

**Agenda Item 07**  
**Report PC20/21-06**

Report to	<b>Planning Committee</b>
Date	<b>13 August 2020</b>
By	<b>Director of Planning</b>
Local Authority	<b>Lewes District Council</b>
Application Number	<b>SDNP/19/03366/OUT</b>
Applicant	<b>Plumpton College</b>
Application	<b>Hybrid application (part Full/part Outline) for new and replacement campus development, including additional and replacement buildings; plus alteration to access, circulation, parking and infrastructure relating to improvements to Wales Lane; construction of new main campus car park plus road access; new Village Green; new buildings on sites 7 and 8 plus associated infrastructure.</b>
Address	<b>Plumpton College, Ditchling Road Plumpton BN7 3AE</b>

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**Recommendation:**

**1) That planning permission be granted subject to:**

- **The completion of a S106 legal agreement, the final form of which is delegated to the Director of Planning, to secure the following:**
  - a) Staff accommodation occupation restrictions limiting the occupation of the dwellings to persons solely or mainly employed at the College**
  - b) Provision of a Landscape & Ecological Management Plan (LEMP)**
  - c) Secure the use of the existing cycle path along the eastern boundary for the future use of cyclists and equestrians**
  - d) Travel plan & Travel Plan Audit Fee, and bus control measures for the Estate Road**
  - e) Highways works in accordance with a Section 278 agreement (including bus stop and junction improvements)**
  - f) The phasing of the development and associated studies**
- **The completion of further ecological surveys regarding bats on site and provision of a suitable, policy compliant, mitigation and enhancement ecological strategy to the satisfaction of the SDNPA, the consideration of which is delegated to the Director of Planning; and**
- **The conditions as set out in paragraph 10.2 of this report and any additional conditions, the form of which is delegated to the Director of Planning, to address any mitigation matters that arise from the completion of the further ecological surveys.**

**2) That authority be delegated to the Director of Planning to refuse the application with appropriate reasons if:**

- a) The S106 Agreement is not completed or sufficient progress has not been made within 6 months of the 13 August 2020 Planning Committee meeting.**
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- b) The additional ecological surveys and provision of a suitable policy compliant mitigation and enhancement strategy is not completed or sufficiently progressed within 6 months of the 13 August 2020 Planning Committee meeting.**
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## **Executive Summary**

Plumpton College is situated to the north of Ditchling Road. It is a further and higher education establishment with approximately 3000 full and part time students studying a range of land-based courses. Around 200 students currently live on site, as do a number of teaching staff and farm workers, the latter in farm workers cottages along Wales Lane.

The applicant's overall aim for the proposal is to ensure that the college retains its standing as a leading centre for land based education in the UK. The proposals seek to replace older building stock with purpose built facilities, reflecting the change in agricultural practices and the national shift towards sustainable farming practice, alongside the role modern technology now plays in the field. There is a demand for additional living accommodation for students and staff, reflected in the waiting list for student accommodation and particularly given the availability and cost of housing in this area.

The proposal also seeks to address the site's current internal road layout and circulation, improving the interaction between vehicles and students, and providing a dedicated route for the public bus and coaches to the front of the site.

The scheme follows extensive and detailed pre-application discussions with officers and through Design Review Panel workshops. The subsequent landscape-led Masterplan and Landscape Strategy provides the basis for this hybrid planning application.

The proposal will be delivered over a number of phases over a number of years and therefore the applicant has requested a longer time limit of 7 years for the submission of reserved matters applications associated with the later phases.

## **I. Site Description**

- I.1 Plumpton College is a leading land based educational college in the UK. Established in 1926, it has developed and expanded over a number of years, more recently between 2006 -2014 with the creation of new buildings providing additional learning and animal care facilities, the Winery buildings, as well as student accommodation. The College has 3000 students (full and part time) and 300 staff (teaching and non-teaching).
- I.2 The campus also contains a number of agricultural buildings including the piggery buildings, wine centre and the large barns associated with Lambert Farm to the west; the machinery workshop, riding area and stables to the east.
- I.3 The College's educational offering includes sustainable farming and cultivation practices, animal management and veterinary nursing, countryside and equine management, forestry, arboriculture and horticulture. It is a UK centre of excellence for education, training and research in viticulture. The college offers a variety of courses from 16years+, apprenticeships and university courses. The College livestock consists of a 260 strong dairy herd, 1000 sheep, 130 sows and 65 horses.
- I.4 Plumpton College is located on the northern side of Ditchling Road and within the southern part of Plumpton Parish. The site is located approximately 2 miles to the south of Plumpton Green Village and approximately 4 miles north west of Lewes. The application site lies outside the settlement policy boundary in an area of countryside, and within the boundary of Plumpton Parish Neighbourhood Plan.
- I.5 The application site covers approximately 16 hectares of land comprising the college campus with existing buildings, car parking and circulation routes. There are two accesses on to the site from Ditching Road, located to the east and west of the campus.

- 1.6 The site is within the Adur to Ouse Scarp Footslopes Landscape Character Area where key characteristics include undulating lowland landscape at the foot of the Adur to Ouse Downs scarp, large straight-sided arable fields, chalk springs and the visually dominant steep chalk scarp to the south which provides impressive panoramic views of the surrounding landscape of woodland and farmland mosaic.
- 1.7 The South Downs Way footpath runs along this steep scarp immediately south of the site and from where it is possible to view Plumpton College in its entirety, placing it within the wider context of the surrounding landscape and beyond with views of the High Weald and North Downs to the north.
- 1.8 St Michael and All Angels Church is located towards the centre of the site and is a Grade I listed building. To the immediate east of the site lies Plumpton Place a Grade II\* Listed Building within a Grade II\* Listed Park and Garden. Plumpton Place also contains the Moat Barn a Grade II Listed Building on the College's eastern boundary and the Cottages and Gateway, again Grade II Listed and located to the west of the house forming the entrance to the gardens.
- 1.9 The current layout of buildings on this campus site are largely contained to either the east or west of the site with the church in the centre and a large open field to the front of the site, bordered by Wales Farm Lane to the west and the eastern vehicle access which later gives way to a Public Right of Way (Footpath Plumpton 17).
- 1.10 The area benefits from a well developed network of rights of way and indeed public footpaths run east-west across the site in front of St Michael's church and continue north-south around the church and through the site, meeting a north-south footpath that travels along the eastern access to the village of Plumpton Green, approximately 2.5km north of the site.

## **2. Relevant Planning History**

- 2.1 There is extensive planning history spanning the last 70 years and relating to new and extended teaching accommodation, animal facilities, workshops and offices, as well as parking, residential accommodation and signage. The most relevant is the pre-application discussion which began in 2016 (see below):
- 2.2 SDNP/16/04980/PRE - Development of master plan for new, replacement buildings on college campus and college farm. Plus provision of improved access to main campus, revision to parking facilities and sports and recreation facilities. Pre-application advice given 27th November 2017.
- 2.3 The feedback provided to the applicant emphasised the importance of understanding and appreciating the college as seen from the adjacent escarpment; the need to demonstrate a landscape-led approach in producing a master plan which considers surrounding heritage assets, historic landscape context and quality of the spaces around buildings. Within this framework, advice was provided regarding built forms, multifunctional open landscape areas, roofscapes, car park layout and road hierarchy.
- 2.4 The landscape-led Masterplan and Landscape Strategy which came out of these pre-application discussions forms the basis for this hybrid planning application.

## **3. Proposal**

- 3.1 The application proposes additional and replacement campus buildings, alterations to the two accesses from B2116 Ditchling Road, car parking and alterations to the internal road circulation which would be carried out over a number of phased development stages.
- 3.2 The application is a hybrid application: part full planning application and part outline. The full planning application element occurs in Phase 1. The outline element relates to phases 2, 3 and 4 and considers access and layout, with scale, landscaping and appearance being reserved matters and requiring the submission of additional details in the future.

3.3 The details of the development proposed are explained below, but broadly speaking the proposals fall into 4 phases depending on the College's priorities:

- Phase 1 (full planning application) – high priority to be delivered within a year;
- Phase 2 (outline)– high-medium, delivered in 1-3 years;
- Phase 3 (outline) – medium-low, delivered in 2-5 years;
- Phase 4 (outline) – low priority, delivered in 5-7 years.

Full Planning Application (Phase 1)

3.4 Full planning permission is sought for the following:

- Agri-Food Hub building (site 7): replacing an area of existing polytunnels, to the north of the horticultural design centre. The two story building proposed is designed to create a gateway and reception centre for meetings and events, a business development centre and demonstration facilities. A mono pitched, green roof will span the building, which takes advantage of the changes in level, with the single storey form facing south and the more visually dominant elements of the two storey form facing north. The principal elevation and entrance face north into the site with a maximum building height of 10.5m reducing to approx. 5.5m to the rear (south) facing.
- The materials used in the external construction of this building would include local stock brick, corrugated agricultural panels in light grey, with other elements of flint cobbles feature panels and cedar vertical cladding.
- In addition, a small building housing a centralised heating plant (CHP) providing heat for the Agri-Food Hub building is proposed to be located on the other (west) side of the service road. This would be a single storey building with mono-pitch 'green' roof with height ranging from approximately 5m to 6.2m. The total floor area for the two buildings is 2,083sqm.
- New main car park: The construction of a new main campus car park and associated internal access on the site of the former piggery. This car park will provide 205 car parking spaces including 4 disabled spaces. The landscaping here would include hedges and trees and would be multifunctional, addressing water management, providing mitigation for visual impact, particularly from higher vantage points, and providing opportunities for biodiversity net gain and climate change adaptation. This main car park would allow a number of ad hoc car parking areas sporadically sited around the campus to be removed.
- New Pig Unit (site 8): New specialist pig unit to serve Lambert Farm to replace the existing piggery being demolished to make way for the main car park. The new unit would comprise three shallow pitched roof buildings featuring retractable fabric panels to allow for cross-ventilation above pre-cast concrete panels. The heights to apex range from approximately 5m to 6.6m. As a comparison, the adjacent straw/machinery barn at Lambert Farm is 9.5m. The new buildings have a total floor area of 2,411sqm resulting in a net gain of 592sqm following the demolition of the existing unit.
- Alterations to the existing western access include road widening at the junction with the B2116 (from approximately 17-18m to approximately 25m) to improve visibility and the two-way flow of traffic which includes coach/bus and other large farm vehicles. The existing footways will be extended into the site and resurfaced. Tactile paving and dropped kerbs will be installed at the entrance. The work also includes some regrading work at the site's entrance to improve the gradient on approach to the Ditchling Road which will result in the loss of some hedgerow, however a replacement indigenous hedge would be provided. The works at the junction would be the subject of a Section 278 Agreement with the Highway Authority as they relate to the adopted highway.

- Moving further north into the College, it is proposed to widen Wales Farm Lane to 6m in order to provide a 1.5m pedestrian path on one side. Where this results in the loss of existing planting - principally where it forms front boundaries with the College's residential properties – replacement indigenous hedges are proposed.
- The Village Green is intended to be a landscape hub which links the two sides of the college. It is intended to create a visual focus that will be an integral part of the green swathe running north-south through the College. It comprises a low-level landscaped amphitheatre which takes advantage of the level change (sloping south west to north east) to create seating of CorTen steel risers, grassed between, which feather into the existing ground levels. The intention is that this area will create an outdoor space for events, teaching and demonstrations, as well as an area for open days and sports events.

#### Outline Planning Application

- 3.5 The outline part of the application comprises new and replacement buildings and alterations to access, circulation and parking. These outline elements are to be considered in terms of access and layout with all other matters reserved. Details of the outline aspect of the proposal are as follows:

Table 1: Development in Outline

Site	Proposal	Phase
<b>1 – Main College Building</b>	New east wing to provide additional student residential accommodation and office space. Additional floor space <b>425m<sup>2</sup></b> <ul style="list-style-type: none"> <li>- 14 one-person student bedrooms for students with specific accommodation needs or safeguarding requirements</li> <li>- 100m<sup>2</sup> of office accommodation to allow larger groups of staff to work together more efficiently</li> <li>- Two storeys</li> <li>- Design to match the detail and scale of the existing building</li> </ul>	2
<b>2 – Main College Building</b>	Extensions and alterations to the eastern element of the main college building, to provide additional student accommodation, and new entrance hub and forum. Total additional floor space <b>215m<sup>2</sup></b> <ul style="list-style-type: none"> <li>- Two storey extension</li> <li>- 5 student bedrooms</li> </ul>	3
<b>3 – Main College Building</b>	First floor extension to the rear of the main building to provide student bedrooms and 3 storey wing to the northern end of the hostel to provide staff accommodation. Total additional floor space <b>408m<sup>2</sup></b> <ul style="list-style-type: none"> <li>- 5 student bedrooms</li> <li>- 12 x 1 person en-suite staff bedrooms</li> </ul>	3
<b>4 – New Student Accommodation Block</b>	A new building to provide 27 student bedrooms and 3 staff flats on the site of the existing Caretakers bungalow. Total additional new floor space <b>1261m<sup>2</sup></b> <ul style="list-style-type: none"> <li>- 27 one-person student bedrooms</li> <li>- 3 x 1 bed staff flats</li> <li>- 3 storey block</li> <li>- Proposed to be a landmark building with bespoke design</li> </ul>	3

