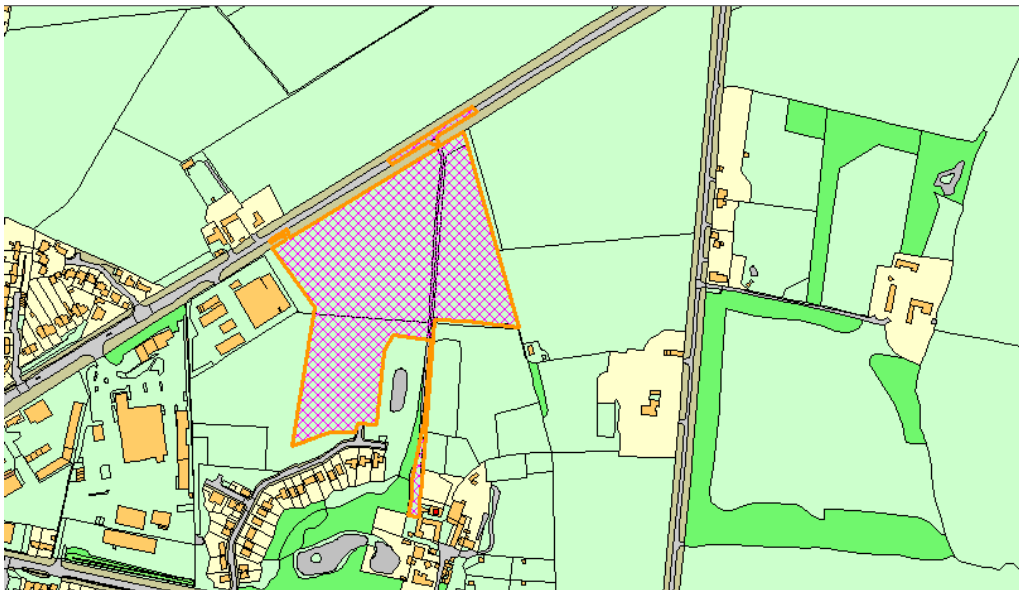


**Report to:** Planning Applications Committee  
**Date:** 7 December 2022  
**Application No:** LW/22/0282  
**Location:** Land Between The Broyle and Round House Road, Ringmer  
**Proposal:** Erection of 70 residential dwellings; with access and parking, the provision of open space, play space and ecology areas with associated vehicular and pedestrian access and landscaping.  
**Applicant:** Ouse Valley & Ringmer  
**Ward:** BoKlok Housing Ltd  
**Recommendation:** 1. Approve subject to conditions and section 106 legal agreement and an updated road safety audit supported by ESCC Highways.  
**Contact Officer:** **Name:** James Smith  
**E-mail:** [james.smith@lewes-eastbourne.gov.uk](mailto:james.smith@lewes-eastbourne.gov.uk)

**IMPORTANT NOTE: This scheme is CIL Liable.**

#### Site Location Plan



1.	<b>Executive Summary</b>
1.1	The council is unable to demonstrate a 5 year supply of housing land within current settlement boundaries. The application site, whilst greenfield, is contiguous with the settlement boundary of Ringmer and falls within a landscape character area identified as having a high capacity for change.
1.2	The site is of relatively low habitat value and suitable mitigation measures can be secured to ensure biodiversity enhancements are provided and species can be translocated to newly formed habitats.
1.3	The layout of the site would foster a cohesive environment and the dwellings would provide good quality living conditions both internally and externally which would be supplemented by amenity infrastructure delivered as part of the development.
1.4	A policy compliant level of affordable housing would also be delivered.
1.5	The development could be safely accessed by vehicle and on foot and, whilst located on the edge of Ringmer, acceptable connectivity to the village is provided.
1.6	<p>Housing Delivery</p> <p>The provision of 70 residential dwellings would contribute to the housing land supply for the District.</p> <p>This would carry <u>significant weight</u> in the planning balance.</p>
1.7	<p>Affordable Housing</p> <p>The development would deliver a policy compliant 40% affordable housing contribution, with a mix of units being provided. The standards of the affordable accommodation would be consistent with the market housing within the scheme and the units provided would be indistinguishable from the wider development.</p> <p>The provision is policy complaint and would carry <u>significant weight</u> in the planning balance.</p>
1.8	<p>Economic Benefits</p> <p>The proposal offers economic benefits in the form of job creation during construction and an increase in population that would likely result in additional use of local businesses and services. The proposed development would not result in constraints to the operation of the nearby business park.</p> <p>This would carry <u>moderate weight</u> in the planning balance</p>

1.9	<p>Placemaking and impact upon urban environment</p> <p>The design and layout of the development creates is provide a strong sense of character, good quality public and private space and an integrated and interactive environment.</p> <p>This would carry <u>moderate weight</u> in the planning balance.</p>
1.10	<p>Landscape impact</p> <p>The site has not been previously developed and the proposed development would therefore result in the loss of greenfield land. However, suitable mitigation in the form of provision of green space, strengthening of field boundaries and facilitation of biodiversity enhancement works would be secured. It is also noted that the site is embedded in a landscape area identified as having capacity for change without causing undue harm to the wider character of the surrounding countryside.</p> <p>This harm to landscape is therefore considered to be well mitigated and, for that reason, carries a <u>minor weight</u> in the planning balance.</p>
1.11	<p>Highways</p> <p>The access arrangements for the development are considered to be suitable and safe. The development would secure highway improvements that would benefit existing and future road users and pedestrians. Modelling data has indicated that traffic generated by the development would not result in unacceptable pressure upon the existing highway network and infrastructure. These comments are subject to a final audit of pedestrian and cycle connections as requested by the ESCC Highways officer.</p> <p>This would carry <u>neutral weight</u> in the planning balance.</p>
1.12	<p>Water Issues</p> <p>The development would utilise a sustainable drainage system allowing for discharge of surface water into the existing watercourse at an agreed rate. Although the Lead Local Flood Authority (LLFA) require further details on the performance of the proposed drainage system there is no objection to the principle or concerns about the ability of the site to control discharge of surface water. The additional details required could be secured through the use of an appropriate pre-commencement condition. Southern Water have informed that there is sufficient capacity in the foul drainage network to serve the development.</p> <p>This should be given <u>neutral weight</u> in the planning balance.</p>

1.13	<p><b>Air Quality &amp; Contaminated Land</b></p> <p>Both air quality and contaminated land can be effectively dealt with by condition. Subject to conditions, the environmental health impacts can be acceptably resolved.</p> <p>This should be given <u>neutral weight</u> in the planning balance.</p>
1.14	<p><b>Quality Living Environment</b></p> <p>The scheme would provide adequate living standards in terms of local environment and internal and external quality of private accommodation, whilst not harming the amenity of existing properties nearby.</p> <p>This should be given <u>moderate weight</u> in the planning balance.</p>
1.15	<p>Overall, and with reference to the ‘tilted balance’ approach to decision making set out in para. 11 of the NPPF, it is considered that the social, economic and environmental benefits that would be delivered by the development are considered to significantly outweigh the impacts of the development and, therefore, the planning application is recommended for approval, subject to a section 106 agreement and the conditions listed at the end of this report.</p>

<b>2.</b>	<b>Relevant Planning Policies</b>
2.1	<p><u>National Planning Policy Framework</u></p> <ul style="list-style-type: none"> <li>2. Achieving sustainable development</li> <li>4. Decision making</li> <li>5. Delivering a sufficient supply of homes</li> <li>6. Building a strong, competitive economy</li> <li>8. Promoting healthy and safe communities</li> <li>11. Making effective use of land</li> <li>12. Achieving well-designed places</li> <li>14. Meeting the challenge of climate change, flooding, and coastal change</li> <li>15. Conserving and enhancing the natural environment</li> </ul>
2.2	<p><u>Lewes District Local Plan:</u></p> <ul style="list-style-type: none"> <li>CP4. Encouraging Economic Development and Regeneration.</li> <li>CP7. Infrastructure</li> <li>CP8. Green Infrastructure</li> <li>CP9. Air Quality</li> </ul>

	<p>CP10. Natural Environment and Landscape.</p> <p>CP11. Built and Historic Environment &amp; Design</p> <p>CP12. Flood Risk, Coastal Erosion and Drainage</p> <p>CP13. Sustainable Travel</p> <p>CP14. Renewable and Low Carbon Energy</p> <p>DM14: Multi-functional Green Infrastructure</p> <p>DM20: Pollution Management</p> <p>DM21: Land Contamination</p> <p>DM22: Water Resources and Water Quality</p> <p>DM23: Noise</p> <p>DM25: Design</p> <p>DM24: Protection of Biodiversity and Geodiversity</p> <p>DM25: Design</p> <p>DM27: Landscape Design</p>
2.3	<p><u>Ringmer Neighbourhood Plan:</u></p> <p>4.1 The countryside in Ringmer</p> <p>4.9 Green corridors, ponds, and streams</p> <p>4.10 Maintaining and enhancing biodiversity</p> <p>4.11 Avoidance of light pollution</p> <p>5.1 Employment in Ringmer</p> <p>6.2 Affordable housing numbers and types</p> <p>6.3 Scale of new residential developments</p> <p>RES11 Lower Lodge Farm</p> <p>RES25 Lower Lodge Farm exception site</p> <p>7.5 Outdoor play facilities for children</p> <p>7.6 Outdoor facilities for young people &amp; adults</p> <p>8.1 Access to the local road system</p> <p>8.2 The local road network within Ringmer parish</p> <p>8.3 Provision of adequate off-road parking</p> <p>8.4 Provision of cycle ways and safe routes for cycles and mobility scooters</p> <p>8.5 Road safety</p> <p>8.6 Public transport</p> <p>8.7 Primary &amp; nursery education</p> <p>8.8 Secondary &amp; further education and services for young people</p>

