfield (now known as Charters Gate) had ongoing issues with the sewage system after errors were made in its specification, resulting in repeated issues with sewage backing up into people's homes.

As such, we are particularly keen that Lewes District Council assures itself of the technical merit and efficacy of the proposed sewage system.

A District Council Enforcement Officer, on another application, made it clear that the Local Planning Authority can only enforce what has been approved, not sort out respective issues, so it is imperative that LDC has confidence that the plans, as presented, will work in a real-life situation given the concerns - based upon local knowledge - highlighted above.

We are also concerned that replacing greenfield land with a housing development, full of impermeable surfaces, will exacerbate local flooding issues.

As recently as 6th May this year, the garden of a property on Green Road, and Green Road itself, outside Barnard and Brough, flooded during heavy rain, to the point where the road had to be closed. This area has previously flooded on several occasions and more housing development will be likely to magnify the risk, unless very careful steps are taken to prevent it.

The Parish Council would therefore encourage the developer to use porous surfacing materials wherever possible, not only in such a way that adheres to minimum standards.

We would like to receive assurances that Cala Homes will be looking for the most effective options, rather than the cheapest.

#### Long-Term Maintenance

We are aware that it is becoming an increasingly common model for new housing developments to remain unadopted and for their infrastructure and environment to be managed by a private management company.

However, we are also aware – from residents' experience with the other former Cala site in Wivelsfield – that recharges made for work, over and above the anticipated annual management fee, can become significant.

Residents at Charters Gate were unimpressed to have been asked to contribute additional sums towards the maintenance of a number of trees on the site, despite the fact that these are trees that were present/retained when the site was built, so the need for periodic work on them should have been anticipated and factored into the Management Company's annual charge.

The Parish Council is therefore keen to ensure that the Section 106 Agreement for the site, includes within it a significant sinking fund to defray any additional costs that may arise, over and above a reasonable management fee, in order to protect future residents from unexpected charges.

Since Cala Homes will be receiving the economic benefit of developing a greenfield site, known to be more financially rewarding than an equivalent brownfield one, the Parish Council holds that it is only right that it should acknowledge this benefit by protecting residents' fees for a good number of years.

Similarly, as the Parish Council is aware that it would be expected to take on the maintenance of the bus shelters going forwards, it would also like to

see a contribution towards this being made as part of the S106 Agreement.

### Protection of Existing Trees and Hedgerows

The Council is concerned that, in the long term, owing to the cost of maintaining mature trees, (and potential reluctance of residents to incur additional costs), a management company might feel it simpler to simply remove some of the trees.

This then is another argument for having a sizeable sinking fund to cover any long term maintenance costs, over and above those routinely covered by residents' management fees.

OFFICER COMMENT: Concerns raised relating to access arrangements and the general principle of the development were addressed at the outline stage.

As noted in the response the Ditchling Parish Council, the section 106 includes provision for additional Road Safety Audits to be carried out to inform off site highway works. It should also be noted that the section 106 agreement already secures a new footway between the site and the recently opened Morrisons store on the eastern side of Ditchling Road.

Criticism of the public consultation process is noted as is the ability for attendees to raise those concerns through the consultation process for this application.

With regards to management fees, there are some elements of the scheme, such as the landscaping, that require management in order for assurances to be provided that it would be retained and continue to function as a biodiversity enhancement. The way in which these management regimes would be funded is not a planning matter and any house buyers would be aware of liability to pay these fees on purchasing their property. The Leasehold and Freehold Reform Act (2024) has recently been introduced to help homeowners on private and mixed tenure estate challenge unreasonable charges.

Matters that are within the scope of the reserved matters are addressed in the officer report.

<b>7.</b>	<b>Other Representations:</b>
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<b>7.1</b>	<b>Neighbour Representations:</b>
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	<p>A total of 26 letters of objection had been received at the time of writing this report. A summary of material planning matters raised is provided below. It is important to note that objections to access arrangements and the principle of the scheme (including capacity of infrastructure) are not</p>
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relevant as the outline approval has already established and agreed the principle of the development and the access works.

- No need for additional bus stops
- Will result in additional traffic
- Increased flood risk
- Lack of infrastructure
- Loss of greenfield site
- Traffic/Congestion and road safety issues
- Not enough school spaces
- Outside planning boundary
- More houses than required in neighbourhood plan
- Not a sustainable location
- Loss of hedgerow on east side of Ditchling Road
- Apartments not needed in the village
- Loss of agricultural land
- Layout plans have changes from those shown at appeal
- Bins should be rat-proofed
- Boundary treatment is not clear
- Increased flood risk
- A well at Sunnywood, Green Road has not been taken into account in drainage and LEMP
- Site office too close to existing properties
- Ecological impact
- Playground should be moved elsewhere due to noise and proximity to existing playground
- Allotments should be closer to the village
- Plot 19 is too close to 16 Blackmores which has been extended but this is not shown on site plan
- Overlooking of houses on Blackmores
- Inadequate parking
- Buildings are too close to existing properties

OFFICER COMMENT: In regard to the well at Sunnywood, final drainage details and the LEMP are to be agreed at the condition stage, as per the outline approval. An informative will be added to any approval given to make the applicant aware of the well so it can be taken into account in the final drainage plan and LEMP.

	<p>The layout was not approved at appeal and so there are no issues with it being different to the indicative plan provided in support of the outline application.</p> <p>Other matters raised are either addressed in the outline permission, by conditions or in the main body of the officer report.</p>
7.2	<p>An objection has been received from Cllr Nicholson who has made the following comments:-</p> <p><u>Landscaping:</u> It is not considered that the layout is sympathetic to the pattern of surrounding development.</p> <p>Neither is the proposed landscaping considered sufficient to help break up and soften the urban, estate-like feel.</p> <p>More trees and planting, both amongst and at the edging of the housing, are needed to help soften the otherwise urban appearance.</p> <p><u>Public Rights of Way</u></p> <p>It is noted that it appears that the public footpath which currently traverses the site, has simply become a pavement going through the middle of the development. The developer should apply to have the footpath officially re-routed around the southern edge of the site, and signposted as such, so that a previously rural ramble does not become a walk through a housing estate.</p> <p><u>Road Safety and Access</u></p> <p>Access to the site on the Ditchling Road. Highways should be asked to reassess the site since the development of the Morrisons at Baldocks Garage, has caused several accidents in the last few months. With no pavement on the eastern side of the site, this will mean people will need to cross an already busy and dangerous road.</p> <p>OFFICER COMMENT: The landscaped areas of the site correspond to the parameter plans referred to in the outline approval. Notwithstanding this, final details of landscaping arrangements are reserved by condition and additional tree planting can be sought if deemed necessary.</p> <p>The impact upon public rights of way is addressed in the main body of this report.</p> <p>Also as stated above, off site highway works secured by the section 106 agreement include provision of a new footway on the eastern side of Ditchling Road and additional Road Safety Audits.</p>