<b>5 – New Staff Accommodation</b>	<p>Construction of two new pairs of semi-detached dwellings following the demolition of a pair of existing semi-detached staff cottages located on the western side of Wales Lane. This element has been amended during the application process to reduce the footprint and scale. Total additional floor space <b>277m<sup>2</sup></b></p> <ul style="list-style-type: none"> <li>- 4 x 2 bedroom staff dwellings</li> </ul>	4
<b>6 – New Staff Cottages</b>	<p>4 new staff cottages north of existing cottages on the western side of Wales lane (to the north of site 5). Total floor space <b>436m<sup>2</sup></b></p> <ul style="list-style-type: none"> <li>- Two storey dwellings</li> <li>- Two pairs of semi-detached dwellings</li> <li>- 4 x 2 bedroom dwellings</li> </ul>	4
<b>9 – Forestry Training Facility and Horticulture</b>	<p>A new forestry training facility and horticulture unit with secure storage facility for agricultural vehicles and equipment. Total new additional floor space <b>1350m<sup>2</sup></b></p> <ul style="list-style-type: none"> <li>- Seeking to move the vehicle and storage facility away from the central campus</li> <li>- A new northern perimeter road will link this site to the tractor training and forestry practical area.</li> <li>- Single storey pitched roof buildings with a maximum ridge height of 8 metres</li> </ul>	4
<b>10 – Replacement Sports Hall</b>	<p>New sports hall to replace the existing which will be demolished under these proposals (site 13) and to provide enhanced facilities. To be located to the north of the equine unit, close to the sports field to the east. Total additional floor space <b>2150m<sup>2</sup></b></p> <ul style="list-style-type: none"> <li>- Largely single story with mezzanine element</li> <li>- Max height 10-12 metres</li> <li>- Proposed to be a landmark building with bespoke design</li> </ul>	3
<b>12 – Replacement indoor riding school</b>	<p>Replacement indoor riding school on the same site and on the same footprint as the existing and the provision of a new equine outdoor arena to the west of the stables.</p> <ul style="list-style-type: none"> <li>- Similar size as the existing building</li> <li>- No additional floor area</li> </ul>	4
<b>13 – New Lecture Suite</b>	<p>New student forum/hub, new library and tiered lecture theatre, refectory and entertainment facilities on the location of the existing sports hall. Total additional floor area <b>307m<sup>2</sup></b> (Sports hall to be demolished 993m<sup>2</sup> new building 1300m<sup>2</sup>).</p> <ul style="list-style-type: none"> <li>- Two storey building, max 12m ridge height</li> <li>- Existing library in the west wing of main building will be converted to offices</li> <li>- Proposed to be a landmark building with bespoke design</li> </ul>	4
<b>14 – New Student Accommodation Complex</b>	<p>A new student/staff accommodation complex providing 40 student bedrooms and 4 one-bedroom staff flats. Located to the west of the existing workshops and site 16 and to the east of the new village green. Total additional floor space <b>1400m<sup>2</sup></b>.</p>	4

	<ul style="list-style-type: none"> <li>- Two storey accommodation blocks</li> <li>- Used to accommodate HE students studying full time</li> <li>- En-suite accommodation but cooking and dining facilities will be shared with the main campus</li> </ul>	
<b>I5 – Addition to the Veterinary Nursing Centre</b>	A new extension to the south of the existing animal care centre, to provide additional surgery facilities and practical areas. Total additional floor space <b>520m<sup>2</sup></b>	2
<b>I6 – A New Design Centre</b>	<p>New design centre, workshops and forge from the replacement and adaptation of an existing single storey workshop building to provide a new specialist engineering and electronics teaching complex. New building 750m<sup>2</sup>, 457m<sup>2</sup> building to be demolished. Total new floor space <b>293m<sup>2</sup></b></p> <ul style="list-style-type: none"> <li>- To maintain agricultural machinery and other types of vehicle</li> <li>- Single story building proposed</li> <li>- Will adjoin existing workshops</li> </ul>	2

#### Access and Car Parking

- 3.6 In addition, Phase 2 of the development would include alterations to the eastern access arrangements, similar to that of the west, with road widening, providing a pedestrian footway and improvements to the existing bus stops on both the north and south side of Ditchling Road adjacent to the east access. A S278 Highways agreement will cover these works, secured through the S106 agreement.
- 3.7 A proposed Estate Road to carry coaches and the public bus along the site's frontage avoids the need for these larger vehicles to enter more deeply into the campus. This would operate on a one-way system entering the site from the existing west access and leaving via the existing east, with pickup/drop off along the southern portion of the site around Front Field. To the northern part of the site, a northern perimeter road for agricultural vehicles is proposed together with a new attenuation pond.
- 3.8 The application also proposes new and rationalised parking arrangements which seek to address the current situation where a number of small, ad hoc parking areas exist across the site. In total 585 parking spaces will be provided compared to an existing 428 spaces. The main campus car parks will be car park 7 (the details of which fall into Phase 1 Full planning element above) and an extension to the existing car park on the eastern side of the campus. The rationale is to focus parking away from the more sensitive areas of the site (for example at the front of the College) and further separate cars and pedestrians. The outline application also seeks to increase the cycle parking provision on site with an increase of 3 cycle stores, although exact numbers of cycle parking spaces have not been provided; this would be covered by future reserved matters applications.
- 4. Consultations**
- 4.1 A summary of the consultee responses that have been provided on this planning application is given below.
- 4.2 **Environment Agency** - No objection:
- suggest an informative to advise the applicant that the drainage arrangements may require an environmental permit.

#### 4.3 **Historic England – Comment:**

- Historic England do not have concerns in principle regarding the masterplan and the works proposed. Plumpton Place and its garden are screened from the agricultural college by a dense area of woodland, and so the proposals in the masterplan would have a limited impact through changes to their setting. Moat Barn is situated on the edge of the campus, adjacent to the main college building and site, however they do not think that the extension to the main college building would have a great impact on the significance of the barn through changes to its setting, provided that the extension is sensitively designed.
- Site 14 is new student accommodation of four, two storey blocks overlooking a re-developed village green which would include enhanced views to and from the church. Historic England do not have concerns in principle regarding the construction of new accommodation in this location or to the landscaping to provide a village green. However, the design of both the buildings and the green would be critical to the success of this, to ensure that the significance of the church is not harmed through changes to its setting.

#### Updated comments following the provision of additional information in respect of Village Green:

- Historic England note that the sections provided indicate that the slope and steps fall over a relatively small height of c.2.2m. This would appear less dramatic than previously envisaged and less harmful in character to the significance of the church. This addresses much of their previous concerns in this regard, notwithstanding that the requested visualisations have not been provided. Historic England note that the latest landscape report states that existing secondary planting to the north of the church would be thinned to allow selective views in and out. This could impact on the Church's sense of tranquillity and isolation. Historic England wish to better understand what is proposed to be removed [in terms of vegetation] and note that this needs to be carefully managed as to not impact on the isolated character of the church, which contributes to its significance. It is noted that if the LPA is minded to approve this application this aspect could be managed by condition.

Officer note: The applicant's landscape specialist has confirmed there will be no thinning of the landscaping surrounding St Michael Church and this can be controlled through condition.

#### 4.4 **ESSC Ecology - Initial objection – pending further ecological surveys:**

- Scheme will result in more than 10% biodiversity net gain;
- Accepted that potential for reptiles to be present on site is reduced;
- Presence of Great Crested Newts on site is unlikely, no mitigation required;
- Dormice are unlikely to be impacted by the Phase I works, additional surveys required for later phases;
- Proposed mitigation for birds (including those of the Red and Amber list) and for loss of habitat for species throughout the development is acceptable.
- Further clarity/information is required in respect of bats, including emergence/re-entry surveys;
- Clarity sought regarding the statements concerning the Forest Schools building in the reports;
- Further information/clarity required where bat roosts have been confirmed or identified as having potential, including St Michaels Church, Main College Building, Plumpton Place.
- Additional surveys required for trees identified as having moderate or high bat roost potential.
- A European Protected Species Licence will be required if roosting bats are confirmed in a tree to be lost.



Officer note: Following a meeting in July with officers, the applicant and county ecologist, it was agreed that sufficient information was available for roosting bats but that further survey work for bat activity should be undertaken in July/August including static detectors and building on the survey work already carried out. Subsequent surveys should also follow in September/October. A Biodiversity Method Statement will be produced which would also include mitigation/precautionary measures for i) badgers, ii) buildings with bat roost potential (but no evidence of bats) and iii) details of soft felling for trees.

- 4.5 **ESCC Highways** – No objection subject to the following points being addressed at this stage and/or provided at reserved matters stage:
- Internal new coach/public bus access details and route to be provided
  - Road Safety Audit on proposed access arrangements for both access points onto the B2116 together with appropriate Designers Response as necessary.
  - Satisfactory on-site parking in accordance with ESCC's parking guidelines
  - Satisfactory on- site turning area.
  - Details of highway improvements to provide suitable pedestrian links from the site to include extension to/widening of existing footway/s from site accesses to connect to improved bus stops on the B2116.
  - Suitable uncontrolled crossing point/s on the B2116 to reach bus stops.
- 4.6 **Lead Local Flood Authority East Sussex County Council** - No objection in principle, subject to conditions.
- Note that the applicant is unable to undertake infiltration testing at this time and advise that the revised drainage strategy, which excludes the use of infiltration systems, is acceptable in principle.
  - Whilst information has not been provided in respect of a 'network' model of the hydraulic calculations, the Lead Local Flood Authority note that in this instance, given the available space on site to increase attenuation storage if necessary, this issue can be addressed through conditions.
- 4.7 **Lewes District Council Flood and Water Management Team** – No objection:
- following the submission of an amended drainage strategy, no objection subject to conditions. It has been recommended that a condition be added regarding infiltration features within the chalk catchment area.
- 4.8 **ESCC Archaeologist** - No objection subject to conditions:
- Archaeological remains survive within the Phase I development sites and further targeted archaeological investigations will now be required and are controlled by condition.
- 4.9 **Environmental health** – No response:
- comments from pre-application engagement recommended conditions regarding site investigation, remediation and verification in respect of contaminated land, a condition relating to the removal of asbestos, and the submission of a CEMP (Construction Environment Management Plan).
- 4.10 **Lewes District Council** - No objection.
- The Council consider that a robust Travel Plan will be required along with future monitoring. The Council also request that a renewable energy scheme is secured, and that energy usage is considered across the development as a whole.

#### 4.11 **Design Review Panel:**

Design Review Panel involvement was provided through a series of meetings and workshops at pre-application stage. Key points raised at pre-application stage were as follows:

- A master plan is required which considers the spaces, the relationship to the grade I listed church as well as the nature and quality of the routes between the buildings.
- The masterplan should incorporate an appreciation of the college as seen from the escarpment and include a clear idea of the quality of spaces formed by the collection of buildings.
- Landscape led character areas should be demonstrated which set a vision for these areas with building and landscape/public realm typologies
- The landscape setting is vital to the College. The proposal should incorporate an understanding of the landscape context and how the heritage assets sit in the landscape
- The roofscape should be considered as part of the landscape and should contribute to the sense of place
- The parking should be dispersed and prevented from dominating the site.
- A strong strategy for the roads and their hierarchy is required. The detail of the roads is an important element and can be used to support landscape character
- Internal routes, green spaces and the structure of the landscape strategy should reflect the wider landscape and historic character whilst also being functional and reflective of the varying uses of the college.
- The concept of a village green at the heart of the college was supported. The green swathe though the middle of the site was considered to be a vitally strong element
- Water management should be considered as part of the landscape strategy
- Roads should follow contours but strike a balance between concealing development, complementing the landscape and retaining their function
- Information should be submitted regarding the renewable energy strategy

#### 4.12 **Design Officer** - No objection subject to conditions.

- Full application element: The Agri-food hub - the use of flint feature walls at ground level is welcomed; they introduce a (locally) distinctive material and add visual interest, also welcomed is the use of locally-sourced bricks for external walls.
- Details should be secured by condition to include rainwater goods and proposed green roof.
- The supporting information sets out expectations for climate change and the sustainable use of resources for the proposed building but it does not specifically detail BREEAM standards or specific credits, nor does it specify SAP calculations for emission and efficiency rates. This will need to be addressed by condition.

#### 4.13 **Historic Environment** - No objection:

- The masterplan is considered to form a sound base for the future development of the campus and the plan is considered to show clear regard for the setting of the listed church.

#### 4.14 **Landscape** – Neutral:

- The application has been driven by a strong Landscape Strategy and the overall aims of the masterplan are supported in landscape terms. However, the application documents themselves have been difficult to navigate and the landscape-led approach set out in the

masterplan has been somewhat lost in translation as details have been pulled together. The approach really needs to continue all the way through the application to final details.

- A number of comments were made in respect of planting but it was acknowledged that these matters could be satisfactorily dealt with by conditions. Concern was also raised in respect of lighting and with regards to the scale and hierarchy of the roads.
- In respect of eco systems services, concern was raised that the information submitted does not fully meet the criteria of policy SD2 and that opportunities have been missed to demonstrate how the scheme could deliver multiple benefits.

**Officer note:** a DEFRA Metric calculation has since been provided which demonstrates an increase above 10% biodiversity net gain as required by Policy.

#### 4.15 **Dark Night Skies Officer** – comment:

- There is an obvious regard for dark skies in all aspects of their development, and it's refreshing to see that the applicant is proposing to use shutters/blinds on the piggery. These are important sources of light that are quite difficult to control, so the intention to update these facilities in a way that would render the internal light spill to zero is welcomed.
- As for the car park; the lighting layout is acceptable. The illuminance is appropriate as are the fittings as they shed the right level of light and they are the right CCT colour (which is very important in this area).
- So long as all external lighting follows our technical advice note (which it appears to do in the lighting plan), then this would be acceptable. Given the existing footprint of the site, I would estimate that upgrading to more efficient luminaires will reduce their overall impact.
- While it is welcomed that the lights will only be on when required and subject to curfew it would be good to know the intended time of use. For example, how long will the car park light be required for? Is there a 'need' for late night use or off at an earlier time? While this is to be addressed in the later design, I would recommend that lights are curfewed as early as possible – or that smart switching (e.g. turning parts of the car park off) be used.