<p>8.9 Health service provision</p> <p>8.10 Water supply</p> <p>8.11 Drainage &amp; sewerage</p> <p>8.12 Waste disposal &amp; recycling</p> <p>9.1 Design, massing, and height of buildings</p> <p>9.2 Making good use of available land</p> <p>9.3 Materials</p> <p>9.4 Housing space standards</p> <p>9.5 Pedestrian movement - twittens</p> <p>9.6 Hard &amp; soft landscaping</p> <p>9.7 Types of residential development</p>
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<b>3.</b>	<b>Site Description</b>
3.1	The site comprises a broadly hedgerow enclosed field that flanks The Broyle (B2192) to the north and Caburn Enterprise Park to the west. The site also incorporates part of a larger field to the south which has already been partially developed, with dwellings on Round House Road and Cattle Pen Way occupying the southern edge, and also has a extant outline permission for the development of a care home and affordable housing on the western part of the field. The boundary between the two fields is marked by a drainage ditch. The site topography is characterised by a consistent gentle rise from the south of the site to the north.
3.2	Part of the site falls within the planning boundary, this being the southern end of the southern field. The remainder of the site is outside of the boundary. The southern end of the site falls within the wider RES11 site allocated for residential development in the Ringmer Neighbourhood Plan. The remainder of RES11 has already been developed in the form of Round House Road and Cattle Pen Way. The majority of the site, as well as the remainder of the southern field are included in the 2022 Interim Land Availability Assessment (LAA) under reference 48RG with the site identified as being available and a development of up to 75 dwellings being considered suitable and achievable. The eastern part of the northern field is not included within the LAA designation and has not been assessed for that purpose.
3.3	As stated above, the site is in an edge of settlement location. The shops and services in the centre of Ringmer are approx. 1.6 km to the west. Open countryside, predominantly in the form of agricultural fields, extends to the east and to the north and south beyond the B2192 and the line of dwellings flanking the B2124 respectively. The edge of the South Downs National Park is approx. 900 metres to the south-west. To the south, beyond the Round House Road development, there is a parcel of land on which a community woodland has recently been established. The

	woodland surrounds a pond and supports a range of ecological enhancements.
3.4	Site boundaries flanking the B2192 to the north and the commercial development to the north and west are marked by lines of mature trees and sections of hedgerow. The southern boundary borders Round House Road, where dwellings face outwards towards the site. The eastern boundary is marked by patchy hedgerow within the northern field and by vegetation around the balancing pond serving the Round House Road development within the southern field.
3.5	The site is within flood zone 1 and does not contain any significant water bodies or courses other than the ditch marking the field boundary. There is also a group of ponds at Lower Lodge Farm which is to the south of the site and an attenuation pond to the east of the site that forms part of the SUDs scheme serving the Round House Road development. The site falls within an Archaeological Notification Area. Other than this, and the neighbourhood plan allocations set out above, there are no specific planning designations or constraints attached to the site or the immediate surrounding area.

<b>4.</b>	<b>Proposed Development</b>
4.1	The application seeks full planning permission for the residential development of the site to provide 70 new dwellings and associated infrastructure.
4.2	28 units would be provided as affordable housing, representing approximately 40% of the overall scheme.
4.3	The dwelling mix across the scheme comprises 26 x 2 bed dwellings (37%), 39 x 3 bed dwellings (56%) and 5 x 4 bed dwellings (7%). The affordable housing element would comprise 17 x 2 bed dwellings and 11 x 3 bed dwellings and would be delivered with a tenure mix of 25% shared ownership and 75% affordable rent.
4.4	All dwellings would be two-storey and would be clustered around a spine road running from a new access formed on The Broyle towards the north-eastern corner of the site to the south-western corner of the site close to the eastern end of Round House Road. An additional internal road would run parallel, but set back from, the western and northern boundaries in the north-western corner of the site with the pocket of land formed between this and the spinal road utilised to form a shared amenity area including play equipment, seating and planting.
4.4	As stated above, a new site access from The Broyle would be formed on the northern boundary towards the north eastern corner of the site. The access would take the form of a bell mouth junction with highway

	improvement works being undertaken to create a right-hand turn lane to accommodate traffic arriving from the west entering the development.
4.6	Each dwelling would be provided with 2 x allocated parking bays either on-site (including through tandem parking) or in bays or laybys close to the respective dwelling. An additional 23 x visitor parking bays would be provided, resulting in an overall quantum of 163 x car parking spaces.
4.7	The eastern edge of the site, which roughly comprises the area of the site not included within LAA site 48RG, would be retained for ecological enhancements, informal green space, buffer planting and attenuation ponds associated with the site surface water drainage scheme
4.8	A modular construction method would be used for the development, with buildings being fabricated in sections off site which would then be transported to the site and assembled.

<b>5.</b>	<b>Relevant Planning History:</b>
5.1	<b>LW/15/0542</b> - Erection of 30 dwellings (including 12 affordable) with associated car parking, landscaping, and community woodland – Approved Conditionally 2 <sup>nd</sup> November 2016 (neighbouring site to south)
5.2	<b>LW/18/0880</b> - Development of Land at Lower Lodge Farm to create a village care centre and 16 x affordable housing units, including a new access from The Broyle / B2192 – Outline permission granted 30 <sup>th</sup> November 2020 (all matters reserved). (neighbouring site to west)

<b>6.</b>	<b>Consultations:</b>
6.1	<p><b><u>Ringmer Parish Council (RPC)</u></b></p> <p>The views of RPC are reported in full below</p> <p>At its meeting on 24 May 2022 Ringmer Parish Council voted unanimously to recommend refusal of this application. This speculative development is contrary to several of the policies of Ringmer Neighbourhood Plan. It is unsustainable, it exceeds the “village” scale, it will create a car-dependent estate on the fringe of the Village with no employment opportunities and there are no assurances that Southern Water can deal with the sewerage without adding to the pollution of the Glynde Reach. The inclusion of open spaces within the site is welcome but it falls short of providing sufficient off-road parking as specified in the RNP (8.3) and many of the spaces are tandem bay, contrary to ESCC policy. No comments have yet been received from ESCC Highways about the impact of the development on the local highways network, whilst ESCC Flood Risk Managers have objected and asked for more information.</p>



### Unsustainable Development

Part of the adjacent site was approved for the provision of 16 affordable-rented housing in connection with outline application [LW/18/0880] for a village care centre. This was fully in accordance with the RNP (Key Principle 3.2, policies 5.1 (EMP7), 6.1, 6.2, 6.3, 6.4 (RES25) and the Village Design Statement policies in RNP section 9). Similarly, the development at the neighbouring Round House Road (100% affordable) was also in accordance with the RNP.

A key aim of the RNP is to improve Ringmer's sustainability by providing additional local employment on existing and newly-allocated sites, to reduce the current level of excessive out-commuting (83% by private motor transport) and by providing within the village more of the affordable housing that many of those already employed in Ringmer need but cannot currently find. These policies have already met with considerable success and demonstrated a high and unmet demand for additional employment space in Ringmer.

This application does not include any provision for employment but is for 70 homes on the edge of the Broyleside settlement. It will be heavily car-dependent, being a 25 minute walk (according to Boklok's own figures) from the Village centre and shops, along a busy road with a large volume of HGV traffic on narrow pavements which is very unattractive and unsuitable for anyone using a mobility scooter or wheelchair.

As noted above, the proposed development would be highly car dependent. The nearest bus stop, on Laughton Road, is not served by any bus service useful for employment purposes (5 buses per day). The bus stops on the Broyle itself (No 28 to Lewes and Brighton) are only served by two buses in the morning, two hours apart, and none until the evening. The bus stops to the more regular No 28 service are at Broyleside Cottages and the Green Man, which are distant from the site, and not presently connected to it. Similarly, there is no safe cycle route since the cycleway between Broyleside and Ringmer Village envisaged in the RNP has not been delivered despite two consultations from ESCC and Sustrans. Children arriving to live at this development could not be accommodated at Ringmer's Primary or Nursery schools, or any other schools accessible by sustainable transport. This would further increase the car-dependence beyond that envisaged in the transport study.

Additional sewage cannot be accommodated at the Neaves Lane WWTW, recently revealed as to be so dysfunctional that, despite improvements completed in 2019, it was still during 2021 releasing untreated Ringmer sewage into a small stream that feeds into Glynde Reach for more than 10% of the time. This explains why Glynde Reach has been identified by the Environment Agency as the most polluted watercourse in Sussex. This application is thus in direct conflict with RNP policy 8.11.

### Highways Issues – Earwig Corner

The highways stresses created by Ringmer out-commuting are due almost entirely to peak hour travel from Ringmer via Earwig Corner and the congested A26 junctions to join the main highway network at Southerham

in the morning rush hour, and the reverse journey in the evening peak travel period.

At the time of writing, no comments from ESCC Highways have been published. We note, however that ESCC have made the following comment on another application:

“Currently ESCC is assessing several development applications in the Ringer area as follows:

LW/21/0937 – Broyle Gate Farm [up to 100 units + community facilities]

LW/21/0986 – Harrison’s Lane [200 units]

LW/21/0694 – Land opposite Bishop’s Close, Bishop’s Lane [68 units]

LW/22/0255 – Land between The Broyle and Round House Road [57 units]

LW/22/0282 – Land between The Broyle and Round House Road [larger red site 70 units and access further to north and different applicant]

“These four sites [5 separate applications] will have an impact on the operation of the Earwig Corner junctions (A26/B2192) and the A26 Cuilfail Tunnel. This junction has recently been upgraded to a signalized junction funded by the development in Bishop’s Lane to ensure the associated traffic could be accommodated (LW/14/0127 & LW/15/0152). It is necessary therefore to establish whether further development in Ringmer will have a severe impact on this newly upgraded junction and the A26 southbound to the tunnel – including the junctions along it i.e. A26 Ham Lane, A26/Church Lane and the” snail roundabout”. Any TA should include assessment of each site in isolation and combination. We are mindful of the emerging Local Plan and the potential for further development on this constrained part of the highway network. As such a precautionary approach is required at this time.

“To support this development proposal... the applicant is therefore required to demonstrate the impact of the development and also the cumulative impacts of the four live applications. We recommend that applicants work together to assess the impacts of the development and put forward mitigation as appropriate...”

We are not aware of any such study having been undertaken and as such the applicant’s transport assessment and its conclusion that there will be minimal impact on the surrounding highway network should be disregarded.

Moreover, in addition to cumulative impact of the above listed applications, Earwig Corner and the surrounding road network would have to take account of the 70 new houses at Barcombe Cross (LW/22/0459) as well as the nearby Wealden District approved developments in East Hoathly (205 units) and the over 1,000 currently under construction in Ridgewood, Uckfield.

### Other Highways Issues

I note that the traffic assessment includes reference to the speed of traffic along the B2192 at the proposed site entrance. The average speed is recorded as 52.1 mph Eastbound and 60.1 mph Westbound despite this being a 40mph zone. No comment has been received from ESCC Highways and it does not appear that the applicant has sought advice on ways to reduce the high speed of vehicles approaching the new access. A ghost right turn is proposed but will still involve traffic crossing a high-speed carriageway.