8.	<b>Appraisal:</b>
8.1	<p data-bbox="320 331 456 367"><u>Principle:</u></p> <p data-bbox="320 383 1361 607">The principle of residential development of up to 86 dwellings on the site, as well as the arrangements for the new site access from the Station Road, has already been accepted following the approval of Outline Application LW/21/0729. The current application relates to reserved matters, these being the appearance, layout, and scale of the development as well as landscaping arrangements.</p> <p data-bbox="320 622 1350 730">The scope of the reserved matters is provided in The Town and Country Planning (Development Management Procedure) (England) Order 2015 Part 1, Article 2 as follows:-</p> <ul data-bbox="368 745 1385 1279" style="list-style-type: none"> <li data-bbox="368 745 1385 898">• <b>Appearance:</b> means the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture;</li> <li data-bbox="368 913 1385 1021">• <b>Landscaping:</b> means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated</li> <li data-bbox="368 1037 1385 1189">• <b>Layout:</b> means the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development;</li> <li data-bbox="368 1205 1385 1279">• <b>Scale:</b> means the height, width and length of each building proposed within the development in relation to its surroundings.</li> </ul> <p data-bbox="320 1294 1366 1480">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.</p> <p data-bbox="320 1496 1374 1787">As LLP1 is now over 5 years old, the housing delivery target set out in policy SP1 (approx. 275 net dwellings per annum) is obsolete and the target now worked towards is therefore based on local housing need calculated using the standard method set out in national planning guidance as per para. 74 of the National Planning Policy Framework (NPPF). This has resulted in the delivery target rising to 782 dwellings per annum. This has been disaggregated taking account of the National Park development to an annual figure of 602.</p> <p data-bbox="320 1803 1366 2056">Due to this increase in housing delivery targets, Lewes District Council is no longer able to identify a 5-year supply of specific deliverable sites for housing. Para. 11 (d) of the NPPF states that, where a Local Planning Authority is unable to identify a 5 year supply of housing land, permission for development should be granted unless there is a clear reason for refusal due to negative impact upon protected areas or assets identified within the NPPF or if any adverse impacts of granting permission would</p>

significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole. This approach effectively adopts a 'tilted balance' in favour of development.

It has been established through case law, comprehensively summarised in *Gladman Developments Ltd v SSHCLG & Corby BC & Uttlesford DC* [2020] EWHC 518 (Admin) that para. 11 does not remove development plan policies from the decision-making process and that, instead, it is for the decision maker to analyse policies and attribute suitable weight as part of an overall assessment of the benefits of any scheme versus the harm caused.

It is considered that significant weight should be attached to the need to secure high quality design, particularly in view of the 2021 and 2023 revisions to the NPPF and the strengthening of section 12, in which para. 139 states 'development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design'. This is echoed in LLP2 policy DM25 which states that 'Development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions will not be permitted.' LLP1 para. 7.106 adds that 'the local planning authority will seek to ensure that development at every scale responds appropriately to its context, protecting what is of value whilst enhancing the environmental qualities of the district for future generations. It will encourage the creation of functional, accessible, safe and sustainable development, which utilises its siting, layout, orientation and design to achieve the highest practicable degree of resource and energy efficiency.

It is important to consider the many facets that are encompassed within the definition of good design. A succinct summary is provided by the ten characteristics of good design identified in the National Design Guide, these being:-

1. Context – enhances the surroundings.
2. Identity – attractive and distinctive.
3. Built form – a coherent pattern of development.
4. Movement – accessible and easy to move around.
5. Nature – enhanced and optimised.
6. Public spaces – safe, social and inclusive.
7. Uses – mixed and integrated.
8. Homes and buildings – functional, healthy and sustainable.
9. Resources – efficient and resilient.
10. Lifespan – made to last.

The content of the National Design Guide is of importance given the Council does not currently have any adopted design codes and para. 134 of the NPPF confirms that, in this situation, national documents should be used to guide decisions on applications.

A suitable emphasis would need to be applied to the landscape impact of the proposal, as required by para. 180 of the NPPF and LLP1 policy CP10,

given the surrounding rural environment. The details covered by reserved matters also clearly have potential environmental implications in terms of how the development would respond in relation to surface water management which are identified as important considerations under para. 157 and 180 of the NPPF.

The merits of the scheme will therefore be assessed on this basis, with reference to the tilted balance.

8.3

Design & Character:

Para. 131 of the NPPF states that ‘the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.’ Para. 132 states that design policies should be ‘grounded in an understanding and evaluation of each area’s defining characteristics.’

It is important to note that, whilst the outline permission only approved the principle of the development and access arrangements, the Planning Inspector, on allowing the appeal against its refusal, included the following passage in the condition used to secure details of reserved matters:-

Submission of the reserved matters shall be in general conformity with the principles set out in the following parameter plans:

- i. Land Use Plan No. 2847-A-1200-PR-A
- ii. Building Heights Plan No. 2847-A-1203-PR-A
- iii. Density Plan No. 2847-A-1201-PR-A
- iv. Access and Movement Plan No. 2847-A-1202-PR-A

As such, a general framework for the scale and distribution of dwellings, as well as access routes through the development, has already been agreed.

These framework plans show housing development focussed in the two larger central and eastern fields, the provision of a spinal road running west to east through the site with secondary roads branching off, a blanket restriction on building heights to two-storey, and the density of the development being graduated to include higher densities towards the centre and north of the site and lower densities along the southern edge.