#### 4.16 **Plumpton Parish Council** – Support:

- The Parish Council consider that the application is in line with Plumpton Parish Neighbourhood Plan policy 8 and support the application.
- It is noted that the application also gives support for a cycle path to connect Plumpton Railway station with the College which is included in the Neighbourhood plan.
- The Parish Council raise concern regarding the current speed limit of the B2116 and request that consideration be given to reducing the limit from Streat Lane to Plumpton Lane.

## 5. **Representations**

### 5.1 Letters of objection have been received from 2 separate households raising the following concerns:

- Current lack of traffic calming and speed restrictions;
- Concern regarding the impact to the rural location and entrance to the registered park and garden as a result of the alterations to the access and roads;
- Impact to the amenity of the occupants of Plumpton Place;
- Concern regarding the existing drainage adjacent to the driveway of Plumpton Place;

- Concern that the impact to the setting of Plumpton Place and the associated listed barn and registered historic park and garden have not been appropriately considered;
- Concern regarding a lack of prior consultation with the occupants of Plumpton Place;
- Concern regarding the additional and replacement buildings close to the boundary and the impact to Plumpton Place, Moat Barn and their settings;
- Concern that the significance of Moat Barn is not fully understood;
- Concern regarding ecology and the roosting potential of Moat Barn.

5.2 One letter of support has been received raising the following points:

- The importance to the local community of the development of the college and its increasing integration with the local community;
- The college management is well regarded and appreciated locally.

5.3 Letters have been received from 2 separate households commenting on the application and neither supporting nor objecting but raising the following points:

- Concern regarding the scale of development to the west of the campus, particularly site 5;
- Comment regarding the visibility of the existing roofing material for the winery;
- Concern that some of the estate may be disposed of to pay for the proposals;
- Impact of the proposals, including hard landscaping on the rural character of the B2116 and request that the entrance/road works minimise urbanising effects;
- Query regarding the new pedestrian crossing;
- Request for Streat Parish Meeting and Streat Ridge Residents Association to be consulted;
- Concern regarding the impact of lighting to views and dark skies;
- Concern regarding the impact to existing views as a result of the new buildings.

## 6. Planning Policy Context

6.1 Applications must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The statutory development plans are the **South Downs Local Plan 2014-33** and the **Plumpton Neighbourhood Development Plan 2017-2030 adopted on 12th April 2018**. The policies of most relevance are set out below.

### National Park Purposes

6.2 The two statutory purposes of the SDNP designation are:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of their areas;
- To promote opportunities for the public understanding and enjoyment of the special qualities of their areas.

If there is a conflict between these two purposes, conservation takes precedence. There is also a duty to foster the economic and social wellbeing of the local community in pursuit of these purposes.

### National Planning Policy Framework and Circular 2010

6.3 Government policy relating to National Parks is set out in English National Parks and the Broads: UK Government Vision and Circular 2010 and the National Planning Policy Framework (NPPF) dated February 2019. The Circular and NPPF confirm that National Parks have the highest status of protection, and the NPPF states at paragraph 172 that great weight should be given to conserving and enhancing landscape and scenic beauty in national parks and that the conservation and enhancement of wildlife and cultural heritage are also important considerations and should be given great weight in National Parks.

- 6.4 The NPPF has been considered holistically in the determination of this application, although it is considered that the following sections are of particular relevance:
- Section 2: Achieving Sustainable Development
  - Section 4: Decision-making
  - Section 6: Building a strong, competitive economy
  - Section 8: Promoting healthy and safe communities
  - Section 9: Promoting sustainable transport
  - Section 12: Achieving well-designed places
  - Section 14: Meeting the challenge of climate change, flooding and coastal change
  - Section 15: Conserving and enhancing the natural environment
  - Section 16: Conserving and enhancing the historic environment
- 6.5 In addition to the above, it is considered that paragraphs 7, 8, 10, 11, 47, 48, 83, 84, 91, 98, 102, 103, 127, 131, 148, 163, 170, 172, 175, 184, 189, 192, 193, 194, 196 and 197 of the NPPF are particularly relevant to the determination of this application. Of these, paragraphs 189 - 192 require the SDNPA to identify and assess the significance of heritage assets and to take account of the desirability to sustain and enhance this significance.
- 6.6 At paragraph 192, the NPPF states that when determining planning applications that affect heritage assets, Local Planning Authorities should take account of;
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable use consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.
- 6.7 Paragraph 193 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting; and (paragraph 194) where the proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, Local Planning Authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefit that outweigh that harm or loss; or (paragraph 195) where the proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.
- Town and Country Planning (Listed Building and Conservation Areas) Act 1990
- 6.8 Section 66 of the Town and Country Planning (Listed Building and Conservation Areas) Act 1990 is also relevant. It relates to the grant of planning permission and states “in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority .... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”.
- Major Development
- 6.9 Officers are of the view that the proposal does not constitute major development for the purposes of paragraph 172 of the NPPF (2019). Accompanying footnote 55 advises that ‘major development’ in designated landscapes is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined.

## **7. Planning Policy**

7.1 The planning policies of the South Downs Local Plan (SDLP) of most relevance to the assessment of this application are:

- SD1 - Sustainable Development
- SD2 - Ecosystems Services
- SD4 - Landscape Character
- SD5 – Design
- SD6 - Safeguarding Views
- SD7 – Relative tranquillity
- SD8 - Dark Night Skies
- SD9 - Biodiversity and Geodiversity
- SD11 - Trees, Woodland and Hedgerows
- SD12 – Historic Environment
- SD13 – Listed buildings
- SD16 – Archaeology
- SD17 – Protection of the water environment
- SD19 – Transport and accessibility
- SD21 – Public realm, highway design and public art
- SD22 - Parking Provision
- SD25 – Development strategy
- SD34 – Sustaining the local economy
- SD42 – Infrastructure
- SD43 – New and existing community facilities
- SD45 - Green Infrastructure
- SD48 – Climate change
- SD50 - Sustainable Drainage Systems

7.2 The following key policies of the Plumpton Parish Neighbourhood Development Plan (NDP) are considered of most relevance to the assessment of this application and these policies are also considered to be compliant with the more up-to-date Local Plan and the NPPF:

- Policy 2: New-build environment and design
- Policy 3: Landscape and biodiversity
- Policy 4: Sustainable drainage and wastewater management
- Policy 8: Plumpton College

### The South Downs National Park Partnership Management Plan

7.3 The Environment Act 1995 requires National Parks to produce a Management Plan setting out strategic management objectives to deliver the National Park Purposes and Duty. National Planning Policy Guidance (NPPG) states that Management Plans “contribute to setting the strategic context for development” and “are material considerations in making decisions on individual planning applications”. The South Downs Partnership Management Plan, as amended for 2020-2025 on 19 December 2019, sets out a Vision, Outcomes, Policies and a Delivery Framework for the National Park over the next five years. The policies of most relevance here are numbers 1, 2, 3, 4, 5, 6, 9, 11, 15, 24, 25, 28, 35, 39, 50, 45 and 56.

## **8. Planning Assessment**

8.1 The main issues for consideration are:

- Principle of development;
- Landscape character and visual impact;
- Dark Night Skies;
- Effect on heritage and archaeological assets;
- Impact on ecology;
- Highway safety;
- Residential amenity;
- Sustainable construction

8.2 The design of the scheme is considered within each of the above sections. This is in line with the landscape-led and ecosystem services policies of the Local Plan.

### Principle of development

8.3 The over-arching aims of the proposal are to replace older building stock and the ad hoc development which has occurred organically over the site's history, with modern facilities which are well related to each other and which reflect the changes in agricultural practice and the increasing use of relatively sophisticated technology. The proposal seeks to improve vehicle and pedestrian circulation around the campus, and to improve the environmental infrastructure – including water and energy conservation, improved drainage, Green Infrastructure (GI) and landscaping.

8.4 The principle of the development is considered to be acceptable and the aims of the proposal are considered to be in line with the purposes and duty of the South Downs National Park. Local Plan Policy SD34 (Sustaining the Local Economy) in particular seeks to support development proposals which protect businesses linked to the National Park's key sectors of farming, forestry and tourism and which provide flexibility for established businesses to secure future resilience and protect local jobs and encourage closer ties between rural businesses. The College plays an important role in the local economy and the economic and social well-being of local communities.

8.5 The application is supported by a Landscape Strategy and Design Codes which are intended to guide the campus towards a more coherent layout in terms of architecture and urban design, set within a landscape-led approach. It is submitted along with an Ecosystems Services Statement in accordance with Policy SD2.

8.6 Through a series of consultation exercises and negotiations with officers, the proposal has followed a landscape-led approach, which has secured a strong landscape strategy and provides numerous benefits throughout the scheme's design, taking into account the site's sensitivities as well as the needs of the college. On this basis, it is considered the proposal complies with the requirements of policies SD4 (Landscape Character) and SD5 (Design).

### Landscape character and visual impact

8.7 The college campus is made up of three separate character areas which are linked by public routes through the site. Two routes run north-south, perpendicular to Ditchling Road, through the site and typically buildings 'hang' off these routes. The west side is typified by more practical, functional agricultural buildings and the east is more typically education institution in character. The central part of the site is open in character with St Michael's and All Angels church at its centre and open green areas to the front and rear extending to the northern site boundary. The central area (which will be the site of the new village green) currently comprises a collection of small scale, ad-hoc buildings and hard surfacing associated with a small car park and tractor training area.

- 8.8 The church has a setting which is crucial to its own historic character, enclosed by a landscape strip which includes mature trees and with a public right of way which runs east west along its frontage. Combining the three character elements is fundamental to the delivery of the scheme and key to the landscape strategy.
- 8.9 The development strategy was designed through a series of workshops with the Design Review Panel and officers and led the applicant to aim to respect the 'H' form of development when viewed on plan. New buildings are focussed within the existing built form areas and the open spaces to the north and south of the church are strengthened and given new purpose, whilst conserving the setting of the church. Pedestrian and vehicular routes linking the two sides of the college have been rationalised, so that the various users (students/visitors/agricultural traffic) have clear, legible routes that respect the linear character of the site.
- 8.10 These proposals are set within a comprehensive planting framework including the new village green, swales and attenuation pond in the centre of the site, creating a cohesive GI link, contributing to biodiversity gain across the college campus and respecting and conserving the setting of the church.
- 8.11 The South Downs escarpment rises to the south of the site and is visually dominant. The view from the South Downs Way atop this escarpment takes in the whole site and it is from this vantage point that it is possible to appreciate the 'H' form described above. The site is well contained within this form between the access roads east and west.

#### The Full Element Phase

- 8.12 The full element of this planning application relates to Site 7 The Agri-Food Hub, with adjacent car park and 'village green' and site 8, the New Piggery. A full description of these elements is provided in section 3.4 above. All other elements are in outline, with only layout and access falling to be considered here.
- 8.13 Site 7, The Agri-Food Hub, is to the west of the campus and directly north of the existing Horticultural Unit. It is a two storey mono-pitch building which takes advantage of the change in levels here and reads as single storey from the south and two storey from the north. Its scale, mass and height are proportionate to other buildings on campus. Its contemporary aesthetic identifies it as a key landmark building, which is reflective of its function as a 'gateway' and reception centre for meetings and events, a business development centre and demonstration facilities. The building has a living green roof membrane system.
- 8.14 The Agri-Food Hub replaces a collection of single storey structures, a detached garage and poly tunnel. The new building would be set back into the site behind existing buildings to the south and will be read in context with the existing built form on the site. Views from the South Downs escarpment will be tempered by the building's green roof and the Winery, Animal Care Centre and Horticultural buildings in the foreground. This building is served by a small ancillary centralised heating plant (CHP) located to the west.
- 8.15 The existing piggery buildings will be demolished to make way for the new main car park directly north west of the Agri-Food Hub building. This location has been selected to provide a clear and simple arrival and parking strategy, which eliminates the need for visitors to delve further into the main college campus and avoids conflict with other non-motorised users.
- 8.16 This car park provides 205 spaces (including 4 disabled) and is laid out to represent smaller clusters of parking with room around and between for multifunctional planting which provides screening to minimise visual impact, lessen glare, and to provide biodiversity opportunities and improved GI and green connectivity around the campus.
- 8.17 The Landscape officer has raised concerns about the plant species selection illustrated on the supporting landscaping plans. Whilst on the whole, the car park design is considered to



be very positive, it is noted that the submitted planting scheme lacks larger native trees which provide benefits such as closed canopies (to mitigate visual impact and provide green corridors/biodiversity opportunities). This would be controlled by condition requiring the details of planting to be submitted and approved in advance by the Local Planning Authority.