The Road Safety Audit suggests that the Ringmer Village gateway sign and speed roundel on the B2192 may impede visibility from the new site entrance. The recommendation is therefore to relocate the signs. It is difficult to see how the gateway sign could be relocated since it marks Ringmer's boundary!

### Affordable housing

The Lewes Local Plan requires that affordable housing should be indistinguishable in nature and appearance from the market housing on the same development. Here the majority of the affordable housing is in located in the least attractive parts of the site, nearest to the road on the north side and to the industrial estate on the west.

### Inadequate car parking

Car ownership throughout Ringmer is high and is in practice essential for commuting to most employment outside the village, and inadequate provision of off-road parking has been a significant cause of neighbourhood disputes. This village-edge development will be especially car-dependent. For this reason, RNP policy 8.3 requires all new development to provide off-road parking for all the vehicles it is likely to attract. The policy requires the provision of 2 allocated off-road car parking spaces for each 1-bed, 2-bed, or 3-bed home and 3 spaces for each 4-bed or larger home. The applicant has allocated only two spaces for each of the 4-bed homes instead of the three required by the RNP. Similarly, many of the allocated spaces are provided in tandem bays, which is contrary to ESCC policy.

### Energy and Sustainability Statement

The developer's intention to install air source heat pumps is welcome. However, it is disappointing that the developer says other renewable energy sources "could be given consideration" (para 9.2). On solar panels, the developer says:

"...there will need to be consideration into whether the energy generated by PV will be beneficial to the tenants as the site will likely not be used during peak sunlight hours.

"A provision for future installation shall be provided during construction to allow for the installation of PV panels by future residents post construction and in isolation from the developer's involvement."

Similar statements are made about solar thermal and wind turbines, whilst CHP has been ruled out for this development.

	<p><b><u>Noise and Air Quality</u></b></p> <p>The noise assessment indicates that noise levels for the properties nearest to the B2192 are higher than guideline levels. By way of mitigation windows with additional noise insulation properties are recommended. However, this implies that road noise will be a disturbance to residents when windows are open during the summer months or when they are using their gardens or communal outside space, so calls into question the suitability of the site for residential use. The air quality assessment concentrates of the effects of construction on the ambient air quality rather than measuring the air quality of the site for residents after occupation.</p> <p>In conclusion Ringmer Parish Council decided to recommend refusal of this application as an unsuitable site for development of this scale. No decision should be reached without the further assessment of the highways impact, the effects of the sewerage system and the flood risk assessment.</p>
6.2	<p><b><u>Southern Water</u></b></p> <p>Our initial investigations indicate that Southern Water can provide foul sewage disposal to service the proposed development. Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer</p>
6.3	<p><b><u>Lead Local Flood Authority</u></b></p> <p>We consider that insufficient evidence has been provided to assure us that the surface water flood risk affecting the site and the local area has been appropriately considered. The applicant should demonstrate that the proposed residential dwellings and proposed attenuation features are outside the 1 in 1000-year surface water flooding extents as per the Environment Agency's surface water flood risk mapping. If this cannot be proven, we request that detailed hydraulic modelling is undertaken as evidence that the proposed development will not be at risk of surface water flooding and that this risk will not be increased offsite.</p> <p>In regard to the proposed rate of discharge, the greenfield runoff rate calculations should be based on the developable areas of the site only and exclude any large proposed open landscaped areas which can be expected to continue to contribute flows to the watercourse. The discharge rate for the northern parcel should be adjusted accordingly.</p> <p>In addition, we note that the drainage strategy includes several areas of permeable paving, including private driveways. While we encourage the use of permeable paving, areas of private ownership should not be included as part of the overall storage calculations, as it is difficult to ensure these will be maintained throughout the lifetime of the development.</p> <p>OFFICER COMMENT: A response to the request for further information has been submitted although the LLFA have yet to reply to this. It is considered that, in any case, the matter can be dealt with through the use</p>

	<p>of appropriate conditions for the reasons set out in in the assessment below.</p>
6.4	<p><b><u>ESCC Highways</u></b></p> <p>Whilst some issues have been overcome, the applicant has still not adequately addressed the issues of pedestrian and cycle connectivity (particularly) onto The Broyle [B2192].</p> <p>Given the nature of the B2192 in this location this is not acceptable and thus my objection dated 27<sup>th</sup> October 2022 remains. The revised RSA has not been provided despite my request in my telephone conversation with the Transport Agent on 10th November 2022. Until this has been satisfactorily provided I still object to the proposed development.</p> <p>However, if your Committee is minded to approve the application as submitted then I recommend the conditions and mitigation measures [secured through a S106 Agreement] at the end of this report are sought.</p> <p>OFFICER COMMENT: As all other matters have been addressed it is requested that members, if minded to approve the application, then this is conditional upon an updated road safety audit being assessed and approved by ESCC Highways.</p>
6.5	<p><b><u>LDC Noise Officer</u></b></p> <p>Noise control is required under this application and with consideration to BS 8233:2014 (for noise insulation within residential premises).</p>
6.6	<p><b><u>LDC Contaminated Land Officer</u></b></p> <p>I am aware that a contaminated land phase 1 and phase II site investigation report was prepared by Leap Environmental and submitted with the application (report ref: LP 2827 dated 12 April 2022).</p> <p>The report did not identify any of the contaminants tested for at concentrations considered to pose a risk to future residents, construction workers or controlled waters and concluded that no remediation is required. The report also did not identify any significant risk from ground gases associated with those ponds/landfill and no gas protection measures are deemed necessary. However, the report recognised that there is always the risk of hitherto undetected contamination, and further investigations should be carried out prior to redevelopment.</p> <p>I largely concur with the report findings. However, if LPA is minded granting a planning permission, then I recommend conditions and Informatives.</p>
6.7	<p><b><u>Natural England</u></b></p> <p>No Objection.</p>

	<p>Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites.</p>
6.8	<p><b><u>LDC Ecology</u></b></p> <p>Formal comments awaited, see section 8.12.</p>
6.9	<p><b><u>Nature Space</u></b></p> <p>I am satisfied with the ecological report that confirms the presence of GCN on-site and in the surrounding area.</p> <p>Permission can be refused if adequate information on protected species is not provided by an applicant, as it will be unable to assess the impacts on the species and thus meet the requirements of the National Planning Policy Framework (2021), ODPM Circular 06/2005 or the Conservation of Habitats and Species Regulations 2017 (as amended). The Council has the power to request information under Article 4 of the Town and Country (Planning Applications) Regulations 1988 (SI1988.1812) (S3) which covers general information for</p> <p>Due to the confirmed presence of GCN in the pond on-site and in the surrounding area a licence is required for the development.</p> <p>The applicant can either choose to use the district licencing scheme or provide information to satisfy the council that a licence can be granted by NE post planning approval (if approved) this would include all impacts, mitigation, compensation and any monitoring that is required .</p>
6.10	<p><b><u>ESCC Archaeology</u></b></p> <p>Based on the excavated evidence immediately adjacent there is no indication that remains of national significance are likely to exist within the application site, but it is likely that remains of local and regional significance will have survived more recent agricultural practices. Such remains and would be unavoidably impacted to varying degrees by the proposed development.</p> <p>In the light of the potential for impacts to heritage assets with archaeological interest resulting from the proposed development, the area affected by the proposals should be the subject of a programme of archaeological works. This will enable any archaeological deposits and features that would be disturbed by the proposed works, to be either preserved in situ or, where this cannot be achieved, adequately recorded in advance of their loss. These recommendations are in line with the requirements given in the NPPF (the Government's planning policies for England):</p>
6.11	<p><b><u>Campaign for the Protection of Rural England (CPRE)</u></b></p> <p>Objection.</p> <p>Please note that the provisions of Ringmer Neighbourhood Plan policy 8.11 apply to this development. The first part of this policy reads:</p>

Ringmer Neighbourhood Plan Policy 8.11: New development in the areas of Ringmer served by the Ringmer sewage works will be permitted only when effective mains drainage and sewerage systems are provided and when such development can be accommodated within the capacity of the Ringmer sewage works. New and improved utility infrastructure will be encouraged and permitted in order to meet the identified needs of the community.

Please note that, despite an upgrade completed in 2019, Environment Agency data show that during 2021 the Ringmer (Neaves Lane) WWTW, to which the foul sewers from this development would have to connect, had 68 releases of untreated sewage into the Bulldog Sewer and thus into Glynde Reach, which was identified over a decade ago as the most polluted waterway in East Sussex. Untreated sewage was being released into Glynde Reach for an average of over 18 hours per week, which means more than 10% of the time. 10% of the time cannot by any definition be considered "exceptional weather circumstances": it means whenever it rains. This demonstrates beyond any shadow of a doubt that the Ringmer sewage works is already operating far beyond its capacity.

Please ensure that the decision makers on this planning application are aware of this situation, and also aware of the consequent conflict between this application and RNP Policy 8.11.

It would be helpful if you could also ensure that Southern Water were required to comment on the application; were asked to state what financial provision there is in their current forward investment plan for improvements at the Ringmer (Neaves Lane) WWTW; to indicate at what date they could guarantee any such improvements will be completed; and were required to indicate to what extent they can guarantee any such improvements would reduce the disgusting discharges that are responsible for the current appalling levels of pollution in Glynde Reach.

**7. Other Representations:**

**7.1 Neighbour Representations:**

A total of 27 letters of objection have been submitted by members of the public. A summary of the material concerns raised in all letters is provided below

- Improved infrastructure is needed before new houses are built.
- Goes beyond the boundary of Ringmer.
- There are no safe connections to the village for pedestrians and cyclists.
- Increase in pollution.
- Increased strain on infrastructure.
- Loss of rural land/habitat.