The submitted plans show that the positioning of the dwellings and of access roads is in broad conformance with these access plans. The only notable divergence is the absence of dwellings in the south-western corner of the field, where an additional attenuation basin has been accommodated, and a consequential modest increase in the developed area in the north eastern corner of the site, to the rear of Diamond Cottages. There are also marginal incursions to the south of the spinal road in an area that was originally suggested for use for SUDs infrastructure.

The additional developed areas would be contiguous with one of the denser areas shown in the density parameter plan whilst the undeveloped area is on the southern fringe. The largest area of new development would also back onto dwellings on Green Road as is the case with development within the land use parameter plan immediately to the north.

In all other ways it is considered that the layout of the development corresponds strongly with the parameter plans. Denser areas of the development are concentrated around the spinal road as are the 'landmark' buildings which occupy focal points such as where the access road passes into the developed part of the site and on corners, providing definition and identity to the development. These buildings, whilst larger than others and positioned more prominently, continue to respond to the building heights parameter plan which restricts development to two-storeys/9 metres in height.

The access routes through the site include formal and informal footways which would allow pedestrians to move around the site through the surrounding green space and also provide connectivity with the public right of way network, encouraging future occupants to explore the surrounding countryside and helping to foster an interaction between the development and the countryside that would assist in its defining its wider character as forming part of a rural village settlement.

It is noted that Wivelsfield Parish Council have raised concerns about the public right of way. The comments made by the Inspector in granting outline permission are pertinent in this matter, these being as follows:-

*The appeal proposal would result in the views from the footpaths experienced by walkers being significantly altered, although the routes would still remain a functional part of the dense network of local footpaths in and around the village. The proposed surfaced footpath following the alignment of the primary access road would enable greater use by existing and future residents who may be less mobile or have younger children or children in prams or pushchairs than would currently be possible. This would therefore provide a limited benefit of the proposal.*

It is noted that, towards the eastern end of the site, there is a divergence in the route of the footpath compared to that presented on the parameter plans. However, this has been necessitated though the need to relocate SUDs infrastructure to the south eastern corner of the site and, given it impacts on a short section of path only, noting that the western section follows the course of the spinal road exactly and noting the comments of the Inspector, it is considered that this is acceptable and the route remains in broad conformance with the parameter plans.

Ultimately, the Inspector acknowledged that this section of the footpath would follow a route that would be substantially altered due to the presence of the development but that the enhancement of the functionality of the footpath would outweigh the harm caused by the change in its character, it is considered the way in which the public right of

way passes through the site would be acceptable. Furthermore, the layout shows new informal footpaths being formed through green space areas that would provide connectivity with the public right of way network and allow for an appreciation of the retained green areas of the site and a less urbanised right of way through it.

The provision of an orchard, allotments and a green expanse at the access of the site also reflects the parameter plans, would reinforce the semi-rural nature of the site and would soften visual impact upon the rural environment to the west. The feathering of the edge of the development through reduction in building density on the southern fringe would also ensure a sympathetic transition between the site, with less sensitive land towards the centre of the site and existing built environment to the north and west ensuring the land is used efficiently.

The LEAP, which was shown in the western field in the indicative scheme, has been positioned to the eastern side of the development. This would move it away from the main road, and embed it more effectively within the development as well as amongst neighbouring dwellings, with the public right of way providing a direct link to Green Road. Although the Secured by Design Officer has raised some concerns the LEAP may attract anti-social behaviour it is noted as being well overlooked by dwellings on all sides and it is considered that this would act as a strong deterrent to such behaviour. It is also noted that the section 106 agreement includes provision for the LEAP to be managed by a private company or handed over to the Council and this will provide the ability to add any sympathetic security measures if deemed absolutely necessary.

Turning to the architecture of the buildings, it is noted that this has attracted some criticism from respondents, including the parish council. Officers consider that the development incorporates a good mix of building designs that respect general character of surrounding development in terms of materiality and architectural features, include suitable variety in mass, roofscape and orientation to reflect the informal nature of the more organic form of residential development within the village.

It is considered that the use of character areas will help prevent what is a relatively large scale development from appearing overly monotonous and prevent the overall development appearing as an unacceptable, suburban type block that would appear divorced from the varied form of development within the village. It is vital that the development does not appear as an enclave but as a logical extension to the existing village and it is considered that the inclusion of these character areas, and the housing typologies that inform the design of each dwelling would help prevent this.

The blocks of flats are noted as being more bulky than existing forms of development nearby but this is perhaps reflected in the relative scarcity of small flats available within the village. Whilst bulky, these buildings have been focussed away from sensitive areas and in places where parameter plans have indicated denser and more prominent forms of development

should be located. Although the roof ridge lines of the blocks of flats are lengthy in places, the use of relatively steep roof slopes and punctuation of the roof slopes with gablets is considered to help break up the mass in an appropriate way.

All buildings are considered to engage well towards one another and with their respective street scenes, with those on corner plots engaging well with both streets. Parking areas are generally set back from dwelling frontages or in well screened courtyard areas and, as a result, it is considered that parked cars would not present a dominant visual feature within the development and that a sense of openness would be retained on the routes through the site.

It is therefore considered that the application complies with policies CP10 and CP11 of LLP1, policies DM25 and DM27 of LLP2 and paras. 127, 130 and 170 of the NPPF.

8.4 Impact upon amenities of neighbouring residents

The dwellings most affected by the development would be those to the north on Blackmores and Ditchling Road, those backing onto the site on Green Road and Dumbrells Cottages which are adjacent to the south eastern corner of the site. The development will significantly change the environment around these dwellings, which have previously backed onto or been positioned to the side of a large expanse of open green space. A number of properties, particularly those on Blackmores, have low post and rail fence on the boundary adjoining the site, which means that their rear elevations and garden areas are well visible when viewed from the site.

The closest relationship between any of the proposed dwellings and an existing dwelling is between the proposed dwelling at plot 19 and the existing dwelling at 16 Blackmores. The existing property has recently been altered and extended (as per planning permission LW/18/0487), with ground and first floor windows being installed in the southern elevation and a single-storey kitchen extension, also including south facing windows being added to the rear. Due to the open nature of the rear boundary these windows offer views across the application site. Additional works were being carried out at the time of the most recent site visit, with a further window being added to the south elevation at second floor level. It is presumed this relates to the scheme approved under LW/19/0649 which includes formation of an east facing dormer, which would not be overshadowed by the development, to serve a bedroom formed in the roof space. The side facing window, which would be subject to a degree of overshadowing but not a pronounced level due to its height, is shown to serve a landing and not any primary habitable room.