- 8.18 Water run-off from the green roof of the Agri-Hub buildings, the car park and the permeable surfaces will drain via new swales into the attenuation pond at the north as part of improvements to the 'blue infrastructure' on site, in line with the submitted ecosystems service statement. The car park surface is permeable and run-off will first drain into subterranean storage tanks which will intercept and clean the runoff before being discharged to the swales and attenuation pond.
- 8.19 The new Village Green is located immediately east of the car park and Agri-Hub building forming part of the central green swathe along the north-south axis with the church at its centre. The Village Green is designed to be a landscape hub connecting the college campus as a whole by linking the two sides. The form of the village green is low level terracing, with natural seating areas created by Corten risers following the natural contour of the land as it slopes gently to the north east. This creates a natural 'amphitheatre' providing socialising space, outdoor teaching arena and space for open days and other outdoor events.
- 8.20 The comprehensive landscaping scheme links the village green with the development to the east and west and the green swathes north and south of the church and college. The gentle gradient of the grass surface associated with the Village Green will allow for surface water to be absorbed naturally, with excess storm water again being directed into the swales and attenuation pond to the north.
- 8.21 The village green will be screened from wider public view by the church and the existing planting surrounding it. Any glimpsed views will read as a part of the natural green swathe running through the centre of the site.
- 8.22 Staying with the full element of the planning application, a modern specialist pig unit is proposed at Site 8 to the northwest edge of the campus and to the rear of the existing modern agricultural buildings which make up Lambert Farm. The replacement pig unit comprises 3 modern, utilitarian, simple, shallow pitched units, the largest of which is Building A at 4.6m to eaves and 6.6m to ridge. The location for the replacement pig unit to the rear of modern, much larger buildings, at Lambert Farm will help ameliorate any visual impact. Views from the north will be screened by the proposed structural landscape buffer, which will also provide a sense of physical and visual containment.
- 8.23 This hybrid application – both the full and outline elements - has been driven by a strong Landscape Strategy and Master Plan, which has been informed through consultation with the National Park through officer and Design Review Panel workshops. Each full element (Site 7 including the car park, Village Green and Site 8) is supported by their own Design and Access Statements, full landscape plans and detailed design drawings.

#### Outline element

- 8.24 A Design Code has been produced which sets out design principles and philosophies and covers the remaining outline elements (see Table 1: Development in Outline above). This document suggests that early consideration of the detailed design for the phase I work (the full element) has informed the design parameters for the different forms of development across the site as a whole and will influence future phases. In broad terms this includes consideration of scale and mass, design principles, roof forms and external materials.
- 8.25 Whilst this document is a broad brush approach to the remaining outline elements, it does mean the development has been considered as a whole and further details are provided by condition and as part of the reserve matters applications.

#### Dark Night Skies/lighting

- 8.26 The application is supported by a Lighting Strategy which identifies the site as a E1b Transitional Zone, outside the Dark Sky Core and buffer zone. However, this is a relatively large site in an otherwise rural location and therefore lighting is a key consideration.
- 8.27 Comments from the Dark Night Skies officer acknowledges the regard for dark skies in this proposal. The use of shutters/blinds on the piggery buildings is supported as is the car park lighting layout.
- 8.28 In terms of lighting curfews, the Lighting Strategy sets out the complex nature of the site which includes the livestock farming enterprise but also suggests curfews can be imposed on other non-critical parts of the site. A requirement to submit further details of lighting appropriate to each phase of the outline development would be required by condition.
- 8.29 In terms of the full planning element - Sites 7 and 8 including car park 7 and the village green - it is considered appropriate to request additional lighting details also by way of condition. These details should include the curfew times, anticipated late-night use and smart switching considerations.
- 8.30 The original drawings for Car Park 7 layout (3219/CP/PI) and Village Green (3219/VG/PI) illustrate a number of 5m high lampposts, which do not form part of the submitted lighting strategy and are not supported in this sensitive location. Lampposts have subsequently been withdrawn from the scheme and amended plans provided.

#### Effect on heritage and archaeological assets

- 8.31 Heritage and archaeological assets have been identified on and adjacent to the site including St Michael and All Angels Church a Grade I listed building at the centre of the campus, Plumpton Place a Grade I\* listed building and Registered Park and Garden along with its ancillary Moat Barn, a Grade II listed building, on the adjacent site to the east. The potential for archaeological remains to be present on site has been identified through a series of archaeological reports submitted during the process of this application and in consultation with the County Archaeologist.
- 8.32 The church has been of key importance throughout the design and master planning process, and, as set out in the LVIA, it has been the centre of focus when dealing with building hierarchy to ensure its setting has sufficient 'space' to remain an iconic and visible heritage asset.
- 8.33 The Agri-food Hub is located to the north west of St Michael and All Angels Church. It is to the rear of the existing buildings on the west side of the church with its principle elevation facing north. It remains subordinate in height taking advantage of the change in levels. The church benefits from dense tree screening along its east, north and the majority of its west boundary. This screening will be bolstered as part of the landscaping for the new village green, a soft landscaped green which provides some informal seating in the style of a natural amphitheatre using the contours on site.
- 8.34 Plumpton Place is a Grade I\* listed building and Registered Park and Garden, whilst the adjacent Moat Barn and Cottages and Gateway are Grade II listed. Historic England notes in its consultation response that Plumpton Place "derives much of its significance from its historical and illustrative value as a post-medieval manor house which was extensively re-modelled by Lutyens.... its associated gardens were laid out by him and Gertrude Jekyll, and the combined whole of the house set within its designed garden makes Plumpton Place of particular interest."
- 8.35 Letters of objection have been received from Plumpton Place raising concerns that heritage assets including Plumpton Place, its Registered Park and Garden, Cottages and Moat Barn have not been given proper consideration. The concerns range from access, circulation, parking and infrastructure alterations and impact on residential amenity (the latter is dealt

within the section below).

- 8.36 The proposal has been amended in response to these comments and the eastern entrance driveway drawn further away from the pillars at the entrance to Plumpton Place and the surface re-graded with an interception swale to the front of the main college building to deal with surface water drainage.
- 8.37 Historic England and officers have considered the impact of the proposals on heritage assets including Plumpton Place, its gardens, the Moat Barn and Cottages and Gateway, and these assets have been explored within the submitted application documents including the LVIA, Planning Statement and supporting Noise Assessment. Taking all the advice into consideration it is considered that the proposals will not harm these designated heritage assets. Plumpton Place, the Cottage and Gateway are screened from the college by an existing area of woodland therefore the proposal will have little impact on setting. The Moat Barn is set on the edge of the campus and the alterations adjacent to the main building and Site 1 will not impact on the significance of the barn's setting. The backdrop to these buildings would historically have been agricultural fields, and therefore the historic setting has already been considerably altered by the existing college buildings.
- 8.38 It is acknowledged that in terms of the Moat Barn, sites 1, 3 and 4 (outline development falling into Phases 2 and 3 and subject to further approval under Reserved Matters applications) may be visible from its setting edge, however, given these works are to extend or replace existing buildings, respecting existing heights and scale, and are confined to the eastern access road which separates the built form from Plumpton Place and the Moat Barn, it is considered that these elements will not materially affect or harm the setting of these Registered Heritage assets, or their residential amenities. This view is shared by Historic England.
- 8.39 An initial desk based archaeological assessment submitted with the application identified high potential for archaeological deposits with the site. During the progress of the application a Written Scheme of Investigation was produced and with the agreement of the County Archaeologist the investigation work carried out with the results of this field work provided in the ASE Archaeological and Geoarchaeological Evaluation Report (report ref: 2019353).
- 8.40 These reports demonstrate that archaeological remains survive within the Phase 1 development area (the full planning element). Later prehistoric evidence was also located to the north of the church, and a possible medieval structure to the northwest of the church. Structural remains associated with the former Wales Farm were also encountered. In light of the potential for impacts to heritage assets of archaeological interest, it is appropriate to use conditions to secure an additional programme of archaeological works and additional investigation for each phase of development.
- 8.41 In assessing this proposal regard has been had to the NPPF 'Proposals affecting heritage assets' (in particular paragraphs 190, 192, 193, 194, 196) and Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 which requires planning authorities, when considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 8.42 Where initial concern was raised by Historic England regarding the details of the village Green and thinning vegetation in close proximity to the church, these concerns have been overcome by the submission of sectional details and confirmation that not thinning will take place, respectively. Where the October 2019 Written Scheme of Investigation for Archaeological Trial Trench Evaluations has identified that archaeological remains survive in the Phase 1 area, this too can be satisfactorily mitigated for by the appropriate planning conditions.

- 8.43 Overall, and for the reasons given above, the proposal is not considered to cause harm to any heritage asset and it will preserve the setting of proximate listed buildings.

Ecosystems services and ecology

- 8.44 Policy SD2 requires development to have a positive impact on ecosystems services. The submitted Ecosystems Services Statement and Ecology and Landscape Collaborative Statement outline these multiple benefits, which include improvements to the 'blue infrastructure' through the introduction of swales and an attenuation pond in the centre of the site to deal with run-off, and also creating new open water and wetland habitat, providing benefits for ecology and educational purposes.
- 8.45 These proposals have been informed by a strong landscape strategy and planting framework which provides significant areas of new planting across the site, replacing areas of car parking and buildings. The planting strategy links the car park to the new village green and the green swathe to the north, creating GI corridors and biodiversity opportunities across the campus.
- 8.46 A separate report outlining the loss and gain in hedgerows and trees on site has been provided to consolidate information featured across the various landscape and ecology reports. The loss and gains for Phase I (full planning application element) is clearly known and detailed. This indicates that of the 53 trees being lost in this phase, 168 new trees are being planted. As for the later phases in the outline element, this report serves to provide parameters for each phase, the full details of which will be provided through later submissions where landscape is a reserved matter. This document does demonstrate that whilst there will be tree and hedgerows lost to the proposal this is mitigated for by significant amounts of additional tree and hedge planting.
- 8.47 The College is a leader in sustainable farming and food production, and its forestry and horticulture departments are ideally placed to manage its green environment.
- 8.48 Policy SD9 requires proposals to demonstrate that they have identified and incorporated opportunities for net gains in biodiversity.
- 8.49 An analysis of biodiversity gain/loss using the DEFRA Metric Tool has been carried out which initially indicates a 67% biodiversity net gain. However, this is caveated by the applicant's ecologist who advises that due to the scale and complexity of the site, this figure does not allow for tree and hedgerow loss against replanting. However, the county ecologist has confirmed that the proposed development would result in a biodiversity net gain in excess of the required 10%.
- 8.50 The application is supported by a suite of ecological surveys including amphibian, reptile and breeding birds reports, and Bat Roost Appraisals and Bat Activity Survey reports (and subsequent supplementary reports). At a meeting with officers, the applicant, their ecologist and the county ecologists it was agreed that sufficient information was available for roosting bats but that further survey work for bat activity would be undertaken in July/August, including static detectors, building on the survey work already carried out. Subsequent surveys would follow in September/October. The results of this work would be presented in a Biodiversity Method Statement.
- 8.51 The county ecologist accepts that it is unlikely that Great Crested Newts are on site. Avoiding the breeding bird period, plus the provision of 10 sparrow terraces and 11 house martin boxes, along with the creation of replacement habitat throughout the development and approximately 100 boxes of various types is acceptable mitigation for breeding birds.
- 8.52 It is accepted that most of the site is unsuitable for reptiles but the county ecologist wishes to see a precautionary approach to the clearance of any potentially suitable habitat which will be set out in a biodiversity method statement. This method statement will also cover additional surveys and include monitoring for badgers (to monitor a sett on site which appears to have been abandoned) and dormice as part of the later phases of development, together with the additional, agreed surveys for bats.

- 8.53 The Biodiversity Method Statement will also include mitigation/precautionary measures for badgers and buildings with bat roost potential (but no evidence of bats) together with details of soft felling for trees.
- 8.54 This application is recommended for approval subject to the submission of satisfactory additional bat activity survey information and the Biodiversity Method Statement, with any arising conditions being delegated to the Director of Planning.
- Accessibility, highway safety and sustainable travel:
- 8.55 One of the overarching aims of this proposal is to improve public transport links to the College and the interaction between vehicles and students on campus. The proposal includes offsite highways works to provide a new bus stop and improvements to the existing bus stops adjacent to the eastern access, which will be secured through S106/S278 agreement.
- 8.56 Highway safety is improved by work to both existing junctions and accesses. Accesses will be widened to allow for 2-way traffic and new footways into the campus, and improved footway connections to the public bus stops on B2116. A new public bus stop will also be provided within the site on the Estate Road. A one-way system for the public bus and coaches within the site will also be introduced which removes the need for these larger vehicles to enter and manoeuvre further into the site to drop off/pick up.
- 8.57 The proposed Estate Road will run along Front Field, and as noted above, will cater for the daily coach and public bus service which serves the site. The Estate Road will operate a one-way system for coaches and the public bus, entering the site from the west and exiting from the east access. Outside peak drop off/pick up hours, the Estate Road will become a pedestrian access only with no right of access to other vehicles. However, some degree of flexibility is required to cater for the public bus, in particular to allow for lateness, altered timetables etc. This will require some form of bus control measure, the precise details of which will be secured through a S106 agreement in conjunction with the County Highways Department. Remodelled visitors and disabled parking will be provided to the front of the college which will form part of Phase 2.
- 8.58 The public bus currently services the site 3 times a day, entering and leaving via the eastern access which results in the need for reversing manoeuvres on campus, usually within the car park to the east. The Estate Road will overcome the need for coaches and the public bus to enter further into the site and the need for such reversing manoeuvres which represents a safety benefit of the proposals. The proposed Estate Road forms part of the outline application (Phase 2), the principle of such a road in this location is acceptable and more detailed information will be submitted through the subsequent reserved matters application.
- 8.59 Widening both of the site's existing vehicular accesses will allow 2 vehicles to pass at the site's entrance which, it is understood, has previously been an issue because of the nature of the college and farm traffic. The Wales Lane access improvements fall in Phase 1 and will require a Section 278 agreement, as will those access improvements to the east access which fall within Phase 2.
- 8.60 Despite earlier concerns that the works to improve the existing accesses at the college would result in the loss of vegetation to achieve desired sight lines, it has been demonstrated through submitted drawings that visibility can be achieved by managed cutting back, necessary only where the vegetation overhangs the highway.
- 8.61 The proposal includes new and rationalised parking arrangements, focussing the majority of parking in two primary areas: the main campus car parks will be car park 7 (the details of which fall into Phase 1, the full planning element) accessed from the site's west access and an extension to the existing car park on the eastern side of the campus on the site of an existing open riding arena.