	<ul style="list-style-type: none"> <li>• Large residential development is altering the character of the village into that of a town.</li> <li>• Current sewage infrastructure cannot cope, and development will need to more pollution and discharge into watercourses.</li> <li>• Unsustainable/car dependent development.</li> <li>• Would impede upon operation of nearby employment sites.</li> <li>• Affordable housing should not be concentrated towards the noisiest part of the site.</li> <li>• Limited employment opportunities for future occupants in the village will lead to out commuting.</li> <li>• Harm to landscape/negative impact upon setting of the SDNP.</li> <li>• Light pollution as a result of external lighting.</li> <li>• Insufficient recreation space provided.</li> <li>• Concern that surface water drainage has not been addressed.</li> <li>• Inappropriate architecture.</li> </ul>
7.2	<p><u>Other Representations:</u></p> <p>None</p>

<b>8.</b>	<b>Appraisal:</b>
8.1	<p><u>Key Considerations</u></p> <p>The main considerations relate to</p> <ul style="list-style-type: none"> <li>• the principle of the development.</li> <li>• the impact upon the character and appearance of the area</li> <li>• neighbour amenities,</li> <li>• impacts upon highway/pedestrian safety</li> <li>• flood risk,</li> <li>• the quality of the accommodation to be provided</li> <li>• the degree to which it meets identified housing needs</li> <li>• and the overall merits of the scheme in terms of the balance of economic, environmental, and social objectives that comprise sustainable development.</li> </ul>



8.2

Principle:

The site falls partially within the planning boundary although large parts to the north and east are outside of it.

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.

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 figure reduces to 602 dwelling per annum when the residential units likely to be developed within the National Park are disaggregated.

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 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.

In response to the need to consider large scale residential development outside of the previously established planning boundaries in order to deliver a sufficient supply of housing land, the Council has adopted an interim housing policy which sets out a raft of criteria which seek to direct any such development to areas where it would be most sustainable, contiguous with existing development, sympathetic to the natural environment and would not adversely impact upon highway safety or the free flow of traffic. It should, however, be noted that this policy carries limited weight due it not forming part of the development plan.

Part of the site is located within an area identified as being suitable, available, and achievable in terms of residential development within the LAA. It is important to note that the LAA is a high-level assessment of the suitability of land for development and does not allocate land for development or determine whether a site will be allocated for

development. As such, the inclusion of a site should not be taken to imply that the site will be allocated for housing or looked upon favourably when determining planning applications.

The application will therefore be assessed on the balance of its economic, social and environmental merits in full accordance with the principle of supporting sustainable development as set out in paras 8, 11 and 12 of the Revised National Planning Policy Framework alongside any aligned development plan policies relating to design, amenity impact, carbon reduction, landscaping, pollution control and ecological enhancements.

8.3

### Planning Obligations

#### Affordable Housing

The proposed scheme represents major development (more than 10 new dwellings) and, as such, there is a requirement for affordable housing to be provided, at a rate of 40% of the total number of units as per Policy CP1 of the LLP1 and the SPD for affordable housing. For an overall development of 70 dwellings this equates to the provision of 28 x dwellings as affordable units.

The applicant has confirmed that affordable housing would be provided in compliance with the requirements of CP1. The dwelling mix would comprise 17 x 2 bed dwellings and 11 x 3 bed dwellings. A section 106 agreement would be used to secure the provision of affordable housing as well as a timetable/trigger for its delivery. This will also include an element of First Homes depending on the advice from the Councils Housing advisor.

#### Highway/Biodiversity works

Highway works requested by ESCC Highways and off-site ecological enhancements approved by the County Ecologist would also be secured within the agreement.

The highway works/contributions requested by ESCC are as follows: -

1. Bus stop clearway markings required at Round House Road east and west bound bus stops on B2124 [Laughton Road].
2. Bus consultation contribution of £1,000 for the administrative costs of progressing bus consultations for the bus stop clearways at the bus stops on Laughton Road and The Broyle.
3. A contribution of £25,000 towards real time passenger information signs – one at each stop on Laughton Road.
4. A contribution of £58,300 (£1100 per dwelling unit) is required towards the East Sussex Bus Service Improvement Plan [which aligns with the Governments new national bus strategy] towards the provision of an increased daytime service and new evenings and weekends provision for the 143 bus service [and/or its replacement] and/or towards improving the Sunday 29 service.
5. A £5,000 contribution towards the administrative costs of progressing a Traffic Regulation Order for any possible alterations to the speed limit and any extension of the speed limit within the site.

6. Travel Plan Statement developed in accordance with ESCC Travel Plan Guidance for developers (Feb 2020).
7. Access from The Broyle (B2192) including road markings etc as shown illustratively on submitted plans
8. A new 2 metres wide continuous footway along the eastern side of the B2192 [The Broyle] from the proposed pedestrian/cycle site access to Broyle Lane together with uncontrolled crossing/s facility on The Broyle and to include footway extended around the full radii of the East Sussex Highways Depot.
9. The bus stops on The Broyle (known as The Yeomans stops – north east and south west bound) to be improved to provide a hardstanding, pole, flag, bus stop clearway and a bus shelter.
10. Widening/extension of the footway on the western side of The Broyle to enable access to/from the north eastbound [Yeomans] bus stop.
11. Pedestrian/cycle access to be provided from the site onto The Broyle [B2192].

Play space

The legal agreement would also be used to secure suitable play equipment and a management and maintenance plan for its retention throughout the lifetime of the development.

8.4

Noise Impacts

The site is relatively close to Caburn Enterprise Park and adjacent land allocated for employment development in the Ringmer Neighbourhood Plan, albeit there is an extant permission for development of that land to provide a residential care home/affordable housing as well as a current application for a scheme comprising purely C3 use.

Para. 187 of the NPPF states that planning decisions should ensure that new development can be integrated effectively with existing businesses.... Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business.... could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.'

The application is accompanied by a noise assessment that was carried out over a 24-hour period commencing 15:15 on Thursday 10th February. The assessment established that the main source of noise experienced from within the site was not from employment related noise, but noise generated by traffic on the B2192.

Mitigation measures, which will be discussed in greater detail later in this report, would be incorporated to ensure noise levels within houses and private outdoor amenity areas would be controlled at a suitable level and, therefore, it is considered that, with these measures in place, it is unlikely

that occupants of the proposed development would make noise complaints that would threaten the ongoing operation of businesses on the commercial site.

It is also noted that the site would be provided with a designated access and would therefore not compromise any future access works provided to serve the allocated employment land to the west of the site, should the extant approval not be implemented and a commercial scheme comes forward in its place.

The Council's noise officer is satisfied with this arrangement, subject to confirmation of its effectiveness to be provided in the form of noise monitoring prior to the occupation of any part of the development.

8.5

Transport and Parking:

The proposed site access is onto a section of road operating at national speed limits. ESCC Highways are satisfied that the access can operate safely provided suitable visibility splays are maintained and this will be secured by condition. The access includes a dedicated right-hand turning bay which would help reduce the risk of shunt collisions between through traffic and vehicles turning in to the site.

Traffic modelling assessments of Earwig Corner and the two junctions on the A26 (Church Lane and Cuilfail tunnel roundabout) have been provided. These demonstrate that the development can be accommodated on the highway network along without severe impact shown. These assessments include the live and committed development applications as required by ESCC Highways.

The applicant has not assessed the impact of the development on the B2192 (The Broyle)/B2124 (Laughton Road) mini-roundabout junction to the south west. However, the trip distribution and number of trips have been given with the junction assessment above. This demonstrates that 31 trips would be generated in the AM and PM peaks to/from the south west, equating to just 1 vehicular trip every 2 minutes during the peak hours which is considered immaterial in terms of traffic increase.

There are currently no pedestrian links between the site and the current bus stops on the B2192 or to the village. In response to this, a legal agreement would be used to secure a new public footway along the B2192, as well as a footway link around the bell mouth of the access point and along the internal access road to connect the site to bus stops and the village centre and, therefore, encourage and facilitate the use of more sustainable modes of transport. The site layout also includes a separate pedestrian/cycle access, avoiding the main junction.

The ESCC parking demand tool indicates that the total number of parking spaces that should be provided is 163 spaces. The proposed scheme incorporates a total of 173 spaces including allocated parking for occupants and an appropriate level of visitor parking. The quantum of

parking provided is therefore considered acceptable. A condition will be attached, requiring all parking spaces to meet East Sussex County Council's minimum dimension of 2.5m x 5m. (with an extra 50cm on each dimension as necessary if the space is adjacent to a wall or fence.)

The layout of the development would allow for domestic and servicing vehicles to safely traverse the site and to enter and leave in forward gear. A suitable footway network within the site would allow pedestrians to move through the development without being brought into dangerous conflict with vehicular traffic. A pedestrian connection would be maintained between the development and the Round House Road scheme to the south, promoting interaction between communities and encouraging access to the community woodland. Appropriate obstructions would need to be maintained in place to prevent use of this connection by vehicles as this would potentially lead to a rat run between The Broyle and Laughton Road being formed.

The ESCC Highway Officer is satisfied with general arrangements for the development but has an objection in place as they require a road safety audit to be carried out on the pedestrian/cycle access on to Broyle Side in order to identify and potential risks and required design solutions. As such, if members are minded to approve, it is requested this matter is delegated back to officers to resolve prior to any decision being issued.

8.6

### Visual Impact

Para. 126 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. 127 states that design policies should be 'grounded in an understanding and evaluation of each area's defining characteristics.'. Area-wide, neighbourhood or site-specific design codes or guides are identified as a means to fulfil these objectives.

Lewes District Council does not currently have any adopted design code or guide and, in such instances, para. 129 of the NPPF instructs that national documents should be used to guide decisions on applications. The Ringmer Neighbourhood Plan includes a village design statement (section 9), and this will be referred to in the assessment of the application.

The National Design Guide and National Model Design Code Part 2 Guidance Notes both identify context as an important consideration when looking at how a development would impact upon the character of an area.

Para. 39 of the National Design Code states that well designed places are 'based on a sound understanding of the features of the site and the surrounding context, integrated into their surroundings so they relate well

to them, influenced by and influence their context positively and responsive to local history, culture and heritage.'

The application site represents greenfield land on the edge of the settlement of Ringmer which connects with the wider rural field network extending away from the settlement to the east.

The site is flanked by commercial development to the west and by recently completed residential development to the south. The development would be well contained within the existing field pattern, with hedgerows retained and strengthened and an area of greenspace to the east providing a buffer between the edge of the built form and the wider countryside.

The eastern extent of the development would not project upon the existing eastern edge of development on the approach to Ringmer from the west that is defined by buildings on Laughton Road, Lower Lode Farm itself and the Round House Road development.

Criteria 1, 2 and 7 of the Interim Housing Policy require development to be contiguous with an existing settlement boundary, appropriate in scale in the context of the adjoining settlement and respectful of any surrounding rural setting and it is considered that the proposed scheme complies in all regards.