The side elevation of plot 19 would run broadly parallel with the south facing elevation of 16 Blackmores, with a separation distance of approx. 5.2 metres retained. The outlook from these windows would therefore be directed towards this elevation. There would be no side facing windows at plot 19 and, therefore, no direct overlooking towards the windows at 16 Blackmores. It is considered that the separation distance would be



sufficient to prevent the side elevation appearing unacceptably oppressive when viewed from these windows, particularly given the scale of plot 19 is not oppressive and the roof line slopes away from the neighbouring plot. The windows are noted to have a bay design which allows for less obstructed views to the east and west. Nevertheless the presence of the dwelling to the south would undoubtedly cause overshadowing of these windows. In this instance, the additional shading is not considered to be unacceptable, noting that each of the windows affected serve rooms that are also provided with additional large windows on the eastern and western elevations. As such, it is considered that access to natural light would not be unacceptably compromised within the affected rooms. Along the rest of the northern boundary, shared with 8, 9 and 16 Blackmores, there is a good separation between buildings and rear gardens of the properties on Blackmores back onto garden land or open areas of the site and, as such, it is considered the development would not appear overly imposing.

Views from rear facing windows would include some overlooking of neighbouring gardens but these would be angled views, partially obstructed by boundary screening and, ultimately, typical of the nature of views that would be expected between neighbouring properties. Along with the works at 16 Blackmores, it was also noted that a single-storey rear extension was being built at 8 Blackmores, replacing a former conservatory. However, it is considered that the presence of this extension does not alter the conclusions of this report.

The site plans show a landscaped buffer being provided between the development and properties on Blackmores. Notwithstanding the submitted plans, it is recommended that a condition is used to ensure this buffer includes sympathetic boundary screening and landscaping in order to soften the impact of the development upon the occupants of neighbouring properties. The screening would also soften the impact generated by parked cars and prevent headlights shining towards neighbouring properties. As this buffer would form part of the overall development landscaping it would be subject to protection and maintenance.

In other relationships between existing and proposed dwellings there is a far greater separation distance and considering this, the provision of landscaped buffers that would also be provided on the eastern and southern edges of the scheme and the interspersal of open space between dwellings that form part of development on the edge of the site, it is considered that there would be no unacceptable impact upon neighbour amenity.

Some concerns have been raised about the impact of the LEAP upon occupants of dwellings that back onto the site on Green Road. These objections include concerns about noise generated by some of the play equipment shown on the submitted plans. The equipment details have not been finalised and will be reserved by condition, where the amenities of neighbouring residents will be a central consideration. Notwithstanding

this, the LEAP would be stepped away from site boundaries and would be well screened. The location is therefore considered to be acceptable.

An indicative Construction Management Plan (CMP) has been submitted as part of the application. As the development is already subject to a condition requiring a CMP, the full details of this document would be agreed as part of a discharge of condition application, allowing the CMP to take conditions immediately prior to the commencement of development into account. The CMP will be used to ensure that level of noise, dust, light, vibration and odour associated with construction works is managed to ensure the amenities of neighbouring residents are protected. Any approved CMP would also need to include details of how the site manager would liaise with neighbouring residents during the construction process.

It is therefore considered that the amenities of neighbouring residents would be suitably protected and preserved during the construction phase and in the occupation of the development.

8.5

Living Conditions for Future Occupants & Affordable Housing:

Para. 139 of the NPPF states that 'development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.'

Para. 126 of the National Design Guide (2019) 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.'

The Technical housing standards – nationally described space standard (2015) defines minimum levels of Gross Internal Area (GIA) that should be provided for new residential development, based on the number of bedrooms provided and level of occupancy. Floor plan drawings and measurements confirm that all units would meet or exceed minimum GIA.

Each new dwelling and flat is considered to have a clear and easily navigable layout, with awkwardly sized rooms and overly large or long circulation areas being avoided. All primary habitable rooms would be served by clear glazed windows that would not have any immediate obstructions to outlook. These windows would allow for access to good levels of natural light as well as providing effective natural ventilation. All dwellings and flats would be multiple aspect, increasing the effectiveness of natural ventilation and also prolonging exposure and access to natural light throughout the course of the day.

LLP2 policy DM25 states that developments of 10 or more dwellings should demonstrate how the 'Building for Life 12' criteria have been considered and would be delivered by the development. One of the recommendations made in Building for Life 12 is that rear gardens are at least equal to the ground floor footprint of the dwelling. The occupants of each dwelling would have direct access to a suitable sized private garden area. Occupants of ground floor flats would be provided with a small

private garden area whilst occupants of the first floor flats would be provided with balconies.

Para. 3.7 of the LDC Affordable Housing SPD maintains that 'it is expected that affordable housing provided onsite will be subject to the same standards and be indistinguishable from the open market housing. The provision of onsite affordable housing should be integrated into the layout of the development through 'pepper-potting' within market housing, in order to fully reflect the distribution of property types and sizes in the overall development.'

The proposed compliment of affordable housing would be fairly well distributed across the site although there would be a degree of concentration due to the proportion of housing that would be provided as flats and the need for these larger buildings to be positioned in the less sensitive parts of the site, in conformance with the parameter plans. The design and scale of the affordable units would be indistinguishable from the market housing as would space standards. Furthermore, the orientation of the dwellings would allow them to engage fully with the market housing and the affordable element would therefore not appear disconnected or divorced from the wider development.

The proposed development would provide a well landscaped street environment surrounded by large areas of greenspace through which walking routes would be provided as well as a good sized LEAP. The layout avoids the creation of any isolated or secluded areas which may be susceptible to crime or anti-social behaviour, with good levels of natural surveillance across the development.

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

8.6

Flooding and Drainage:

The site is located in Flood Zone 1 and is therefore not recognised as an area that is susceptible to tidal or fluvial flooding. Environment Agency mapping shows the majority of the site to be at very low risk from surface water flooding although there is a ribbon of land towards the south-western corner of the site where surface water flood risk identified as being medium to high, with a wider adjacent area adjacent being identified as low risk.