- 8.62 A number of small, ad hoc parking areas are removed as part of this proposal whilst others located adjacent to existing buildings are retained. A total of 585 parking spaces will be provided compared to the existing 428 spaces.
- 8.63 Four bike stores (an increase of 3 stores) are shown on the supporting plans linked to 'bicycle traffic routes' through the site. The provision of these bike stores is linked to particular phases of the development. For example, bike storage is proposed adjacent to site 10 (New Sports Hall) and the extension to the eastern car park which all fall within Phase 3 of the development and form part of the outline application. Full details of all of the development in Phase 3 including the car and bicycle parking will be provided as part of future reserved matters applications.
- 8.64 The northern perimeter road for tractors/farm and forestry vehicles separates these larger vehicles from the internal road system and pedestrian and cycle traffic. This element falls within Phase 3, additional details will be provided through the reserve matters application. As a general comment, the proposal does not provide any real information on the road hierarchy proposed, however given the phased nature of the development additional information will need to be secured to cover these points.
- 8.65 As set out in the Plumpton Parish Neighbourhood Plan 2017-2020, there is an aspiration to connect the South Downs Way and the College to Plumpton Green village (and railway station) via a cycle way. Currently there is an existing permissive cycleway/bridleway running along the site's eastern boundary which is also a definitive public footpath. It is shown on the East Sussex Rights of Way iMap and terminates at the northern extent of college land. Not all of the requisite land to form this link, end to end, is within the College's control and the most northern section is in the control of third party landowners.
- 8.66 The College has confirmed its commitment to assisting in the further negotiations with all parties to secure the final route and its willingness to continue to work with other stakeholders to complete the path. The continued provision of the existing permissive cycleway/bridleway indefinitely for the use of cyclists and equestrians for the lifetime of the development will be secured through the S106 agreement.

#### Residential amenity:

- 8.67 The RF Environmental noise assessment concludes that the existing noise levels generated by the college are not likely to cause adverse impacts to Plumpton Place. The operation phase of the new East Wing extension is not considered to lead to adverse noise impacts and the main car park proposed to the west of the campus site and proposed in Phase 1 is likely to lead to a reduction in vehicles using the eastern access.
- 8.68 It is however acknowledged that the construction phase for sites to the eastern edge of the campus may present short term impacts to Plumpton Place and Moat Barn. These will be mitigated through a Construction Environment Management Plan required by condition.
- 8.69 Sites 1 – 4 are considered in outline and additional details for scale and appearance will be required as part of a Reserve Matters application. Given the separation distances between Plumpton Place and the existing (and proposed) campus building there is unlikely to be any material increase in overlooking. The existing Moat Barn is used for storage as evidenced by the photos in the Parker Dann letter dated 13th March 2020 and although there are a number of small casement windows in the west elevation these do not serve residential accommodation for which overlooking would be a consideration.

#### Sustainable construction

- 8.70 The supporting information sets out expectations for climate change and the sustainable use of resources for the Phase 1 full planning element (site 7 Agri-hub building) to comply with SD 48: Climate Change and the South Downs Sustainable Construction Supplementary Planning Document (draft 2020). This building is designed to achieved BREEAM Rating Excellent. The green roof is not only a visual enhancement in this sensitive location but also

contributes to reducing surface water run-off and provides additional insulation (as a low/zero carbon mechanism for controlling heating and cooling). The external fabric of the building will include insulated panels with a more traditional masonry cavity wall construction which will achieve a 'medium thermal mass' ensuring the building retains heat efficiently. Inside the building, water conservation would be achieved through flow restricting fittings.

- 8.71 Site 7 also includes a biomass Combined Heat and Power House (CHP) which the supporting Sustainability Statement has suggested will serve the Agri Hub building with heating and hot water and with the potential to connect to the existing Horticultural Centre which is currently served by oil-fired heating system. Site 8 (the new pig unit) is an open sided building for which a BREEAM rating is not applicable. However, it is proposed to install PV panels on the longer of the 3 buildings.
- 8.72 The car park 7 which falls within phase I includes 16 EV charging points and makes provision for additional future points by providing the necessary underground ducting to allow for future demand as it arises.
- 8.73 In terms of the outline element of this hybrid application, the submitted Sustainability Statement confirms that the new staff residential accommodation on sites 5 and 6 will comply with policy SD48 by meeting 19% CO2 reduction and water consumption of no more than 110l per day. The new student/staff accommodation (site 14) will achieve BREEAM Excellent, as will the proposed standalone Sports Hall (site 10), Lecture Suite (site 13) and student/staff block accommodation (site 4). The sites which are in effect extensions to existing buildings (for example the Main Building) are unlikely to meet 'Excellent' because of the requirement to respect the external appearance of the existing building and the limitations this then places on choice of materials. Notwithstanding this, it is anticipated that a BREEAM Very Good rating should be achievable.
- 8.74 The mechanisms for achieving the standards set out in Policy SD48, will be secured through planning conditions requiring design stage sustainable construction reports to be submitted and approved prior to commencement and requiring the subsequent submission of post completion reports.

#### Other matters

- 8.75 The site falls within Flood Zone 1 however the submitted Flood Risk Assessment identifies the potential for surface water flooding in the SE corner of the site associated with run-off from the steep sloping terrain to the south. To address this, an interception swale is provided to the south of the college main building along with cellular storage tanks which discharge to the existing storm system.
- 8.76 The drainage strategy seeks to use individual SuDS solutions for each phase of development alongside the existing drainage system. The drainage strategy proposes a combination of infiltration features, and attenuation where appropriate to the site's underlying geology. Following detailed discussions with the Lead Local Flood Authority, further intrusive site investigations, including infiltration testing, will be secured by condition.
- 8.77 Permeable surfacing replaces much of the existing hardstanding and the drainage information provided suggests this will perform similarly to greenfield conditions providing improvements over the existing runoff rates.
- 8.78 As evidenced by this report, the application has been submitted in full and outline to be phased over a period of 7 years. Given the extensive scope of the proposed works and the complex nature of the site as a FE college and working farm along with funding requirements, it is considered appropriate to agree to this extended phasing period. A development phasing plan that includes time scales for the submission of reserved matters applications and the commencement of each phase will be secured through a S106 clause

## **9. Conclusion**

- 9.1 Plumpton College is a leading land based education centre in the UK which has grown organically over the years and outgrown many of the associated teaching and farming buildings. This proposal seeks to improve the physical built form and layout, access to the site via public transport and circulation around the campus for both pedestrians and vehicles. These improvements are set within a landscape master plan which also includes improvements to the environmental infrastructure – landscaping, biodiversity, water and energy conservation.
- 9.2 The scheme will secure a number of benefits including involving the sustainable construction of new buildings, public access and transport improvements, landscape connectivity, GI and biodiversity.
- 9.3 Set against the backdrop of a strong landscape led approach to design, the details in some areas do need securing through appropriately worded conditions. Where this relates to landscaping and lighting it has been necessary to use pre-commencement conditions as these elements are considered to go to the heart of the permission.
- 9.4 Overall and based on the above assessment, it is considered that the proposal would accord with the South Downs Local Plan 2019 and Plumpton Parish Neighbourhood Plan (2017-2030), relevant National Planning Policy Framework policies and the South Downs National Park Partnership Management Plan.

## **10. Recommendation and Conditions**

- 10.1 The application is recommended for approval, subject to the following:
1. It is recommended to grant permission subject to:
    - The completion of a S106 legal agreement, the final form of which is delegated to the Director of Planning, to secure the following:
      - a) Staff accommodation occupation restrictions limiting the occupation of the dwellings to persons solely or mainly employed at the College
      - b) Provision of a Landscape & Ecological Management Plan (LEMP)
      - c) Secure the use of the existing cycle path along the eastern boundary for the future use of cyclists and equestrians
      - d) Travel plan & Travel Plan Audit Fee, and bus control measures for the Estate Road
      - e) Highways works in accordance with a Section 278 agreement (including bus stop and junction improvements)
      - f) The phasing of the development and associated studies
    - The completion of further ecological surveys regarding bats on site and provision of a suitable, policy compliant, mitigation and enhancement ecological strategy to the satisfaction of the SDNPA, the consideration of which is delegated to the Director of Planning; and
    - The conditions as set out in paragraph 10.2 of this report and any additional conditions, the form of which is delegated to the Director of Planning, to address any mitigation matters that arise from the completion of the further ecological surveys.
  2. That authority be delegated to the Director of Planning to refuse the application with appropriate reasons if:
    - a) The S106 Agreement is not completed or sufficient progress has not been made within 6 months of the 13 August 2020 Planning Committee meeting.



- b) The additional ecological surveys and provision of a suitable policy compliant mitigation and enhancement strategy is not completed or sufficiently progressed within 6 months of the 13 August 2020 Planning Committee meeting.

## 10.2 Planning Conditions

### Time

1. The development which forms Phase 1 (as defined on drawing number 1319/MP/P26 Revision A) hereby permitted, shall begin before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

### Reserved matters/phasing

2. The development which forms phases 2, 3 and 4 (as defined on drawing number 1319/MP/P26 Revision A) hereby permitted, shall begin before the expiration of seven years from the date of this permission, or before the expiration of two years from the date of the approval of the last Reserved Matters, as defined in condition 3, whichever is the later.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

3. No development that forms part of Phases 2, 3 or 4 hereby permitted shall commence until details of the:
  - i) Scale;
  - ii) Appearance;
  - iii) Landscape;

(herein after called 'the Reserved Matters') have been submitted to and approved in writing by the Local Planning Authority. Applications for the approval of the Reserved Matters shall be made within seven years of the date of this permission. The development shall accord with the approved details and the approved design code which shall be submitted in accordance with Condition 5 below.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

### Conditions for all phases

4. The development hereby permitted shall be carried out in accordance with the plans and reports listed below under the heading 'Plans Referred to in Consideration of this Application', except where additional or amended information is required by a condition attached to this consent.

Reason: For the avoidance of doubt and in the interests of proper planning.

5. Notwithstanding the information submitted, and prior to the submission of the first reserved matters application, a detailed design code for the development shall be submitted to and approved in writing by the Local Planning Authority. The design code shall demonstrate detailed parameters for the physical development of Phases 2, 3 and 4 and should build on the landscape led approach, the masterplan and the design rationale for Phase 1. The development shall thereafter be carried out in accordance with the approved design code.

The design code shall include the following:

- i) Principles for determining external materials and finishes, including colour palette;
- ii) Principles for determining details of windows and doors including scale, type and materials, as well as measures to protect dark night skies;

- iii) Strategy for determining architectural details and external features, including eaves, roof profiles, green roof systems, rainwater goods and balconies or terraces;
- iv) Strategy for determining height, scale, massing and roof forms, including where relevant, relationship to the existing and adjacent building(s);
- v) Strategy for the hierarchy of roads and routes, including details of surface materials (colour and texture)

Reason: To ensure appropriate design and appearance in the interests of protecting the visual amenity/character of the development and the surrounding area and to accord with South Downs Local Plan policies SD4 and SD5.

6. 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 first been submitted to and approved in writing by the Local Planning Authority.

Reason: To enable the recording of any items of historical or archaeological interest, in accordance with policies SD12 and SD16 of the South Downs Local Plan 2019 coupled with the requirements of paragraphs 189-199 of the National Planning Policy Framework 2019.

7. No development shall take place until full design details of the surface water drainage, which shall follow the principles of sustainable drainage as far as practicable, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and the surface water drainage system shall be retained as approved thereafter.

The detailed drainage design should include/be informed by the following:

- i) The findings of an intrusive site investigation including infiltration testing to BRE365 and groundwater monitoring. The use of infiltration systems should be prioritised wherever feasible;
- ii) In those areas of the site where infiltration is not suitable, surface water discharge rates from new buildings should not exceed the equivalent mean greenfield runoff rates ( $Q_{bar}$ ) for all rainfall events, including those with 1 in 100 (+40% for climate change) annual probability of occurrence. Evidence of this (in the form of hydraulic calculations) should be submitted with the detailed drainage drawings. The hydraulic calculations should take into account the connectivity of the different surface water drainage features. The entire network, including the existing drainage system, should be modelled;
- iii) The interception swale proposed to mitigate surface water flood risk related to a surface flow path arising circa 300m to the south of the site should be served by a high/level overflow outfalling to a suitable discharge point;
- iv) The details of the outfall of the proposed attenuation pond and how it connects into the existing watercourse should be provided as part of the detailed design. This should include cross sections and invert levels;
- v) The condition of the ordinary watercourse which will take surface water runoff from the development shall be investigated before discharge of surface water runoff from the development is made. Any required improvements to the condition of the watercourse and/or network shall be carried out prior to construction of the outfall;
- vi) The condition of the existing onsite drainage network should be investigated by a CCTV survey. If necessary, the applicant should carry out improvements to the condition of the sewer and the existing connection;
- vii) The detailed design shall include information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely;
- viii) The detailed design of drainage features (attenuation ponds, tanks and permeable pavement) shall be informed by findings of groundwater monitoring between autumn and spring. The design should leave at least a 1m unsaturated zone between the base

of the ponds and the highest recorded groundwater level. If this cannot be achieved, details of measures which will be taken to manage the impacts of high groundwater on the drainage system should be provided.

The submitted details should reference the details required by condition 8, chalk infiltration testing and have regard to the landscaping details required by conditions 20 and 51.