The site is relatively flat and featureless, save for the mature vegetation on the boundaries. It was assessed in the LDC and SDNP Landscape Capacity Study (2012) (reference D01) which concluded that the site was of ordinary/poor landscape quality and was consequently of medium/low value. Sensitivity to change was seen as low due to the enclosure provided on two sides by the business parks (the housing at Round House Road had not been built at the time of the study) and mitigation opportunities such as strengthening existing boundary tree lines were identified. As such, the landscape on and around the site was considered to provide a high capacity for change.

It is therefore considered that the proposed development would not appear as an isolated or intrusive form of development within the natural/rural landscape due to the context provided by existing development and the capacity available to strengthen existing sympathetic boundary planting and, thereby, manage a suitable transition from the urban environment to the west to the rural environment to the east.

8.7

Neighbour Amenity:

Given the residential nature of the development, the presence of good levels of outdoor amenity space and the relatively low residential density, it is considered that the nature and level of activity associated with the proposed development would be consistent with that of the existing residential environment to the south and would not be disruptive or cause unacceptable nuisance.

	<p>The vehicular access to the development would be from The Broyle, to the north, meaning that there would be no increase in vehicular traffic on Round House Road. Parking and turning areas would also be positioned well away from existing dwellings.</p> <p>The only neighbouring dwellings within the immediate vicinity of the site are on Round House Road, to the south, which face out to the north, towards the street. A row of dwellings within the proposed scheme (plots 55 to 62) back onto Round House Road. However, a minimum of approximately 42 metres is maintained between buildings and, along with boundary treatment and planting, it is considered that a suitable buffer would be provided to prevent the proposed development from having an unacceptable adverse impact upon amenities of neighbouring residents.</p> <p>The western site boundary flanks Ringmer Neighbourhood Plan allocated site RES25, a rural exception site intended to accommodate 8 dwellings. The proposed development includes dwellings that back onto site RES25. A buffer of a minimum of approximately 12 metres, which widens from south to north, would be maintained between the proposed dwellings on the western edge of the development and the site boundary and screening would be provided by boundary treatment and planting. It is therefore considered there is suitable mitigation in the layout of the proposed development to ensure that future residential development of site RES25 is not prejudiced on the grounds of amenity impact.</p> <p>Within the site itself, it is considered that the proposed dwellings are arranged or orientated in a suitable way to prevent any future occupants being subject to unacceptable overlooking or overshadowing impact or for any dwellings to be overbearing towards neighbouring properties.</p> <p>It is noted that rear garden areas would be predominantly enclosed by 1.2-metre-high cleft chestnut fencing. Whilst this means that garden areas would be subject to increased levels of overlooking as opposed to if they were enclosed using more traditional 1.8-metre-high fencing, it does ensure that they are clearly delineated and separable from public space. Furthermore, although lower fencing would allow gardens to be more easily accessed from public areas it is considered that the increased levels of surveillance provided would ensure that there would be a strong deterrent to trespass or anti-social behaviour. Notwithstanding the comments made above, a condition will be used to ensure the development incorporates suitable secured by design measures, to be approved by Sussex Police.</p>
8.8	<p><u>Density:</u> The density of the proposed development would be approx. 16.6 dwellings per hectare, when including the area used for ecological enhancements and the green corridor linking with the community woodland to the south in the equation. The density is approx. 21.9 dwellings per hectare if the figure is derived using only the area of the site where dwellings and vehicular access are concentrated. The density of the proposed development is therefore consistent with that of the neighbouring development to the</p>

	<p>south (approx. 20 dwellings per hectare increasing to 23 dph if the area used for the attenuation pond is omitted). Furthermore, the proposed development falls within the suggested parameters for residential development density of 20-30 dwellings per hectare, as per policy 9.2 of the Ringmer Neighbourhood Plan. This figure is also consistent with the suggested parameters for development in villages as per LLP1 policy CP2</p>
8.9	<p><u>Design &amp; Appearance:</u></p> <p>Para. 134 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</p> <p>The dwellings on the neighbouring site to the south incorporate elements of contemporary design, including the use of large glazing panels and asymmetrical frontages. There is variation in materiality, scale, mass, and orientation. The proposed development is considered to continue these general characteristics, allowing for a smooth visual transition between the two developments.</p> <p>The scale, mass and footprint of the proposed dwellings is also considered to be consistent with the neighbouring development.</p> <p>No buildings would exceed two-storeys in height and, as such, they would be screened to a significant degree by the existing hedgerow, which would be enhanced by additional planting, ensuring the screening remains sympathetic to the surrounding rural environment.</p> <p>Policy 9.1 of the Ringmer Neighbourhood Plan states ‘houses of more than two storeys are generally inappropriate in a village setting. A degree of design variety within a development is essential but it must consider the design and detailing of adjacent buildings and the spatial, visual and historical context in which it resides.’</p> <p>It is considered that the proposed development is compliant with the objectives of policy 9.1 as well as design policies within the Development Plan and the NPPF.</p> <p>It is considered that footway connectivity with the neighbouring development would help provide cohesiveness, promoting interactions between occupants, as would the layout of the scheme, with all new dwellings facing towards neighbouring properties and engaging well with each other and the wider street scene and secluded pockets of development being avoided.</p> <p>A communal amenity area is also provided towards the centre of the site. It is considered that these attributes would generate an inclusive environment as encouraged by para. 92, 93 and 130 of the NPPF.</p>



The creation of links between the neighbouring development and to the centre of the village through the implementation of off-site highway works also accords with policy 9.5 of the Ringmer Neighbourhood Plan.

The development on Round House Road currently has a certain sense of isolation and detachment from the surrounding built environment on account of frontages facing out towards open fields and it is considered that the proposed scheme would provide a stronger sense of community and place whilst also increasing the definition of the urban edge.

The proposed planting scheme is consistent with the recommendations made in the landscape capacity study. It would strengthen screening and would create a green buffer that would clearly mark the transition between the built environment to the west and the rural environment to the east

It is considered that the design of the proposed dwellings is appropriate, with dwellings having distinctive frontages that engage well with the street and a suitable amount of variety in terms of orientation, materiality, and roof form. The two-storey scale is considered appropriate for an edge of village settlement and is consistent with the height of nearby buildings.

8.10 Living Conditions for Future Occupants:

Space standards & Ventilation

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.’ Policy 9.4 of the Ringmer Neighbourhood Plan states that ‘dwellings should be of sufficient size to allow all occupants to live and eat comfortably together.’

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 dwelling 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.

Garden Size

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.

The garden area is generally equal to, or in excess of the footprint of the dwelling although there are occasional plots where this is not the case. None of the gardens would be smaller than approx. 40 m<sup>2</sup> (at plot 51) and this is considered a suitable size for a 2-bed household, providing approx. 83% of space in comparison to the building footprint.

All of the smaller gardens are broadly rectangular in shape, maximising their functionality and adaptability. There is a small amount of triangular or tapering gardens, but all of these are large in comparison to dwelling footprint and, as such, the constraints resulting from the shape of the gardens are mitigated by their size.

The private garden spaces would be supplemented by public amenity areas within the site which would include play equipment, seating, and green space.

#### Surveillance

Secluded and/or isolated areas that may create an environment for anti-social and criminal behaviour, or foster a sense of risk of such behaviour, are avoided. All dwellings would face towards neighbouring properties and it is considered that, along with the surveillance provided, this would also encourage a sense of community and increase interactions between neighbours, creating a healthy, inclusive and stimulating environment, as supported by para. 92 of the NPPF, para. 35, 38 and 72 of the National Design Guide and P2 of the National Model Design Code Part 2 Guidance Notes.

#### Proximity to employment site

The site is within close proximity of commercial activity taking place on existing employment site to the west. The northern site boundary is also flanked by The Broyle (B2192) and road noise was identified by the Noise Assessment accompanying the application.

In response, mitigation measures have been identified which would ensure that noise levels experienced within dwellings and in private amenity areas are compliant with criteria set out in BS8233:2014 - Guidance on sound insulation and noise reduction for buildings.

Mitigation measures include the use of sound insulation incorporated into the fabric of dwellings as well as the provision of 1.8 metre high acoustic fencing in place of the 1.2 metre fencing generally used, for gardens of dwellings on the northern part of the site (plots 1-17).

It is, however noted, that opening windows would compromise sound insulation and that this introduces a tension within some dwellings in regard to the balance of need for aural and thermal comfort. In their own right, however, the proposed mitigation measures would provide a suitable

	<p>sound buffer without compromising the amenities of neighbouring residents or the overall character and appearance of the development.</p> <p>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.</p>
8.10	<p><u>Flooding</u></p> <p>The site is located in Flood Zone 1 and is therefore not deemed as being susceptible to tidal or fluvial flood risk. Surface water mapping shows small parts of the site, primarily around the existing drainage ditch, as being at low risk of surface water flooding with the remainder of the site at very low risk.</p> <p>It is noted that the majority of the Caburn Business Park, which flanks the northern part of the site, is at high risk of surface water flooding. A bridge would be formed over the drainage ditch to allow it to ensure it would continue to function whilst also allowing for access to the southern part of the site.</p> <p>Surface water associated with the existing development on Round House Road and Cattle Pen Way is currently discharged into this ditch at a maximum rate of 5 litres per second, controlled through the use of an attenuation pond to the east of the application site.</p> <p>The site, being greenfield, is currently entirely permeable, with surface water either infiltrating or flowing down slope towards the drainage ditch which crosses the site.</p> <p>The proposed development will introduce impermeable features that would have the potential to result in increased surface water run-off which may then impact upon the occupants of the development, occupants of neighbouring properties and the highway.</p> <p>A Flood Risk Assessment and Surface Water Design Strategy has been submitted with the application. The document notes that the topography of the site means that surface water that doesn't infiltrate currently flows towards the ditch and the strategy notes that the layout of the development and site levels would be designed to prevent obstruction of overland flows towards the ditch.</p> <p>The strategy follows the sustainable drainage hierarchy set out in para. 080 of the Planning Practice Guidance for Flood Risk and Coastal Change.</p> <p>Use of infiltration, which is regarded as the most sustainable method, is discounted due to the inconsistent permeability of the soil and high groundwater levels. The next method on the hierarchy involves discharge of surface water into an existing water course. The strategy includes arrangements for this to occur, with attenuation ponds and permeable</p>

paving used to attenuate surface water and allow for discharge into the existing ditch crossing the site. Discharge rates would therefore be controlled so as to prevent overload of the watercourse.