Framework drainage details were secured at the outline stage, with the Lead Local Flood Authority (LLFA) accepting the site had capacity to accommodate a suitably sustainable system that would attenuate surface water prior to it being discharged into the watercourse towards the south-eastern corner of the site.

The submitted plans include further details of drainage arrangements, and it is noted that there is an additional attenuation basin proposed which was not shown on the indicative outline plans.

The LLFA are satisfied the proposed drainage scheme can effectively

	<p>manage surface water within the site and prevent increase of flooding off site. This is subject to full technical details being submitted, with this already being secured by conditions attached to the outline approval, and further details of the levels maintained around the attenuation basin to ensure they will function appropriately. The levels details will be secured through the use of an additional condition attached to any approval of the current application.</p> <p>A 150mm foul water gravity sewer runs northeast to south west at the western edge of the site. Another 375mm foul water gravity sewer dissects the site and runs east to west. The proposed development would utilise these sewers for foul drainage. Due to the topography of the site, pumping will be required to transport foul water from dwellings on lower parts of the site. This would be located in the south eastern corner, well away from existing or proposed dwellings. A condition will be used to secure full foul drainage details, including a connection agreement issued by Southern Water.</p>
8.7	<p><u>Landscape, Ecology &amp; Biodiversity</u></p> <p>The potential ecological impact of the development was assessed as part of the outline application. Conditions attached to the outline approval include those securing an Ecological Design Strategy (achieving a minimum 10% biodiversity net gain), Construction Environmental Management Plan and Landscape and Ecological Management Plan. The drainage condition also requires final details to be referred to the County Ecologist so they can ensure there would be no harmful impact upon surrounding watercourses.</p> <p>The submitted plans show landscaping details that would respect the parameter plans referred to in the outline permission, retain and protect the maximum amount of existing trees and hedgerow and allow for additional planting and enhancements that, the accompanying Ecological Design Strategy (EDS) states, would allow for a Biodiversity Net Gain in excess of 10%. It should be noted, however, that the EDS cannot be approved at this stage as it is a condition of the outline approval and therefore needs to be submitted as part of a discharge of conditions application.</p> <p>The overall landscaping scheme would retain and enhance connectivity of green infrastructure within and around the site, provide pleasant open green spaces for formal and informal amenity use and include more formal street planting that would create a verdant street environment that would be consistent with the semi-rural setting of the site. 'Dark corridors' to support foraging bats would be retained around the hedgerow network.</p> <p>It is therefore considered that the development complies with policy CP10 of LLP1, policies DM24 and DM27 of LLP2 and paras. 170 and 175 of the NPPF</p>
8.8	<p><u>Highways and Access:</u></p>

It is important to note that the access arrangements for the scheme have already been approved under LW/21/0729. The layout of the internal road network, the pedestrian environment, provision of appropriate parking facilities, the permeability of the development and the way in which it integrates with the existing highway network are, however, important considerations when to assessing the layout of the development.

The submitted road layout broadly conforms to the parameter plan for access that is referred to in the outline approval. ESCC Highways have reviewed the road layout, including widths, traffic calming measures and geometry and have confirmed that they are satisfied, with the submitted plans, which have been amended to respond to some of the initial concerns raised. Tracking plans have been provided to demonstrate that the road layout would allow for servicing vehicles associate with the development to reach all required parts of the development, safely negotiating the roads and with appropriate turning space available to allow these vehicles to enter, pass through and leave the site in forward gear.

Since the original submission, the overall quantum of parking has been revised so that there would now be 177 allocated parking spaces (including garages) along with an additional 41 visitor parking bays. ESCC Highways have confirmed this meets their recently updated parking standards. The dimensions of each parking space are also in accordance with ESCC standards. The provision of appropriate parking for residents and visitors will restrict the likelihood of inconsiderate street parking that would be harmful to visual amenities, cause obstructions and present a hazard to pedestrians, cyclists and motorists.

There are well formed pedestrian routes through the site, using raised footways of appropriate widths. Appropriate crossing points would be provided in areas with good visibility and raised table features would be provided around internal junctions as a traffic calming measure. Along with the formal footway, there would be additional footpaths running through the site that would include connections with the public right of way network (which would also provide connectivity with Green Road) and with Blackmores through an opening formed in the north-eastern corner of the site. The site is therefore considered to provide a permeable layout that would assist integration with the wider village and encourage interactions between future occupants and existing residents. In line with the parameter plan, an additional route should also be formed along the western edge of the central field, heading south around the SUDs basin and connecting with the existing path to the south of the scheme. The inclusion of this path will be secured through the landscaping condition.

All dwellings and flats would be provided with secure, covered cycle storage facilities as well as electric vehicle charging points (which are already secured in the conditions attached to the outline approval).

There is a degree of uncertainty concerning the amount of car parking that should be provided for the proposed allotments. This is due to the

applicant being unable to confirm, at present, who the allotments will be provided for. If they are allocated to Wivelsfield residents then the four parking spaces provided would be sufficient as a large proportion of trips to the site would likely be made on foot. If open to residents in the wider surrounding area then it is possible that additional spaces would be required as more people would be likely to drive to the site. At most, there is potential an additional 4-6 spaces would be required. If this is the case then it is considered that the additional spaces could be easily accommodated adjacent to the current ones without having any detrimental impact upon the visual qualities of the development or surrounding landscaping including the orchard and allotments. ESCC Highways agree that the final number of parking spaces should be agreed by condition once the catchment area of the allotments can be confirmed. This is preferable to requesting additional parking spaces are included on the application plans given they may not be necessary.

As state earlier in this report, the proposed development would facilitate a number of off-site highway works, which would include a new pedestrian footway on the eastern side of the road, new bus stops and new crossings. The development would also provide monetary contributions towards bus service improvements and school transport.

Overall, it is considered that the layout of the proposed development responds positively to NPPF and development plan policies relating to highway safety, accessibility and the promotion of sustainable modes of transport.

8.9

Sustainability:

A good amount of soft landscaping would be provided within the built up area of the site, including street trees. This planting would provide a useful function in intercepting/absorbing surface water, improving ground stability and, in the case of the street trees, providing cooling and shading when in leaf in the spring and summer whilst not reducing access to natural light when bare during autumn and winter months.