Reason: To ensure satisfactory surface water drainage, that meets the requirements of policy SD50 of the South Downs Local Plan 2019.

8. Prior to the commencement of development and subject to the findings of the filtrations tests referred to in Condition 7i, should it be confirmed that the chalk is suitable for the use of soakaways, a detailed plan shall be submitted to and approved by the Local Planning Authority. The plan should describe how and where sustainable urban drainage will be used to ensure that diffuse pollutants which might arise from this development in the future will be reduced and so reduce the risk of increasing pollutants in the chalk aquifer. The plan shall include details of a management plan to maintain these features and the scheme shall have regard to the Brighton CHaMP (Chalk Management Partnership) project. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: To ensure satisfactory drainage and to protect the chalk aquifer.

9. No development shall take place until a maintenance and management plan for the entire drainage system has been submitted and approved in writing by the Local Planning Authority.

The management plan should also include:

- i) details of the organisation/appropriate authority responsible for managing all aspects of the surface water drainage system including piped drains, and written confirmation that the identified organisation/appropriate authority is satisfied with the submitted details;
- ii) evidence that these responsibility arrangements will remain in place throughout the lifetime of the development.

The development shall be carried out and operated in accordance with the approved details.

Reason: To ensure satisfactory drainage, that meets the requirements of policy SD50 of the South Downs Local Plan 2019.

10. No development shall take place until details of the proposed surface water drainage to prevent the discharge of surface water from the proposed site onto the public highway and, similarly, to prevent the discharge of surface water from the highway onto the site have been submitted and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: To ensure the appropriate management of surface water on and adjacent to the highway and prevent an increased risk of flooding.

11. No development shall take place, including demolition on site, until an agreed pre-commencement condition survey of the surrounding highway network has been submitted to and approved in writing by the Local Planning Authority. Any damage caused to the highway as a direct consequence of the construction traffic shall thereafter be rectified and the highway network restored to the pre-commencement survey condition at the applicant's expense.

Reason: In the interests of highway safety and the amenities of the area and to comply with South Downs Local Plan 2019 Policy SD21.

12. No construction/demolition activities shall take place, other than between 08:00 to 18:00 hours (Monday to Friday) and 08:00 to 13:00 hours (Saturday) with no construction/demolition on Sunday or Public Holidays, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of local residents.

13. Deliveries associated with the construction work shall be limited to using the Wales Farm Lane access and shall take place only between 06:30 to 18:00 hours (Monday to Friday) and 06:30 to 13:00 hours (Saturday) with no construction related deliveries on Sunday or Public Holidays.

Reason: To protect the amenity of local residents.

14. In the event that contamination is found at any time when carrying out the approved development it must be reported in writing within 24 hours to the Local Planning Authority. The development shall not be first occupied until;
- i) an investigation and risk assessment has been undertaken in accordance with a scheme that shall first have been submitted to and approved in writing by the Local Planning Authority, and
  - ii) where remediation is necessary a remediation scheme must be submitted to and approved in writing by the Local Planning Authority. Any remediation shall be fully implemented in accordance with the approved scheme before the development is brought into use, and
  - iii) a verification report for the remediation shall be submitted in writing to the Local Planning Authority before the development is first brought into use.

Reason: In the interests of amenity and to protect the health of future users and occupiers of the site from any possible effects of contaminated land, in accordance with policy SD55.

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no development permitted by Classes A, B, C, D, E, F of Part 1, and Class A of Part 2 of the Order shall be carried out without the prior written consent of the Local Planning Authority.

Reason: To protect the amenities of the locality and neighbouring properties and to maintain a good quality environment.

16. Any new electricity and telephone lines shall be laid underground unless otherwise agreed, in writing, by the Local Planning Authority.

Reason: To safeguard the landscape character of the site.

#### Phase 1

17. No development including groundworks or works of demolition hereby permitted shall take place on Phase 1 until a Construction Environmental Management Plan (CEMP) for this phase has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved CEMP shall be implemented and adhered to throughout the construction period unless otherwise agreed in writing by the Local Planning Authority. The CEMP shall provide details as appropriate but should include:

- An indicative programme for carrying out the works;
- The anticipated number, frequency and types of vehicles used during construction;
- The method of access and routing of vehicles during construction;
- Details of the parking of vehicles by site operatives and visitors;
- Details of the location of site office and welfare facilities;
- Details of the loading and unloading of plant, materials and waste;

- Details of the storage of plant and materials used in construction of the development;
- Details of the provision of loading / offloading areas;
- The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders where necessary);
- The erection and maintenance of security hoarding;
- Management measures being taken to ensure no burning of construction materials on site;
- Measures to control the emission of dust and dirt during the demolition / construction process;
- Measures to minimise the noise (including vibration) generated by the demolition / construction process to include hours of work, proposed method should foundation piling occur, the careful selection of plant and machinery and the use of noise mitigation barriers
- Details of any flood lighting, including location, height, type and direction;
- Ecological mitigation measures, in accordance with the approved mitigation and enhancement ecological strategy/Biodiversity Method Statement;
- A scheme for recycling / disposing of waste, including any asbestos, resulting from demolition and construction works;
- A method to record the quantity of recovered material (re-used on site or off site), and
- Details of public engagement both prior to and during the construction works.

Reason: To enable the Local Planning Authority to control the development in the interest of maintaining a safe and efficient highway network, in the interests of amenity, to conserve and enhance the landscape character and biodiversity of the area and to ensure no adverse impacts on protected species.

18. No development shall take place on phase I until details of the western access, road and footway associated with phase I (as illustrated on Access Plan and Site Location 7081\_101 T3) have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with those approved details prior to phase I being brought into use.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

19. No development shall take place on phase I hereby permitted, until details of the specification and position of fencing and any other measures to be taken for the protection of retained trees from damage before or during the course of development, have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall accord with BS: 5837:2012 Trees in relation to design, demolition and construction. The development shall be carried out in accordance with the approved details and the means of protection shall be installed prior to the commencement of development and thereafter retained until all plant equipment and surplus materials, relevant to this phase, have been removed from the site. Nothing shall be stored or placed in any area protected and the ground levels within these areas shall not be altered without the prior written agreement of the Local Planning Authority.

Reason: In the interests of amenity and conserving and enhancing the landscape character of the area and to comply with policy SD11 of South Downs Local Plan 2019.

20. Notwithstanding the details shown on Planting Plan K (hla353104), Planting Plan LMN (hla353105/A), Planting Plan OPQ (hla353106), Planting Plan RST (hla353107/A), Planting

Plan U (hla353108) and Planting Plan V W (hla353109), no development shall take place on Phase I hereby permitted until a detailed planting scheme has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

The details shall include but are not limited to the following:

- i) Planting plans
- ii) Schedule of plants, trees and shrubs, noting planting sizes and proposed numbers/densities where appropriate;
- iii) retained areas of grassland cover, scrub, hedgerow and trees;
- iv) Planting methods, including specification and surfaces for underground structures such as tree pits;
- v) Surface water drainage and above ground rainwater harvesting solutions (in accordance with the details required under Conditions 7 and 8).

Reason: In the interests of amenity and conserving and enhancing the landscape character of the area, and to accord with South Downs Local Plan 2019 policies SD2, SD4 and SD5.

21. All soft landscaping works shall be carried out in accordance with the approved details and shall be implemented in the first planting and seeding season following commencement of the use of phase I of the development, unless otherwise agreed in writing by the Local Planning Authority. All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by Local Planning Authority.

Reason; In the interests of amenity and conserving and enhancing the landscape character of the area and to comply with South Downs Local Plan 2019 policies SD2, SD4, SD9, SD11.

22. Notwithstanding the information submitted, no development shall take place on the Phase I site 7 (Agri-hub building, car park 7 and Village Green) until full details of the hard landscape works as they relate to these elements have been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed existing and finished levels and/or contours, hard surfacing materials, minor artefacts and structures (including Corten risers, public art, furniture, refuse or other storage units, signs etc.). Development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of the character and amenities of the area and to ensure a development of high quality and to accord with the South Downs Local Plan 2019 policies SD2, SD4.

23. The hard landscaping works shall be carried out in accordance with the approved details. All hard landscaping shall be completed in full before phase I of the development is brought into use, or in accordance with a programme to be agreed in writing by the Local Planning Authority.

Reason; In the interests of amenity and conserving and enhancing the landscape character of the area, and to comply with South Downs Local Plan 2019 policy SD5.

24. No development above slab level shall commence on phase I hereby permitted, until detailed proposals for the disposal of foul water for phase I have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall be implemented prior to the occupation of this phase.

Reason: To ensure satisfactory provision of foul drainage.

25. No development shall take place until details, including plans and cross sections of the existing and proposed ground levels associated with development in Phase I, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be completed other than in accordance with the approved details.

Reason: To ensure a satisfactory relationship between the new and existing development.

26. No development of phase I hereby permitted shall commence above slab level, until a detailed lighting management strategy has submitted to and approved in writing by the Local Planning Authority. The scheme shall accord with the principles of the External Lighting Assessment Issue 2, received 20.03.2020 and the South Downs National Park Dark Skies Technical Advice Note April 2018.

The lighting management strategy should specify but is not limited to the following:

- i) The type and location of all external lighting to be installed in Phase I. Such details shall include a layout plan with beam orientation and a schedule of the equipment to be used in the design (luminaire type, mounting height, aiming angles and luminaire profiles);
- ii) Details of lighting curfews, the use of timing controls and smart control technology across the different parts of Phase I
- iii) The use of internal blinds/shutters.

The details should demonstrate how lighting is being kept to a minimum and the design of luminaires should prevent upward glow. The design and location of external lighting should respond to ecological and visual sensitivities.

The lighting shall be installed, maintained and operated in full accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. No other external lighting shall be installed without the prior written approval of the Local Planning Authority.

Reason: In the interests of amenity and to protect the South Downs International Dark Skies Reserve and protected species.

27. No development within Phase I (insofar as it relates to Site 7 Agri-hub and Combined Heat and Power building, and Site 8 Pig Unit) shall commence above slab level, until details and samples of the materials and finishes to be used in the external construction have been submitted to and approved in writing by the Local Planning Authority. For the purpose of Site 7 Agri-Hub building, the submission shall include details of a sample panel showing the flint feature wall and locally sourced brick and shall include brick type, source, bond and mortar type. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the character and amenities of the area and to ensure a development of high quality, and to accord with the South Downs Local Plan 2019 policies SD2, SD4 and SD5.

28. No development of phase I hereby permitted shall commence above slab level until details of the positions, design, materials, height and type of all means of enclosure within phase I have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall be installed prior to the occupation of phase I.

Reason: In the interests of amenity and conserving and enhancing the landscape character of the area.

29. No development of phase I, (insofar as it relates to Site 7 Agri-hub building) hereby permitted shall commence above slab level, until detailed information in a design stage sustainable construction report has been submitted to and approved in writing by the Local Planning Authority. The design stage sustainable construction report shall demonstrate that the development will achieve BREEAM New Construction Design 'Excellent'.

Thereafter, the development shall be undertaken in full accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure development demonstrates a high level of sustainable performance to address mitigation of and adaptation to predicted climate change in accordance with Policy SD48 of the South Downs Local Plan 2019.

30. Within 6 months of the first occupation of the Phase I, Site 7 (Agri-Food Hub) building hereby permitted, a post completion sustainable construction report shall be submitted to and approved in writing by the Local Planning Authority. The report shall demonstrate that the development has complied with the details and requirements of condition 29 and shall include a post-construction assessment which has been prepared by a licenced BREEAM assessor and the certificate which has been issued by BRE Global, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure development achieves a high level of sustainable performance to address mitigation of, and adaptation to, predicted climate change in accordance with Policy SD48 of the South Downs Local Plan 2019.

31. No development of phase I, site 7 (insofar as it relates to the Agri-food Hub and Combined Heat and Power Building) hereby permitted shall commence above slab level until details of the green roof including membrane system, planting and maintenance plan, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the character and amenities of the area and to ensure a development of high quality, and to accord with the South Downs Local Plan 2019 policies SD2, SD4 and SD5.

32. No development of Phase I, site 7 (insofar as it relates to the Agri-food Hub) hereby permitted shall commence above slab level, until details of the fenestration, eaves canopy, rainwater goods, external stairs, ramped walkway, terrace and balcony have been submitted to and approved in writing by the Local Planning Authority. The details should clearly show the construction of the element, details of the finish and the relationship/ junction with the building elevation. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the character and amenities of the area and to ensure a development of high quality and to accord with the South Downs Local Plan 2019 policies SD2, SD4 and SD5.

33. Phase I of the development hereby permitted, shall not be occupied/brought in to use until the archaeological site investigation and post-investigation assessment (including provision for analysis, publication and dissemination of results and archive deposition) has been completed for this phase and submitted to and approved in writing by the Local Planning Authority. The archaeological site investigation and post-investigation assessment shall be undertaken in accordance with the programme set out in the written scheme of investigation approved under Condition 6.

Reason: To enable the recording of any items of historical or archaeological interest, in accordance with policies SD12 and SD16 of the South Downs Local Plan 2019 coupled with the requirements of paragraphs 189-199 of the National Planning Policy Framework 2019.

34. Phase I of the development hereby permitted, shall not be occupied until a drainage validation report has been submitted to and approved in writing by the Local Planning Authority. The report shall include as built designs, along with evidence (including photographs) to demonstrate that the drainage system for phase I has been implemented as per the final agreed detailed drainage designs, including levels, gradients and depths (in accordance with condition 7).



Reason: To ensure satisfactory drainage, that meets the requirements of policy SD50 of the South Downs Local Plan 2019.