The Lead Local Flood Authority (LLFA) have not objected to the principle of the submitted drainage scheme although have requested detailed hydraulic modelling is undertaken unless it can be demonstrated that the site is wholly outside the 1 in 1000 year surface water flooding extents as per the Environment Agency's surface water flood risk mapping and also that greenfield runoff rate calculations be based on the developable areas of the site only and exclude any large proposed open landscaped areas which can be expected to continue to contribute flows to the watercourse.

The applicant has issued a response including mapping confirming the site is outside of the 1 in 1000-year surface water flooding extent. Whilst a response has not yet been received from the LLFA it is considered that this can be adequately addressed as part of a condition securing full details of drainage infrastructure.

The LLFA have also raised concerns that permeable paving within private areas, which would contribute towards surface water attenuation, could not be relied upon as it may potentially be resurfaced by a site owner. These concerns are acknowledged, and it is considered that they can be addressed through the use of a condition removing permitted development rights that allow householders to hard surface areas of their properties.

8.11

Water Quality:

Southern Water have provided a response stating that they can provide foul sewage disposal to serve the development, subject to a formal application for connection.

The applicant has stated that foul water would be discharged by gravity to the existing pumping station at the Round House Road development, with extra capacity provided to allow for this.

The Council has adopted a motion requiring greater scrutiny of the capacity for foul sewerage disposal to be provided when assessing all major developments. This is based on the observation that recent figures show that SW discharged sewage into local rivers & seas in Lewes District over 800 times in 2020 totalling over 11,000 hours of sewage discharge in just one year.

LP1 policy CP10 (4) states that planning decisions will ensure that water quality is improved where necessary or maintained when appropriate (including during any construction process) and that watercourses (including groundwater flows) are protected from encroachment and adverse impacts in line with the objectives of the South East River Basin Management Plan.

Southern Water have been made aware of this motion and officers requested they provide comments in response. A response has yet to be received but, previous requests relating to applications of a similar scale to

the proposed scheme have been met with the following response, shown in the paragraphs below

‘Storm overflows occur in older areas where the sewer system combines wastewater from customers properties, and rainwater from roofs and road drains. During times of heavy rainfall this ingress of rainwater can overwhelm the sewage system and require the need for Combined Storm Overflow (CSO) releases, which are used to prevent flooding to homes, hospitals, schools, and businesses. Newer sewer systems have a separate surface water line, that discharges rainwater, which doesn’t need treating, into a local waterway, and wetlands. However, the Victorian sewer system featured in urban areas across the home counties and country as a whole, takes the rainwater as well. With climate change, and further population growth, this challenge needs to be answered, and a solution developed.

Although storm overflows are legal, and part of the design of the sewage system in the UK, we accept that this is out of step with the expectation from our customers and stakeholders. We fully support the revised Environment Bill and welcome the opportunity to accelerate improvements beyond our current regulatory obligations.

Southern Water is going to reduce the use of storm overflows by 80% by 2030 and drop pollution incidents overall to 0 by 2040. In order to do this, Southern Water have set up a new team called the Storm Overflow Task Force.

The task force is central to Southern Water’s drive towards reducing the use of storm overflows. The establishment of the task force indicates Southern Water’s commitment to this ambitious target and is a highly important work stream within the business.

The task force is responsible for working collaboratively with local authorities, and other organisations, to deliver five ground-breaking projects over the next two years. The establishment of these partnerships will be key to ensuring the project’s success. These projects are essentially pilot projects that seek to help us develop and test solutions that can be rolled out across the region to reduce the use of storm overflows. They will look at various methods, including:

- Ways to the ‘slow the flow’ of rainwater that runs off roofs and roads such as through the installation of SuDS (Sustainable Drainage Systems) e.g. planters, rain gardens and swales.
- Digitising the sewer network to better monitor and control flows and help to optimise capacity of the system.
- Assessing the structure of the network including looking at where parts of it need to be upgraded or replaced.
- Educating the public on small-scale solutions to help reduce the pressure on the drainage system through

	<p>the use of water butts to recycle rainwater or reducing the amount of pavement in gardens.</p> <p>We'll be publishing the results of our initial findings this coming summer, which will provide more detail on how we plan to proceed.</p> <p>We're also planning to invest in our infrastructure, including more resilient sewers, and larger storm capacity. However, we feel the best long-term solution is to tackle the root cause of the problem. Increasing network capacity and upgrading our treatment works comes with a large environmental cost, and carbon footprint, while only buying limited time as the population continues to grow, and the climate becomes more unpredictable'.</p> <p>It is therefore considered that surface water run-off generated by the development can be adequately managed without unacceptable risk of flooding within the development or on neighbouring land. The development is therefore considered the comply with policy CP12 of LLP1 and paras. 163 And 165 of the NPPF.</p> <p>It is therefore considered that surface water run-off generated by the development can be adequately managed without unacceptable risk of flooding within the development or on neighbouring land. The development is therefore considered the comply with policy CP12 of LLP1 and paras. 163 And 165 of the NPPF</p>
8.12	<p>Landscape, Ecology &amp; Biodiversity:</p> <p>Criterion 6 of the Interim Housing Policy requires adverse impacts of development upon ecology to be mitigated and for biodiversity net gain to be delivered in line with the Council's Biodiversity Net Gain Technical Advice Note (TAN).</p> <p>The TAN is based on the 2021 Environment Bill (Now an Act of Parliament) which includes a subsection for all major development to facilitate a biodiversity net gain of a minimum of 10% which will be formally activated in 2023 and is also supported by para. 174 of the NPPF.</p> <p>The site largely comprises semi-improved grassland which has become overgrown due to a lack of any significant management over the last few years. The Preliminary Ecological Appraisal (PEA) submitted with the application found the composition of the site to be a mixture of scrub, ruderal vegetation and semi-improved grassland, a mixture of ruderal vegetation and semi-improved grassland, a mixture of trees and scrub, scrub, standing water (drainage ditch), piles of vegetation and marshy grassland. Targeted surveys were recommended for Great Crested Newt, reptiles, and bat roosts. These were carried out and used to inform an Ecological Assessment also submitted as part of the application.</p> <p>The Ecological Assessment sets out a range of mitigation and enhancement measures to offset loss of existing habitat and to achieve biodiversity net gain, with the assessment noting that the site is currently</p>

largely covered by species poor semi-improved grassland. The net gain delivered on site would be 8.18% with the applicant intending to increase this to 13% through off site biodiversity works that would be secured as part of the section 106 agreement. This approach is acceptable where it is assured that efforts to provide net gain on site have first been maximised, as is considered to be the case with the proposed application.

Primary ecological works involve the creation of approx. 1.6 hectares of new species rich habitats on the eastern part of the site. This would include new native tree and hedgerow planting and the formation of scrub, grassland, and open water. Works would also be carried out to the existing drainage ditch, involving a reprofiling of the banks and suitable planting.

When carrying out the recommended surveys, a breeding population of great crested newts was recorded in the drainage ditch as well as a high population of common lizard. Slow worm and grass snake were also recorded throughout the Site. In response to this, the applicant has proposed a translocation and exclusion exercise to be undertaken prior to the commencement of works. This would be to ensure that the construction area is free of reptiles and amphibians.

A dedicated receptor site within the ecological enhancement area would be created to facilitate translocation. New scrub planting would be undertaken along the splinter of land that connects the site to the ponds to the south where there is an amphibian breeding site.

Nature Space have confirmed they are satisfied with this approach in regard to Great Crested Newts, subject to the necessary licenses being issued post planning approval.

It is important that external lighting within the development is carefully controlled in the interest of habitat protection and also to prevent light pollution that compromises the night time rural setting in the immediate area as well as the dark sky reserve status of the nearby South Downs National Park. A condition would be attached to any approval given to secure full details of any external lighting to be installed, with these details to be reviewed by the Council's Ecologist.

Trees and hedgerow are generally concentrated towards site boundaries, with examples in the site interior largely limited to small, straggly elements. The overall landscaping strategy for the development is to utilise boundary trees and hedgerow as a sympathetic screen and to enhance these features through additional planting. However, some trees would need to be removed to facilitate pedestrian and vehicular access works and the maintenance of visibility splays. The most notable removal would be a 9-metre oak tree on the northern boundary, with other removals generally involving smaller trees that form parts of a group. A storm damaged pine tree would also be removed, and a recommendation has been made for the removal of a Poplar as it is inhibiting the growth of an adjacent tree (although this is not directly related to the development).

There are also a small number of trees which would have part of their root protection area (RPA) encroached by hard surfacing. The method statement submitted with the application includes details of mitigation measures, such as hand digging in RPA's so as to prevent damage to roots and the monitoring of the health of affected trees post construction. Measures to prevent damage to retained trees during construction works is also included.

It is considered that the removal of trees has been kept to a minimum and that the overall landscaping scheme for the site can adequately compensate for their loss.

The applicant has been working with the LDC ecologist to devise a strategy for ecological enhancements and off-site biodiversity works and, whilst formal comments are yet to be received, an informal agreement has been reached and formal comments and a and additional recommended conditions will be provided in the supplementary report.

Overall, it is considered that the development itself contains a good mix of formal and informal green space, a suitable green buffer to provide a sympathetic transition between urban and rural environments and sympathetic green screening. Tree planting within the site would help provide cooling during summer months whilst the use of deciduous species would allow for light permeation during winter months.

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.

8.13

#### Pollution Management

The site has traditionally been in agricultural use and there is no record of any activities taking place in the past that would have caused potential contamination. A Phase I and II site investigation report has been provided which confirms that risk of contamination is low, and this conclusion has been supported by the Council's Contaminated Land Officer. Conditions will be used to ensure that, if any contaminants are unexpectedly discovered on site, appropriate remediation measures will be exercised.

The proposed development would result in an increase in air emissions in the locality, primarily generated by vehicular traffic. An Air Quality Assessment has been submitted with the application which sets out mitigation measures, such as use of air source heat pumps, electric vehicle charging points at each dwelling as well as for 20% of the visitor parking bays, implementation of a travel plan encouraging the use of sustainable travel methods, support for work at home through the delivery of fibre broadband and cycle storage facilities. The Council's Air Quality Officer has stated that they consider these measures would provide suitable mitigation and that the development would not harmfully impact upon the nearby Air Quality Management Area in Lewes.