The development does not include any single aspect units and all dwellings are served by an appropriate amount of windows and openings that, due to the site layout, would allow for good levels of access to natural light throughout the day. This also applies to natural ventilation. Overall, this would reduce demands for artificial light and mechanical cooling within buildings.

There are existing conditions attached to the outline approval to secure energy saving, carbon reduction, energy/water efficiency and renewable energy generating equipment. It is noted that the pitched roofing over the dwellings would be suitable for solar panel installation. The development would be linked to the wider village including its shops and services by footpath and two new bus stops are being provided close by to encourage the use of public transport.

The provision of good levels of green amenity space within the site would likely reduce recreational pressure on the surrounding countryside, which

	<p>includes sensitive habitats, as well as reduce the need to travel for recreational purposes.</p> <p>During the construction stage, the applicant would be required to adhere to a Site Waste Management Plan (SWMP) that will detail how wastage of materials would be reduced as far as practicable and that surplus materials would be re-used or recycled wherever possible.</p>
8.10	<p><u>Planning Obligations:</u></p> <p>A section 106 agreement to secure policy compliant affordable housing provision, highway improvements, a travel plan, bus and school transport contributions, car club parking and landscape/biodiversity management was signed at the outline stage. No further legal agreement is required.</p>
8.11	<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 taken into account fully in balancing the planning issues; and furthermore the proposals will not result in any breach of the Equalities Act 2010.</p>

<b>9.</b>	<b>Recommendations</b>
9.1	It is recommended that permission is granted subject to the conditions listed below. Please note that these conditions supplement the extensive schedule already attached to the scheme as per the outline approval granted under LW/21/0729.

<b>10.</b>	<b>Conditions:</b>
10.1	<p><b>Time limit</b></p> <p>The development to which this permission relates shall be begun not later than the expiration of two years beginning with the date on which this permission is granted.</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>Materials</b></p> <p>Prior to the application of any external finishing (including window and door frames), a full schedule of external materials finishes to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The submitted details should be in broad compliance with the approved materials distribution plan. Thereafter</p>

	<p>the development shall be carried out in full accordance with the approved schedule.</p> <p>Reason: In the interest of visual amenity in accordance with LLP1 policies CP10 and CP11, LLP2 policies DM25 and DM33, para. 135 of the NPPF and WNP policy 5.</p>
10.3	<p><b>Parking</b></p> <p>The development shall not be occupied until 218 vehicle parking spaces have been provided in accordance with amended plan Nos. PP-01 revision B and SL-01 revision B and the parking spaces shall thereafter be retained for that use. The parking spaces shall measure at least 2.5m by 5m with an extra 50cm on dimensions where spaces abut walls, fences, hedge.</p> <p>Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway and to encourage alternative, more sustainable modes of transport and to reduce local contributing causes of climate change in accordance with LLP1 policies CP11 and CP13, LLP2 policy DM25 and para. 114 and 116 of the NPPF.</p>
10.4	<p><b>Cycle Parking</b></p> <p>The development shall not be occupied until cycle parking storage areas have been provided in the position shown on the approved plans (Nos. PP-01 revision B and SL-01 revision B) and in accordance with details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the cycle parking storage areas shall thereafter be retained for that use.</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. 110 and 116 of the NPPF.</p>
10.5	<p><b>Turning space</b></p> <p>The development shall not be occupied until turning spaces for vehicles have been provided and constructed in accordance with the approved amended plans and the turning spaces shall thereafter be retained for that use and shall not be used for any other purpose.</p> <p>Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway and to encourage alternative, more sustainable modes of transport and to reduce local contributing causes of climate change in accordance with LLP1 policies CP11 and CP13, LLP2 policy DM25 and para. 114 and 116 of the NPPF.</p>



10.6	<p><b>Allotment Parking</b></p> <p>Prior to the first use of the allotments details of the facilities provided (including number of plots; who they will serve and number of/justification for parking spaces) shall be submitted do and approve by the Local Planning Authority and the agreed amount of parking provided, surfaced and drained in accordance with those details and shall thereafter be retained for that use.</p> <p>Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway and to encourage alternative, more sustainable modes of transport and to reduce local contributing causes of climate change in accordance with LLP1 policies CP11 and CP13, LLP2 policy DM25 and para. 114 and 116 of the NPPF.</p>
10.7	<p><b>Landscaping:</b></p> <p>Prior to completion any residential unit forming part of the development hereby permitted, a scheme for landscaping shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:</p> <ul style="list-style-type: none"> <li>• Details of all hard surfacing.</li> <li>• Details of all boundary treatments (including provision of mammal gates to allow for foraging animals to cross the site).</li> <li>• Details of all proposed planting, including numbers and species of plant, and Details of size and planting method of any trees.</li> <li>• Ecological enhancements and Biodiversity Net Gain.</li> <li>• Surfacing, signage and specifications for all footpaths, including an additional path to be provided on the western edge of the central field.</li> </ul> <p>All hard landscaping and means of enclosure shall be completed in accordance with the approved scheme prior to first occupation of the development. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.</p> <p>Reason: To ensure the development incorporates sympathetic landscaping that amalgamates with surrounding landscaping, is appropriately and sympathetically screened, and provides a secure and safe environment for future occupants in accordance with LLP1 policies CP8 and CP10, LLP2 policies DM24, DM25 and DM27, para. 180 of the NPPF and WNP policies 5 and 6.</p>
10.8	<p><b>Play Areas:</b></p>