35. Phase 1 of the development hereby permitted shall not be occupied until details of the cycle parking for phase 1, including position, design, materials and finishes, have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the occupation of Phase 1 and thereafter retained for the parking of cycles.

Reason: In order that the development makes satisfactory provision for cycles and to meet the objectives of sustainable development.

36. The phase 1 development hereby permitted shall not be occupied/brought into use until details of refuse and recycling storage for this phase have been submitted to and approved in writing by the Local Planning Authority. The approved refuse and recycling storage facilities shall be implemented prior to the occupation of phase 1 and thereafter retained.

Reason: To ensure that adequate provision is made for the storage of refuse and recyclable materials and to protect the character and amenity of the area.

37. Prior to phase 1 hereby permitted first being occupied/brought in to use, the permanent signage for the site at the Western Access shall be erected clear of the highway verge and not obstruct visibility of drivers using the access where it joins the public highway. The signage shall be installed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the safety of persons and vehicles proceeding along the public highway.

38. Prior to phase 1 first being occupied/brought into use, visibility splays in accordance with approved plan 10357\_104 T5 shall be provided and thereafter retained in accordance with that approved plan.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

39. Prior to the occupation of phase 1, site 7 (insofar as it relates to the Agri-food Hub building) car park 7 shall be implemented in accordance with the parking layout shown on drawing 3219/CP/PI Revision A. Further details of the 16 Electric Vehicle Charging points shown on the drawings shall be submitted to and approved in writing the Local Planning Authority. Thereafter the area shall be retained for this use and shall not be used other than for the parking of cars.

Reason: To provide adequate space for the parking of vehicles.

## Phase 2

40. No development shall take place on Phase 2 until details of the eastern vehicular access, road and footway associated with that phase have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to phase 2 being occupied/brought in to use.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

41. Prior to Phase 2 first being occupied/brought in to use, the permanent signage for the site at the Eastern Access, shall be erected clear of the highway verge and not obstruct visibility of drivers using the access where it joins the public highway. The signage shall be installed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the safety of persons and vehicles proceeding along the public highway.

42. Prior to phase 2 first being occupied/brought into use, visibility splays at the eastern access in accordance with approved plan I0357\_I04 T5 shall be provided and thereafter retained in accordance with that approved plan.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

Phases 2, 3 and 4

43. No development including groundworks or works of demolition hereby permitted shall take place on:

- a) Phase 2
- b) Phase 3
- c) Phase 4

until a Construction Environmental Management Plan (CEMP) for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved CEMP shall be implemented and adhered to throughout the construction period unless otherwise agreed in writing by the Local Planning Authority. The CEMP shall provide details as appropriate but should include:

- An indicative programme for carrying out the works;
- The anticipated number, frequency and types of vehicles used during construction;
- The method of access and routing of vehicles during construction;
- Details of the parking of vehicles by site operatives and visitors;
- Details of the location of site office and welfare facilities;
- Details of the loading and unloading of plant, materials and waste;
- Details of the storage of plant and materials used in construction of the development;
- Details of the provision of loading / offloading areas;
- The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders where necessary);
- The erection and maintenance of security hoarding;
- Management measures being taken to ensure no burning of construction materials on site;
- Measures to control the emission of dust and dirt during the demolition / construction process;
- Measures to minimise the noise (including vibration) generated by the demolition / construction process to include hours of work, proposed method should foundation piling occur, the careful selection of plant and machinery and the use of noise mitigation barriers;
- Details of any flood lighting, including location, height, type and direction;
- Ecological mitigation measures, in accordance with the approved mitigation and enhancement ecological strategy/Biodiversity Method Statement;
- A scheme for recycling / disposing of waste, including any asbestos, resulting from demolition and construction works;
- A method to record the quantity of recovered material (re-used on site or off site), and
- Details of public engagement both prior to and during the construction works.

Reason: To enable the Local Planning Authority to control the development in the interest of maintaining a safe and efficient highway network, in the interests of amenity, to conserve

and enhance the landscape character and biodiversity of the area and to ensure no adverse impacts on protected species.

44. No development shall take place on:

- a) Phase 2
- b) Phase 3
- c) Phase 4

hereby permitted, until details of the specification and position of fencing and any other measures to be taken for the protection of retained trees from damage before or during the course of development, have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall accord with BS: 5837:2012 Trees in relation to design, demolition and construction. The development shall be carried out in accordance with the approved details and the means of protection shall be installed prior to the commencement of development and thereafter retained until all plant equipment and surplus materials, relevant to that phase, have been removed from the site. Nothing shall be stored or placed in any area protected and the ground levels within these areas shall not be altered without the prior written agreement of the Local Planning Authority.

Reason: In the interests of amenity and conserving and enhancing the landscape character of the area and to comply with policy SD11 of South Downs Local Plan 2019.

45. No development above slab level shall take place on

- a) Phase 2
- b) Phase 3
- c) Phase 4

until detailed proposals for the disposal of foul water for the relevant phase have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall be implemented prior to the occupation of the relevant phase.

Reason: To ensure satisfactory provision of foul drainage.

46. No development above slab level shall take place on

- a) Phase 2
- b) Phase 3
- c) Phase 4

until detailed information in a design stage sustainable construction report has been submitted to and approved in writing by the Local Planning Authority. The design stage sustainable construction report shall accord with the details set out in the submitted Sustainability Statement (Issue 3, dated July 2020) and demonstrate that the relevant buildings within the relevant phase are capable of meeting the target performance standards set out in section 2.08 and Appendix A of this document, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development demonstrates a high level of sustainable performance to address mitigation of, and adaptation to, predicted climate change in accordance with Policy SD48 of the South Downs Local Plan 2019.

47. Within 6 months of the first occupation of

- a) Phase 2
- b) Phase 3
- c) Phase 4

a post completion sustainable construction report shall be submitted to and approved in writing by the Local Planning Authority. The report shall demonstrate, including written

documentary evidence, that the relevant buildings within the relevant phase of the development have complied with the details and requirements of condition 46, including where applicable a post-construction assessment which has been prepared by a licenced BREEAM assessor and the certificate which has been issued by BRE Global, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure development demonstrates a high level of sustainable performance to address mitigation of, and adaptation to, predicted climate change in accordance with Policy SD48 of the South Downs Local Plan 2019.

48. No development shall take place on

- a) Phase 2
- b) Phase 3
- c) Phase 4

until details, including plans and cross sections of the existing and proposed ground levels associated with development in Phase 1, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be completed other than in accordance with the approved details.

Reason: To ensure a satisfactory relationship between the new and existing development.

49. No development hereby permitted shall commence above slab level on

- a) Phase 2
- b) Phase 3
- c) Phase 4

until a detailed lighting management strategy for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall accord with the principles of the External Lighting Assessment Issue 2 received 20.03.2020 and the South Downs National Park Dark Skies Technical Advice Note April 2018.

The lighting management strategy should specify but is not limited to the following:

- i) The type and location of all external lighting to be installed. Such details shall include a layout plan with beam orientation and a schedule of the equipment to be used in the design (luminaire type, mounting height, aiming angles and luminaire profiles);
- ii) Details of lighting curfews, the use of timing controls and smart control technology across the different parts of the scheme;
- iii) The use of internal blinds;

The details should demonstrate how lighting is being kept to a minimum and the design of luminaires should prevent upward glow. The design and location of external lighting should respond to ecological and visual sensitivities.

The lighting shall be installed, maintained and operated in full accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. No other external lighting shall be installed without the prior written approval of the Local Planning Authority.

Reason: In the interests of amenity and to protect the South Downs International Dark Skies Reserve and protected species.

50. No development hereby permitted shall commence above slab level on:

- a) Phase 2
- b) Phase 3
- c) Phase 4

until details and samples of the materials and finishes to be used in the construction of buildings, of each element within the relevant phase, have been submitted to and approved

in writing by the Local Planning Authority. The submitted details shall be informed by the design code approved under Condition 5 and the development shall be carried out in accordance with the approved details.

Reason: In the interests of the character and amenities of the area and to ensure a development of high quality.

51. No development hereby permitted shall commence above slab level on:

- a) Phase 2,
- b) Phase 3,
- c) Phase 4,

until details of the soft landscaping associated with each element permitted within the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details

The details shall include, but are not limited to the following:

- i) Planting plans
- ii) Schedule of plants noting planting sizes and proposed numbers/densities where appropriate;
- iii) retained areas of grassland cover, scrub hedgerow and trees;
- iv) Planting methods, including specification and surfaces for underground structures such as tree pits;
- v) Surface water drainage and above ground rainwater harvesting solutions, (in accordance with the details required under conditions 7 and 8)

Reason: In the interests of amenity and conserving and enhancing the landscape character of the area.

52. All soft landscaping works shall be carried out in accordance with the approved details and shall be implemented in the first planting and seeding season following commencement of the use of the relevant phase of the development, unless otherwise agreed in writing by the Local Planning Authority. All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by Local Planning Authority.

Reason: In the interests of amenity and conserving and enhancing the landscape character of the area.

53. No development hereby permitted shall commence above slab level on:

- a) Phase 2
- b) Phase 3
- c) Phase 4

until full details of the hard landscaping associated with each element permitted within the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

The hard landscaping details shall include, but are not limited to the following:

- i) Samples/ specification of hard surfacing materials (including car parking areas)
- ii) Layout of surfaces including any kerbs, edges steps and ramps
- iii) Location and details of any structures or minor artefacts (including public art, furniture, refuse or other storage units, signs etc.)
- iv) Proposed and existing levels and falls

Reason: In the interests of amenity and conserving and enhancing the landscape character of the area.

54. The hard landscaping works shall be carried out in accordance with the approved details. All hard landscaping shall be completed in full before the relevant phase of the development is brought into use, or in accordance with a programme to be agreed in writing by the Local Planning Authority.

Reason; In the interests of amenity and conserving and enhancing the landscape character of the area, and to comply with South Downs Local Plan 2019 policy SD5.

55. No development hereby permitted shall commence above slab level on:
- a) Phase 2
  - b) Phase 3
  - c) Phase 4

until details of the positions, design, materials, height and type of means of enclosure to be erected within the relevant phase have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall be installed prior to the occupation of the relevant phase.

Reason: In the interests of amenity and conserving and enhancing the landscape character of the area.

56. No development hereby permitted shall commence above slab level on:
- a) Phase 2
  - b) Phase 3
  - c) Phase 4

until details illustrating the car park bay layouts and turning spaces, and EV charging points for the relevant phase have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the relevant phase being occupied/brought in to use. Thereafter the area shall be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway and to provide adequate space for the parking of vehicles.

57. The development hereby permitted on:
- a) Phase 2
  - b) Phase 3
  - c) Phase 4

shall not be occupied/brought in to use until the archaeological site investigation and post-investigation assessment (including provision for analysis, publication and dissemination of results and archive deposition) for the relevant phase has been completed and submitted to and approved in writing by the Local Planning Authority. The archaeological site investigation and post-investigation assessment shall be undertaken in accordance with the programme set out in the written scheme of investigation approved under Condition 6.

Reason: To enable the recording of any items of historical or archaeological interest, in accordance with policies SD12 and SD16 of the South Downs Local Plan 2019 coupled with the requirements of paragraphs 189-199 of the National Planning Policy Framework 2019.

58. The development hereby permitted on:
- a) Phase 2
  - b) Phase 3
  - c) Phase 4

shall not be occupied until a drainage validation report has been submitted to and approved in writing by the Local Planning Authority. The report shall include as built designs, along with evidence (including photographs) to demonstrate that the drainage system has been implemented as per the final agreed detailed drainage designs, including levels, gradients and depths (in accordance with condition 7).

Reason: To ensure satisfactory drainage, that meets the requirements of policy SD50 of the South Downs Local Plan 2019.

59. The development hereby permitted on:

- a) Phase 2
- b) Phase 3
- c) Phase 4

shall not be occupied until details of the cycle parking including position, design, materials and finishes have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the relevant phase being occupied/being brought in to use. The area shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: In order that the development makes satisfactory provision for cycles and to meet the objectives of sustainable development.

60. The development hereby permitted on

- a) Phase 2
- b) Phase 3
- c) Phase 4

shall not be occupied/brought into use unless and until details of refuse and recycling storage for the relevant phase have been submitted to and approved in writing by the Local Planning Authority. The approved refuse and recycling storage facilities shall be implemented prior to the occupation of the relevant phase and thereafter retained.

Reason: To ensure that adequate provision is made for the storage of refuse and recyclable materials and to protect the character and amenity of the area.

### Informatives

1. Please note that this development, with regard to the drainage arrangements, may require an environmental permit, a variation of an existing permit or an exception from an environmental permit from the Environment Agency. Further information can be found on the gov.uk website: <https://www.gov.uk/guidance/discharges-to-surface-water-and-groundwater-environmental-permits>
2. Your attention is drawn to the provisions of the Countryside and Rights of Way Act 2000 and Wildlife and Countryside Act 1981 (as amended) and in particular to Sections 1 and 9. These make it an offence to:
  - kill or injure any wild bird,
  - damage or destroy the nest of any wild bird (when the nest is being built or is in use),
  - damage or destroy any place which certain wild animals use for shelter (including all bats and certain moths),
  - disturb certain wild animals occupying a place for shelter (again, all bats and certain moths).

The onus is therefore on you to ascertain whether such birds, animals or insects may be nesting or using the tree(s), the subject of this consent, and to ensure you do not contravene the legislation. This may, for example, require delaying works until after the nesting season for birds. The nesting season for birds can be considered to be March to

September. You are advised to contact Natural England for further information (tel: 0845 601 4523).