	<p>Any drainage scheme for the development would need to include appropriate measures to prevent contaminants from being discharged into nearby watercourses or from leaching into groundwater.</p> <p>As stated in sections 8.8 and 8.10 respectively, it is considered that noise and light emissions can be adequately mitigated and controlled by condition.</p> <p>A Construction Management Plan would be secured by condition if the application is to be approved. This plan would set out details of how noise, light, and air emissions as well as vibration would be controlled during construction works in the interest of environmental and residential amenity.</p>
8.14	<p><u>Sustainability</u></p> <p>The development would utilise sustainable drainage systems that including the formation of attenuation ponds that would also provide an amenity and habitat asset. This, as well as the creation of green buffers on site boundaries and a green corridor linking the proposed reptile and amphibian receptor site and the ponds to the south is considered to support the delivery of multi-functional green infrastructure as required by LLP2 policy DM14.</p> <p>The applicant has stated that electric vehicle charging points would be provided. A condition will be used to ensure that each dwelling has a minimum of 1 x allocated operational charging point is provided for use by the occupants of each dwelling, as per the requirements of the Electric Vehicle Charging Points Technical Guidance Note.</p> <p>The application is accompanied by an Energy and Sustainability Statement which sets out measures to be incorporated into the development to improve energy efficiency and reduce carbon emissions.</p> <p>Each dwelling would be served by an air source heat pump and would be constructed in thermally efficient materials. The orientation of dwellings, window configurations and site layout would allow for each dwelling to benefit from good levels of natural light and ventilation, reducing the demand for use of artificial, energy consuming sources. Passive infrastructure to support the installation of roof mounted solar panels would be provided although the panels themselves would not be. Water efficient appliances and fixtures would be utilised in each dwelling.</p> <p>The proposed landscaping scheme would comprise native, predominantly deciduous, species that would provide cooling when in leaf in spring and summer whilst allowing additional natural light permeation when not in leaf in autumn and winter.</p> <p>The modular construction method which is to be used is recognised to be more efficient than traditional construction in terms of waste generation and energy use. By constructing off site in a factory environment, materials usage can be more closely controlled and leftover materials retained for future use. Although each module would be delivered by road this would</p>

	<p>be offset by the reduction in amount of deliveries of materials to the site. It would also mean less overall disruption on the site and shortened on site build time, which would be beneficial to the local environment.</p>
8.15	<p><u>Archaeology</u></p> <p>The site falls within an Archaeological Notification Area that was designated in 2019 after archaeological works associated with the Round House Road development that made discoveries which demonstrate that the local area was the scene of significant prehistoric settlement and funerary activity.</p> <p>The County Archaeologist has remarked that a number of identified archaeological features demonstrably run into the application site and it is likely that further evidence of in the form of buried ditches, pits, structures, artefacts and in-situ human remains could also survive. They consider it likely that remains of local and regional significance will have survived more recent agricultural practices and that these would be unavoidably impacted upon by the construction of the proposed development.</p> <p>To mitigate this, the County Archaeologist has requested a programme of archaeological works that would enable any archaeological deposits and features that would be disturbed by the proposed works, to be either preserved in situ or, where this cannot be achieved, adequately recorded in advance of their loss. These works would be secured by way of a planning condition.</p> <p>It is therefore considered that the proposed development complies with policy CP11 of LLP1, DM33 of LLP2 and section 16 of the NPPF.</p>
8.16	<p><u>Human Rights Implications</u></p> <p>The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been considered fully in balancing the planning issues; and furthermore, the proposals will not result in any breach of the Equalities Act 2010.</p>

<b>9.</b>	<b>Recommendations</b>
9.1	<p>It is recommended that permission is granted subject to the conditions listed below and a Section 106 Agreement securing a policy compliant affordable housing contribution, highway works, off site biodiversity and children's play space.</p>

10.	<b>Conditions:</b>
1.	<p><b>INTERNAL ROAD DETAILS:</b> Prior to the commencement of development on site, detailed drawings, including levels, sections and constructional details of the proposed roads, 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</p> <p>Reason: In the interests of highway safety and for the benefit and convenience of the public at large in accordance with para. 110 and 112 of the NPPF.</p>
2.	<p><b>VISIBILITY SPLAYS:</b> No part of the development shall be first occupied until visibility splays of 2.4 metres by 215 metres in both directions have been provided/maintained at the junction of the access with The Broyle (B2192) in accordance with the approved plans. These visibility splays shall thereafter be kept free of all obstructions over a height of 600mm.</p> <p>Reason: To ensure the safety of persons and vehicles entering and leaving Arundel Green Road and proceeding along the highway.</p>
3.	<p><b>PEDESTRIAN VISIBILITY:</b> Development shall not commence until such time as details of pedestrian visibility splays at the access works have been submitted to and approved by the Local Planning Authority. The splays shall thereafter be provided and maintained in accordance with those details throughout the lifetime of the development.</p> <p>Reason: In the interests of road safety.</p>
4.	<p><b>CYCLE PARKING:</b> The development shall not be occupied until cycle parking areas have been provided in accordance with details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles</p> <p>Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development</p>
5.	<p><b>PARKING DIMENSIONS:</b> The proposed parking spaces shall measure at least 2.5m by 5m with an extra 0.5m to either or both dimensions where spaces abut a wall, fence, or hedge.</p> <p>Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway</p>
6.	<p><b>ACCESS GRADIENT:</b> The completed access shall have maximum gradients of 2.5% (1 in 40) from the channel line and 11% (1 in 9) thereafter</p> <p>Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway</p>

7.

**CONSTRUCTION MANAGEMENT PLAN:** No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters,

- The anticipated number, frequency and types of vehicles used during construction,
- The method of access and egress and routeing of vehicles during construction,
- The parking of vehicles by site operatives and visitors,
- The loading and unloading of plant, materials, and waste,
- The storage of plant and materials used in construction of the development,
- The erection and maintenance of security hoarding,
- Other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- Details of public engagement both prior to and during construction works.
- Details of measures to prevent surface water flooding during construction works
- Hours of working
- Demonstration that best practicable means have been adopted to mitigate the impact of noise and vibration from construction activities.
- Details of the use of protective fences, exclusion barriers and warning signs.
- 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.
- Details of any external lighting.

Reason: In the interests of highway safety and the amenities of the area in accordance with LLP2 policies DM20, DM22 and DM23 and para. 110 and 112 of the NPPF.

8.

**HARD & SOFT LANDSCAPING:** 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:

- Details of all hard surfacing.
- Details of all boundary treatments (including provision of mammal gates to allow for foraging animals to cross the site).

	<ul style="list-style-type: none"> <li>• Details of all proposed planting, including numbers and species of plant, and details of size and planting method of any trees.</li> <li>• Ecological enhancements and Biodiversity Net Gain.</li> </ul> <p>All hard landscaping and means of enclosure shall be completed in accordance with the approved scheme prior to first occupation of the development. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.</p> <p>Reason: To ensure the development incorporates sympathetic landscaping that amalgamates with surrounding landscaping, is appropriately and sympathetically screened, and provides a secure and safe environment for future occupants in accordance with LLP1 policy CP10, LLP2 policies DM24 and DM27, para. 174 of the NPPF RNP policy 9.6.</p>
9.	<p><b>ELECTRIC VEHICLE CHARGING:</b> Prior to the first occupation of any part of the development hereby permitted, a minimum of 1 x electric vehicle charging point shall be provided for each dwelling as well as for 20% of the visitor parking bays in accordance with details to be submitted to and approved by the Local Planning Authority. The charging points shall thereafter be maintained in an operable condition throughout the lifetime of the development.</p> <p>Reason: To encourage alternative, more sustainable modes of transport and to reduce local contributing causes of climate change in accordance with LLP policy CP13 and para. 112 of the NPPF</p>
10.	<p><b>BIN &amp; CYCLE STORAGE:</b> Prior to the first occupation of any part of the development hereby approved, secure bin and cycle storage facilities shall be installed in accordance with details to be submitted to and approved by the Local Planning Authority and shall be maintained in place thereafter throughout the lifetime of the development.</p> <p>Reason: In the interest of environmental amenity and in order to encourage the use of sustainable modes of transport in accordance with LLP1 policy CP13, LLP2 policies DM20 and DM26 and para. 112 of the NPPF.</p>
11.	<p><b>EXTERNAL MATERIALS:</b> No external materials or finishes shall be applied until a schedule of materials has been submitted to an approved by the Local Planning Authority. The development shall thereafter be carried out in accordance with those details and maintained as such unless otherwise agreed in writing by the Local Planning Authority.</p>

	Reason: In the interest of visual amenity and sustainability in accordance with LLP1 policy CP11, LLP2 policy DM25, para. 130 of the NPPF and RNP policy 9.3.
12	<p><b>UNEXPECTED CONTAMINATION:</b> If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority.</p> <p>The remediation strategy shall be implemented as approved and verification report should be submitted to the Local Planning Authority</p> <p>Reason: To ensure that risks from any land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with National Planning Policy Framework, para 170, 178 and 179.</p>
13	<p><b>SOIL IMPORTATION:</b> No soils shall be imported or re-used within the development site until the developer has submitted details of the chemical testing and assessment of the soils which demonstrates the suitability of the soils for the proposed use. The assessment shall be undertaken by a suitably qualified and competent person and full details shall be submitted to and approved in writing by the local planning authority</p> <p>Reason: To ensure that risks from any land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with National Planning Policy Framework para. 170, 178 and 179.</p>
14	<p><b>WRITTEN SCHEME OF INVESTIGATION:</b> No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To enable the recording of any items of historical or archaeological interest in accordance with Core Policy 11 in the Lewes District Local Plan Part 1; Joint Core Strategy 2010 – 2030; coupled with the requirements of section 16 of the National Planning Policy Framework 2021 and RNP policy 4.8.</p>
15	<p><b>ARCHAEOLOGICAL WORKS REPORTING:</b> No phase of the development hereby permitted shall be brought into use until the archaeological site investigation and post - investigation assessment (including provision for analysis, publication and dissemination of results</p>