	<p>The Local Equipped Area of Play (LEAP) shall be laid out, equipped, landscaped and properly retained, in accordance with full details and specifications, which are to be submitted to and approved by the Local Planning Authority at an agreed stage or stages no later than the occupation of the 5th unit of the development. Seating for adults must be provided.</p> <p>The play equipment shall be designed, manufactured, installed and maintained in accordance with European Standards EN1176 and EN1177 (or any superseding legislation) and the submitted details shall be accompanied by a management and maintenance plan for the play area.</p> <p>Reason: To provide a healthy living environment in accordance with policies DM15 and DM16 of LLP2 and section 8 of the NPPF.</p>
10.9	<p><b>Foul Drainage</b></p> <p>No development shall commence until a detailed foul drainage plan has been submitted to and approved by the Local Planning Authority. The drainage plan shall be supported by correspondence with Southern Water along with confirmation of an appropriate connection agreement, agreed discharge rates and details of any necessary improvements that would need to be made to the existing sewerage infrastructure.</p> <p>No part of the development shall be occupied until the relevant foul drainage system has been installed in accordance with the approved plans and any required improvements made to the drainage network.</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>
10.10	<p><b>Attenuation basin levels</b></p> <p>Prior to the commencement of development, site levels around the attenuation basins shall be submitted to and approved by the Local Planning Authority. Submitted details shall confirm that the loss of flood plain is compensated in the technical design to demonstrate nil detriment, or, site specific flood modelling provided to demonstrate the downstream flood risk is acceptable.</p> <p>Reason: In order to ensure surface water is managed effectively in accordance with LLP1 policy CP12, LLP2 policy DM22, and para. 175 of the NPPF.</p>
10.11	<p><b>Secured by Design</b></p> <p>Prior to the first occupation of any part of the development hereby permitted, information shall be submitted to and approved in writing by the</p>

	<p>Local Planning Authority detailing how the development would adhere to the principles of Secured by Design. The development shall be carried out and retained in accordance with the agreed details.</p> <p>Reason: In order to provide a healthy and safe environment for future occupants of the development and the wider public in accordance with LLP1 policy CP11, LLP2 policy DM25 and para. 96 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>
Location Plan		CSC-006 LP-01 Rev A
(Coloured) Layout	28.08.24	CSC-006 SL 01 Rev B
Refuse & Services Plan	28.08.24	CSC-006 RS 01 Rev B
Storey Heights	28.08.24	CSC-006 SH 01 Rev B
Parking Plan	28.08.24	CSC-006 PP 01 Rev B
Land Use	28.08.24	CSC-006 LUP 01 Rev B
Housing Tenure	28.08.24	CSC-006 HT 01 Rev B
Proposed Site Sections 4 – 6	06.03.24	CSC-006 SS-02 Rev A
Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 WAL-01 Rev A
Proposed Site Sections 1 – 3	06.03.24	CSC-006 SS-01 Rev A
ROW- Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 ROW-01 Rev A
ROW- Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 ROW-02 Rev A
Plot 72-74 - Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 PL72-74-01 Rev A
Plot 75-76 - Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 PL75-76-01 Rev A

Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 POP-01 Rev A - POP
Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 POP-02 Rev A - POP
Plot 29-31 - Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 PL29-31-01 Rev A
Plot 32-34 - Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 PL32-34-01 Rev A
Plot 35-37 - Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 PL35-37-01 Rev A
MAG - Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 MAG-01 Rev A
Plot 17-19 - Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 PL17-19-01 Rev A
Plot 20-22 - Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 PL20-22-01 Rev A
Plot 23-24 - Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 PL23-24-01 Rev A
LAU - Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 LAU-01 Rev A
Fire Tender Vehicular Tracking	06.03.24	HD031-RM-182 Rev A
Standard Car Vehicular Tracking	06.03.24	HD031-RM-183 Rev A
Garage, Refuse and Cycle Stores - Ground Floor Plans and Elevations	06.03.24	CSC-006 GAR-01 Rev A
FIR - Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 FIR-01 Rev A
BUR - Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 BUR-01 Rev A
DAN - Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 DAN-01 Rev A
DAN - Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 DAN-02 Rev A
Block A - Proposed Ground Floor and First Floor Plans	06.03.24	CSC-006 BLOCK A-01 Rev A

Block A - Proposed Elevations	06.03.24	CSC-006 BLOCK A-02 Rev A
Block B - Proposed Ground Floor Plan, First Floor Plan and Elevations	06.03.24	CSC-006 BLOCK B-01 Rev A

<b>12.</b>	<b>Informatives</b>
12.1	<p><b>Well at Sunnywood</b></p> <p>The developer should be aware that there is a well at Sunnywood on Green Road that will need to be taken into account in the final drainage details and Landscape and Ecological Plan (LEMP) that are to be submitted as per the conditions attached to the outline approval.</p>
13.	<p><b>Conditions Attached to Outline Approval - LW/21/0729 (For Information)</b></p>
	<p>1) <b>Approved Plans:</b> This decision relates solely to the following plan(s):</p> <ul style="list-style-type: none"> <li>• 2847 A 1001 PR Rev D - Site Location Plan</li> <li>• 6443.002A – Proposed Development Access</li> </ul> <p>2) <b>Time Limit:</b> 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 3; to be approved, whichever is the later.</p> <p>3) <b>Reserved Matters:</b> No development shall commence until details of the:</p> <ul style="list-style-type: none"> <li>a) Layout (including site levels);</li> <li>b) Scale;</li> <li>c) Appearance and</li> <li>d) Landscaping.</li> </ul> <p>(hereinafter called "the Reserved Matters") have been submitted to and approved in writing by the LPA. 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. Submission of the reserved matters shall be in general conformity with the principles set out in the following parameter plans:</p> <ul style="list-style-type: none"> <li>i. Land Use Plan No. 2847-A-1200-PR-A</li> <li>ii. Building Heights Plan No. 2847-A-1203-PR-A</li> <li>iii. Density Plan No. 2847-A-1201-PR-A</li> <li>iv. Access and Movement Plan No. 2847-A-1202-PR-A</li> </ul>

- 4) **External Lighting:** No external lighting or floodlighting shall be installed on the buildings, or the road and parking areas hereby permitted without the prior written approval of the local planning authority and/or in accordance with an external lighting strategy to be submitted to and approved by the Local Planning Authority.
- 5) **Tree Survey:** No development shall commence until an arboriculture survey and impact assessment has been submitted to and approved in writing by the Local Planning Authority. The scheme as submitted shall be in accordance with British Standard 5837 (2005).
- 6) **Tree Protection:** No development shall commence, including any works of demolition or site clearance, until details of the protection of the trees to be retained has been submitted to and approved in writing by the LPA. The measures of protection should be in accordance with BS5837:2012 and shall be retained until the completion of the development and no vehicles, plant or materials shall be driven or placed within the Root Protection zones.
- 7) **Construction Environmental Management Plan** No development shall commence, including any works of demolition, until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the LPA. 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:
  - Compliance with Air Quality Management guidance documents and BS 5228 Parts 1 & 2;
  - the anticipated number, frequency and types of vehicles used during construction;
  - the method of access, egress, routing and parking of vehicles during construction;
  - hours of constructions activities;
  - the loading, unloading and storage of plant, materials and waste;
  - detail measures to manage flood risk during construction (both on and off the site);
  - 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);
  - mitigation of noise, vibration and dust impacts arising out of the construction;
  - include details of the use of security hoarding, protective fences, exclusion barriers and warning signs to all appropriate areas including ecological areas;