	<p>and archive deposition) for that phase has been completed and approved in writing by the Local Planning Authority. The archaeological site investigation and post - investigation assessment will be undertaken in accordance with the programme set out in the approved written scheme of investigation.</p> <p>Reason: To enable the recording of any items of historical or archaeological interest in accordance with Core Policy 11 in the Lewes District Local Plan Part 1; Joint Core Strategy 2010 – 2030; coupled with the requirements of section 16 of the National Planning Policy Framework 2021 and RNP policy 4.8.</p>
16	<p><b>EXTERNAL LIGHTING:</b> 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.</p> <p>Reason: To protect the amenity and character of the surrounding countryside and to prevent disturbance of nocturnal species having regard to Policy CP10 of the Lewes District Local Plan part one, policies DM20 and DM24 of the Lewes District Local Plan part two, paras. 170, 175 and 180 of the NPPF and RNP policy 4.11</p>
17	<p><b>AIR QUALITY:</b> Prior to the first occupation of any part of the development hereby approved all relevant mitigation measures set out in section 6 of the accompanying Air Quality Assessment relating to that part of the development shall be in place and operable. Following completion of the development all mitigation measures set out in section 6 of the Air Quality Assessment shall be maintained in place thereafter.</p> <p>Reason: In the interest of protecting air quality in accordance with LLP2 policy DM20 and para. 181 of the NPPF.</p>
18	<p><b>EARTHWORKS:</b> Prior to the commencement of the development hereby permitted details of earthworks shall be submitted to and approved in writing by the Local Planning Authority. 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.</p> <p>Reason: To ensure a satisfactory development and in the interests of amenity and landscape character in accordance with LLP1 policies CP10 and CP11, LLP2 policies DM25 and DM27 and section 15 of the NPPF.</p>
19	<p><b>SURFACE WATER DRAINAGE:</b> No development approved by this permission shall be commenced until full details of surface water drainage, which shall follow the principles of sustainable drainage as far as practicable, have been submitted to and approved by the Local Planning Authority. Thereafter all development shall be undertaken in accordance with the approved details and no occupation of any of the development</p>

	<p>shall be take place until the approved works have been completed. The surface water drainage system shall be retained as approved thereafter.</p> <p>Reason: In order to ensure surface water is managed effectively in accordance with LLP1 policy CP12, LLP2 policy DM22 and paras. 163 and 165 of the NPPF.</p>
20	<p><b>DRAINAGE MAINTENANCE &amp; MANAGEMENT:</b> A maintenance and management plan for the entire drainage system should be submitted to the planning authority before any construction commences on site to ensure the designed system considers design standards of those responsible for maintenance. The management plan should cover the following:</p> <ul style="list-style-type: none"> <li>a) This plan should clearly state who will be responsible for managing all aspects of the surface water drainage system, including piped drains, and the appropriate authority should be satisfied with the submitted details.</li> <li>b) Evidence that these responsibility arrangements will remain in place throughout the lifetime of the development should be provided to the Local Planning Authority.</li> </ul> <p>Reason: In order to ensure surface water is managed effectively in accordance with LLP1 policy CP12, LLP2 policy DM22 and paras. 163 and 165 of the NPPF.</p>
21	<p><b>COMPLETION OF DRAINAGE WORKS:</b> The approved scheme shall be carried out or supervised by an accredited person. An accredited person shall be someone who is an Incorporated (IEng) or Chartered (CEng) Civil Engineer with the Institute of Civil Engineers (ICE) or Chartered Institute of Water and Environmental Management (CIWEM). The implementation of the surface water drainage scheme shall thereafter be carried out in accordance with the approved details prior to the occupation of the dwelling hereby approved.</p> <p>Prior to occupation of the development, evidence (including photographs) should be submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.</p> <p>Reason: In order to ensure surface water is managed effectively in accordance with LLP1 policy CP12, LLP2 policy DM22 and paras. 163 and 165 of the NPPF.</p>
22	<p><b>NOISE MITIGATION MEASURES:</b> No part of the development shall be occupied until the acoustic fence has been installed in the locations shown on the approved plans in accordance with a full specification which is to be submitted to and approved by the Local Planning Authority. The fencing shall thereafter be maintained in accordance with the approved details throughout the lifetime of the development.</p>



	<p>Reason: In order to ensure noise transmission is controlled in accordance with LLP2 policy DM23 and para. 174 and 185 of the NPPF.</p>
23	<p><b>NOISE LEVELS:</b> All residential premises shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following noise levels:</p> <p style="padding-left: 40px;"><u>DAYTIME NOISE (07:00 – 23:00)</u></p> <p style="padding-left: 40px;">Living rooms and bedrooms - 35 dB LAeq (16hr) Outdoor Amenity - 55 dB LAeq (1hr)</p> <p style="padding-left: 40px;"><u>NIGHTTIME NOISE (23:00 – 7:00)</u></p> <p style="padding-left: 40px;">Bedrooms - 30 dB LAeq (8hr)</p> <p style="padding-left: 40px;">A test shall be carried out prior to the discharge of this condition to show that the required noise levels have been met and the results submitted to the Local Planning Authority for approval.</p> <p>Reason: To obtain required sound insulation and prevent noise nuisance in accordance with LLP1 policy CP1, LLP2 policies DM20 and DM23 and para. 185 of the NPPF.</p>
24	<p><b>PLAY AREAS:</b> Prior to the first occupation of the development hereby approved, the children's play areas shall be provided along with seating for adults in accordance with details to be submitted to and approved by the Local Planning Authority.</p> <p>These details shall include, but not be limited to, surfacing, drainage, landscaping, and ongoing management and maintenance arrangements for any play equipment/area provided.</p> <p>Reason: To provide a healthy living environment in accordance with policies DM15 and DM16 of LLP2, RNP policy 7.5 and section 8 of the NPPF.</p>
25	<p><b>CONSTRUCTION HOURS:</b> Construction work shall be restricted to the hours of 0800 to 1800 Monday to Fridays and 0830 to 1300 on Saturdays and works shall not be carried out at any time on Sundays or Bank/Statutory Holidays.</p> <p>Reason: In the interest of residential amenities of the neighbours having regard to Policy DM25 of the Lewes District Local Plan.</p>
26	<p><b>SUSTAINABILITY:</b> No development above ground floor slab level of any part of the development hereby permitted shall commence until a report has been submitted to, and approved in writing by, the Local Planning Authority, to include full details of all renewable/carbon saving/energy (including vehicle charging points) and water efficiency measures to limit consumption to 110 litres per person per day to be incorporated into the scheme. All measures approved shall thereafter be provided prior to the occupation of any individual dwelling and maintained in place thereafter throughout the lifetime of the development.</p> <p>Reason: In order to ensure suitable sustainability measures are incorporated into the development and maintained in accordance with</p>

	section 14 of the Revised National Planning Policy Framework, policies CP13 and CP14 of the Lewes District Core Strategy and LDC Sustainability in Development Technical Advice Note
27	<p><b>REMOVAL OF PERMITTED DEVELOPMENT RIGHTS:</b> Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no buildings, structures or works as defined within Part 1 of Schedule 2, classes A-F inclusive of that Order, shall be erected or undertaken on the site unless permission is granted by the Local Planning Authority pursuant to an application for the purpose.</p> <p>Reason: To enable the Local Planning Authority to regulate and control the development of land in the interest of visual and residential amenity and Flood Risk in accordance with LLP1 policy CP11 and CP12, LLP2 policy DM22 and DM25, para. 130, 163 and 165 of the NPPF and RNP policy 9.1.</p>

<b>11.</b>	<b>Plans:</b>
11.1	This decision relates solely to the following plans: <b>NOTE: Further plans/documents to be added subject to formal approval by LDC Ecologist and ESCC drainage and highways.</b>

<u>Plan Type</u>	<u>Date Received</u>	<u>Reference:</u>
<u>Location Plan</u>	<u>22<sup>nd</sup> April 2022</u>	<u>TBR-ECE-XX-XX-DR-A-SL-5010 P03</u>
<u>Site Plan</u>	<u>22<sup>nd</sup> April 2022</u>	<u>TBR-ECE-XX-XX-DR-A-SL-5012 P05</u>
<u>Block Plan</u>	<u>22<sup>nd</sup> April 2022</u>	<u>TBR-ECE-XX-XX-DR-A-SL-5011 P03</u>
<u>Plans, Elevations &amp; Sections - Houses 1-4, 22-25, 38-39, 45-46, 55-56 &amp; 69-70</u>	<u>30<sup>th</sup> April 2022</u>	<u>TBR- ECE- T01- ZZ- DR- A- XX-5101 P03</u>
<u>Plans, Elevations &amp; Sections - Houses 49-51</u>	<u>30<sup>th</sup> April 2022</u>	<u>TBR- ECE- T02- ZZ- DR- A- XX-5102 P03</u>
<u>Plans, Elevations &amp; Sections - Houses 8-11</u>	<u>30<sup>th</sup> April 2022</u>	<u>TBR- ECE- T03- ZZ- DR- A- XX-5103 P03</u>
<u>Plans, Elevations &amp; Sections - Houses 18-21</u>	<u>30<sup>th</sup> April 2022</u>	<u>TBR- ECE- T05- ZZ- DR- A- XX-5105 P03</u>
<u>Plans, Elevations &amp; Sections - Houses 35-37</u>	<u>30<sup>th</sup> April 2022</u>	<u>TBR- ECE- T06- ZZ- DR- A- XX-5106 P03</u>

	<u>Plans, Elevations &amp; Sections - Houses 40-44</u>	<u>30<sup>th</sup> April 2022</u>	<u>TBR- ECE- T07- ZZ- DR- A- XX-5107 P03</u>
	<u>Plans, Elevations &amp; Sections - Houses 57-62</u>	<u>30<sup>th</sup> April 2022</u>	<u>TBR- ECE- T08- ZZ- DR- A- XX-5108 P03</u>
	<u>Plans, Elevations &amp; Sections - Houses 5-7 &amp; 28-30</u>	<u>30<sup>th</sup> April 2022</u>	<u>TBR- ECE- T02- ZZ- DR- A- XX-5109 P03</u>
	<u>Plans, Elevations &amp; Sections - Houses 52-54</u>	<u>30<sup>th</sup> April 2022</u>	<u>TBR- ECE- T09- ZZ- DR- A- XX-5110 P02</u>
	<u>Phase I Desk Study &amp; Phase II Site Investigation Report</u>	<u>22<sup>nd</sup> April 2022</u>	<u>LP2827 Issue 2</u>
	<u>Preliminary Ecological Appraisal</u>	<u>22<sup>nd</sup> April 2022</u>	<u>10558 Rev 1</u>
	<u>Noise Assessment</u>	<u>22<sup>nd</sup> April 2022</u>	<u>11072C Rev V2</u>
	<u>Arboricultural Impact Assessment</u>	<u>2<sup>nd</sup> April 2022</u>	<u>11072 Rev 1</u>

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

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