- 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;
- risk assessment of construction activities potentially damaging to ecology and biodiversity;
- identification of "biodiversity protection zones";
- practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- the location and timing of sensitive works to avoid harm to biodiversity features and times when specialist ecologists need to be present on site to oversee works;
- responsible persons and lines of communication;
- the role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person; and
- A pre-commencement condition survey of the immediate surrounding highway network (to be agreed with the Local Planning Authority).

8) **Drainage:** Prior to the commencement of any development, a detailed drainage strategy shall be submitted to an approved by the local planning authority in conjunction with the Lead Local Flood Authority and the County Ecologist.

- The principles set out in the outline surface water drainage strategy (at section 7 of the submitted Flood Risk Assessment and Drainage Strategy, and associated Appendices H (Calculations), I (Drainage) and J (Maintenance and Management Strategy) prepared by Stuart Michael Associates and dated 21 September 2021) should be carried forward to detailed design. Surface water discharge rates should not exceed greenfield runoff rates for all rainfall events, including those with 1 in 100 (+40% for climate change) annual probability of occurrence. Evidence of this (in the form of hydraulic calculations) should be submitted with the detailed drainage drawings. The hydraulic calculations should take into account the connectivity of the different surface water drainage features.
- The details of the outfall of the proposed attenuation pond and how it connects into the watercourse should be provided as part of the detailed design. This should include cross sections and invert levels.
- The condition of the ordinary watercourse which will take surface water runoff from the development should be investigated before discharge of surface water runoff from the development is made. Any required improvements to the

condition of the watercourse should be carried out prior to construction of the outfall.

- Information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely.
- The detailed design of the attenuation pond should be informed by findings of groundwater monitoring between autumn and spring. The design should leave at least 1m unsaturated zone between the base of the ponds and the highest recorded groundwater level. If this cannot be achieved, details of measures which will be taken to manage the impacts of high groundwater on the drainage system should be provided.

The development shall thereafter be carried out in accordance with the approved details and remain in adherence to them throughout its lifetime.

9) **Drainage Maintenance:** Prior to the first occupation of any individual dwelling, a maintenance and management plan for the entire drainage system should be submitted to the planning authority to ensure the designed system takes into account design standards of those responsible for maintenance. The management plan should cover the following:

- This plan should clearly state who will be responsible for managing all aspects of the surface water drainage system, including piped drains, and the appropriate authority should be satisfied with the submitted details.
- Evidence that these responsibility arrangements will remain in place throughout the lifetime of the development should be provided to the Local Planning Authority.

10) **Drainage Completion:** Prior to the first occupation of any individual dwelling within the development, evidence (including photographs) should be submitted showing that the drainage system to serve that dwelling has been constructed as per the final agreed detailed drainage designs.

11) **Details of grading of land:** No development shall commence, including any works of demolition, until details of earthworks have been submitted to and approved in writing by the LPA. These details shall include the proposed grading of land area including the levels and contours to be formed and showing the relationship to existing vegetation and neighbouring development. Development shall be carried out in accordance with the approved details.

12) **LEMP:** A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior to the commencement of the development. The content of the LEMP shall include the following:

- description and evaluation of features to be managed;



- ecological trends and constraints on site that might influence management;
- aims and objectives of management;
- appropriate management options for achieving aims and objectives;
- prescriptions for management actions, together with a plan of management compartments;
- preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
- details of the body or organisation responsible for implementation of the plan;
- ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

13) **Ecological Design Strategy:** No development shall take place until an ecological design strategy (EDS) addressing enhancement of the site to provide a minimum 10% biodiversity net gain has been submitted to and approved in writing by the local planning authority. The EDS shall include the following:

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

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

- 14) **Contamination Report** No development shall take place, including any demolition, ground works, site clearance, until (or such other date or stage in development as may be agreed in writing with the LPA), the following components of a scheme to deal with the risks associated with contamination of the site have been submitted to and approved, in writing, by the LPA:

A preliminary risk assessment which has identified:

- i) all previous uses;
- ii) potential contaminants associated with those uses;
- iii) a conceptual model of the site indicating contaminants, pathways and receptors; and
- iv) potentially unacceptable risks arising from contamination at the site.

A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

The site investigation results and the detailed risk assessment (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the LPA. The scheme shall be implemented as approved.

- 15) **Contamination Remediation Report:** Prior to occupation of the development hereby approved, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the LPA. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the LPA.

- 16) **Potential Contamination:** If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted, and obtained written approval from the LPA for, a

remediation strategy detailing how this unsuspected contamination shall be dealt with.

- 17) **Archaeological Findings Report:** The development hereby permitted shall not be brought into use until an archaeological site investigation and post - investigation assessment (including provision for analysis, publication and dissemination of results and archive deposition) has been completed and approved in writing by the LPA.
- 18) **Sustainability:** 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.
- 19) **Highways: Visibility Splays:** No part of the development shall be first occupied until visibility splays of 2.4 metres by 60 metres to the north and 101 metres to the south have been provided/maintained at the junction of the access with Ditchling Road in accordance with the approved plans. These visibility splays shall thereafter be kept free of all obstructions over a height of 600mm.
- 20) **Access Gradients:** The completed access shall have maximum gradients of 2.5% (1 in 40) from the channel line and 11% (1 in 9) thereafter.
- 21) **Highways Detailed Drawings** Prior to the commencement of development on site, detailed drawings, including levels, sections, and constructional details of the proposed road[s], surface water drainage, outfall disposal and street lighting to be provided, shall be submitted to the Planning Authority and be subject to its approval, in consultation with the Highway Authority.
- 22) **Building Height Limit:** No buildings or structures within the development shall exceed 9m high from the level of the surface of the ground immediately adjacent to the building.