3. The applicant is advised to enter into a Section 59 Agreement under the Highways Act, 1980 to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The applicant is advised to contact the Transport Development Control Team (01273 482254) in order to commence this process.
4. The applicant will be required to obtain a permit for any highway works in accordance with the requirements of the Traffic Management Act, 2004. The applicant should contact East Sussex Highways (0345 60 80 193) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the permit being in place.
5. The applicant is advised of the requirement to enter into discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway. The applicant should contact East Sussex Highways (0345 60 80 193)
6. The applicant is advised that the erection of temporary directional signage should be agreed with East Sussex Highways (0345 60 80 193) prior to any signage being installed.

## **11. Crime and Disorder Implications**

- 11.1 It is considered that the proposal does not raise any crime and disorder implications. The college campus is well managed and has a number of teaching staff and a caretaker living on site. The public and private areas of the college remain clearly legible and identified. The development will not change that status quo.

## **12. Human Rights Implications**

- 12.1 This planning application has been considered in light of statute and case law and any interference with an individual's human rights is considered to be proportionate to the aims sought to be realised.

## **13. Equality Act 2010**

- 13.1 Due regard has been taken of the South Downs National Park Authority's equality duty as contained within the Equality Act 2010.

## **14. Proactive Working**

- 14.1 The applicant has engaged in extensive and detailed pre-application discussions with officers and through Design Review Panel workshops. During the consideration of the current application, the SDNP and applicant have held additional meeting with statutory consultees to ensure that a development is brought forward that conserves and enhances the natural beauty, cultural heritage and wildlife of the Park.

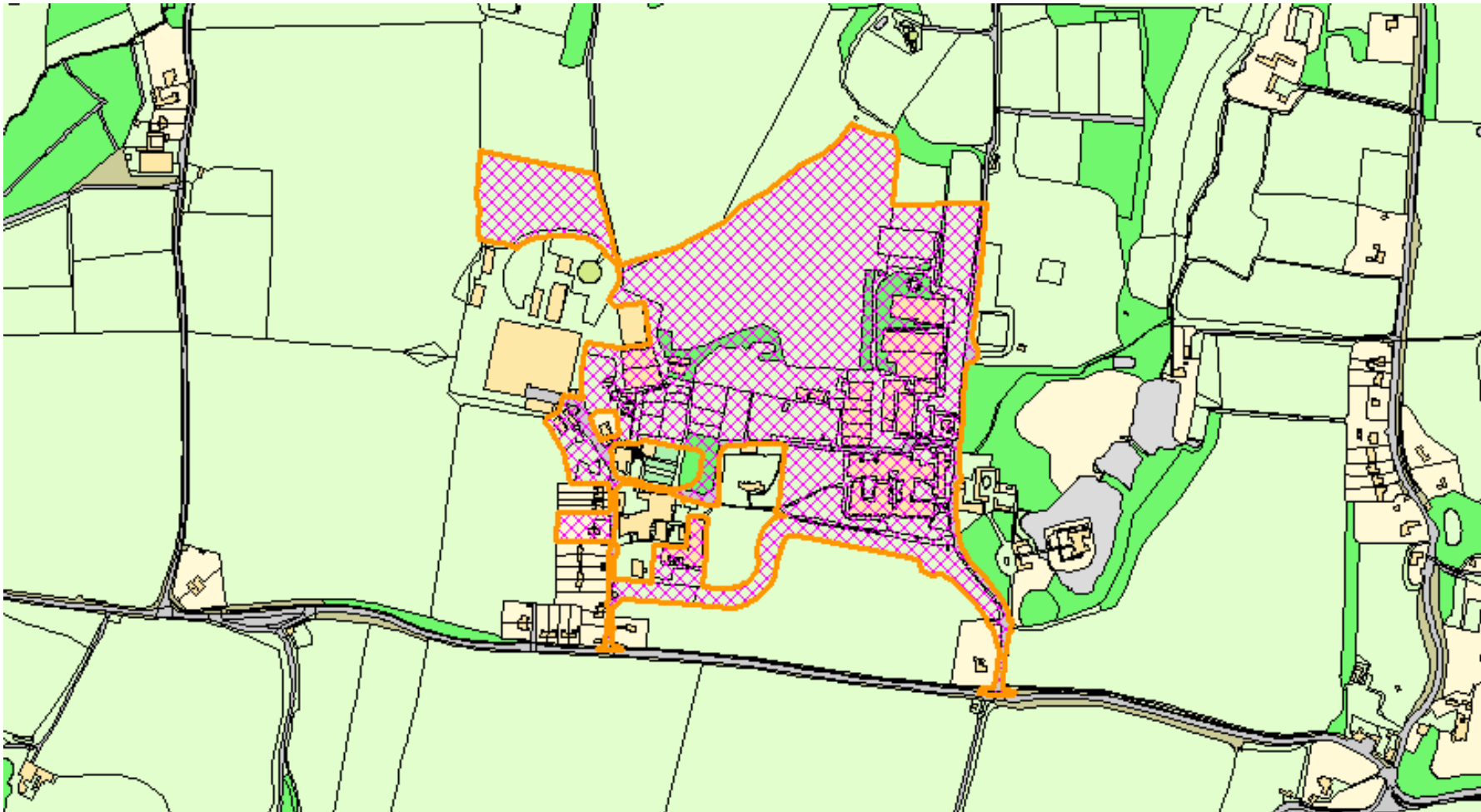
**TIM SLANEY**

**Director of Planning**

**South Downs National Park Authority**



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Appendices  
1. Site Location Map  
2. Plans Referred to in Consideration of this Application  
SDNPA  
Consultees  
Legal Services & Major Planning Projects and Performance Manager  
Background Documents  
Full Details of all planning application documents, plans and consultation responses  
South Downs Local Plan  
National Planning Policy Framework 2019  
South Downs Partnership Management Plan 2020 2025  
Plumpton Parish Neighbourhood Plan 2018



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**Plans Referred to in Consideration of this Application**

Plan type	Reference	Version	Date on plan	Date received	Status	Plan description
Plans	I319/MP/P1	-	01/12/2019	22/01/2020	Approve	Site Location Plan
Plans	I319/MP/P2	A	19/03/2020	20/03/2020	Approve	Block Plan
Plans	I319/MP/P3	-	01/12/2019	22/01/2020	Approve	Site Layout as Existing 1
Plans	I319/MP/P4	-	01/12/2019	22/01/2020	Approve	Site Layout as Existing 2
Plans	I319/MP/P5	-	01/12/2019	22/01/2020	Approve	Site Layout as Existing 3
Plans	I319/MP/P6	-	01/12/2019	22/01/2020	Approve	Site Layout as Existing 4
Plans	I319/MP/P7	-	01/12/2019	22/01/2020	Approve	Site Layout as Existing 5
Plans	I319/MP/P8	-	01/12/2019	22/01/2020	Approve	Site Layout as Existing 6
Plans	I319/MP/P9	-	01/12/2019	22/01/2020	Approve	Site Layout as Existing 7
Plans	I319/MP/P10	A	19/03/2020	20/03/2020	Approve	Site Layout Showing Removed 1
Plans	I319/MP/P11	A	19/03/2020	20/03/2020	Approve	Site Layout Showing Removed 2
Plans	I319/MP/P12	-	01/12/2019	22/01/2020	Approve	Site Layout Showing Removed 3
Plans	I319/MP/P13	-	01/12/2019	22/01/2020	Approve	Site Layout Showing Removed 4
Plans	I319/MP/P14	-	01/12/2019	22/01/2020	Approve	Site Layout Showing Removed 5
Plans	I319/MP/P15	-	01/12/2019	22/01/2020	Approve	Site Layout Showing Removed 6
Plans	I319/MP/P16	-	01/12/2019	22/01/2020	Approve	Site Layout Showing Removed 7
Plans	I319/MP/P17	A	19/03/2020	27/03/2020	Approve	Site Layout as Proposed

Plans	1319/MP/P18	A	19/03/2020	20/03/2020	Approve	Site Layout Detail as Proposed 1
Plans	1319/MP/P19	A	19/03/2020	20/03/2020	Approve	Site Layout Detail as Proposed 2
Plans	1319/MP/P20	-	01/12/2019	22/01/2020	Approve	Site Layout Detail as Proposed 3
Plans	1319/MP/P21	-	01/12/2019	22/01/2020	Approve	Site Layout Detail as Proposed 4
Plans	1319/MP/P22	-	01/12/2019	22/01/2020	Approve	Site Layout Detail as Proposed 5
Plans	1319/MP/P23	-	01/12/2019	22/01/2020	Approve	Site Layout Detail as Proposed 6
Plans	1319/MP/P24	-	01/12/2019	22/01/2020	Approve	Site Layout Detail as Proposed 7
Plans	1319/MP/P25	A	19/03/2020	20/03/2020	Approve	Site Layout Parking and Circulation as Proposed
Plans	1319/MP/P26	A	19/03/2020	20/03/2020	Approve	Site Layout Phasing Plan
Plans	1319/MP/P27	-	01/12/2019	22/01/2020	Approve	Site Layout Sources of Light Pollution - Baseline Plan
Plans	3219/P1	B	19/03/2020	27/03/2020	Approve	Phase 1 Block Plan
Plans	3219/S7/P7.1	-	01/12/2019	22/01/2020	Approve	Phase 1 - Site 7 Proposed Site Layout
Plans	3219/S7/P7.2	A	13/07/2020	13/07/2020	Approve	Phase 1 - Site 7 Proposed Site Layout Detail
Plans	3219/S7/P7.4	-	01/12/2019	22/01/2020	Approve	Ground Floor Plan
Plans	3219/S7/P7.5	-	01/12/2019	22/01/2020	Approve	First Floor Plan
Plans	3219/S7/P7.6	-	01/11/2019	22/01/2020	Approve	Roof Plan
Plans	3219/S7/P7.7	-	01/11/2019	22/01/2020	Approve	South-East & North-East Elevations

Plans	3219/S7/P7.8	-	01/11/2019	22/01/2020	Approve	North-West & South-West Elevations
Plans	3219/S7/P7.9	-	01/12/2019	22/01/2020	Approve	Cross - Section A-A
Plans	3219/S7/P7.10	-	01/12/2019	22/01/2020	Approve	Cross - Section B-B
Plans	3219/S7/P7.11	-	01/12/2019	22/01/2020	Approve	Cross - Section C-C
Plans	3219/S7/P7.12	-	01/12/2019	22/01/2020	Approve	CHP House - Plans and Elevations
Plans	3219/S8/P8.1	B	13/07/2020	13/07/2020	Approve	Phase I - Site 8 Proposed site layout detail
Plans	3219/S8/P8.3	A	19/03/2020	20/03/2020	Approve	Building A -Floor and roof plans
Plans	3219/S8/P8.4	A	19/03/2020	20/03/2020	Approve	Building A - Elevations
Plans	3219/S8/P8.5	-	01/12/2019	22/01/2020	Approve	Building B1-B2 – Floor and roof plans
Plans	3219/S8/P8.6	-	01/12/2019	22/01/2020	Approve	Building B1-B2 - Elevations
Plans	3219/S8/P8.7	-	01/12/2019	22/01/2020	Approve	Building C – Floor and roof plans
Plans	3219/S8/P8.8	-	01/12/2019	22/01/2020	Approve	Building C – Elevations
Plans	3219/S8/P8.9	-	01/12/2019	22/01/2020	Approve	Contextual elevations
Plans	3219/CP/PI	A	13/07/2020	13/07/2020	Approve	Phase I - Car Park 7 Proposed Site Layout Detail
Plans	3219/VG/PI	A	13/07/2020	13/07/2020	Approve	Phase I - Village Green Proposed Site Layout Detail
Plans	7081_I01	T3	10/02/2020	28/02/2020	Approve	Access plan and site location
Plans	7081_I02	T4	10/02/2020	28/02/2020	Approve	Access plan and coach swept paths

Plans	I0357_I03	T5	16/04/2020	21/04/2020	Approve	Drop off layby design
Plans	I0357_I04	T5	28/04/2020	28/04/2020	Approve	Access visibility splays
Plans	0115/P105		01/09/2017	17/07/2019	Approve	Parking layout as existing
Plans	HLA NH		19/03/2020	20/03/2020	Approve	Photographs Looking Towards Village Green Area (Annotated)
Plans	HLA 353 201		19/03/2020	20/03/2020	Approve	Section X-X Village Green
Plans	HLA 353 101		06/01/2020	07/02/2020	Approve	Planting plans A B C D
Plans	HLA			20/03/2020	Approve	Artistic impression of proposed village green
Report	MJB Architecture	Issue 2	01/12/2019	20/03/2020	Approve	Design and Access Statement
Report	MJB Architecture	Issue 4	01/07/2020	14/07/2020	Approve	Individual Development Site Details
Report	MJB Architecture	Issue 2	01/12/2019	20/03/2020	Approve	External lighting Assessment
Report	MJB Architecture	Issue 2	01/12/2019	20/03/2020	Approve	Planning Statement
Report	MJB Architecture		01/07/2019	22/01/2020	Approve	Planning Statement Appendix A
Report	MJB Architecture		01/07/2019	22/01/2020	Approve	Planning Statement Appendix B
Report	MJB Architecture		01/07/2019	22/01/2020	Approve	Planning Statement Appendix C
Report	MJB Architecture	Issue 3	01/07/2020	14/07/2020	Approve	Sustainability statement
Report	MJB Architecture	Issue 2	01/12/2019	20/03/2020	Approve	Waste minimisation statement
Report	MJB Architecture		01/12/2019	22/01/2020	Approve	Site 7 Design and Access Statement

Report	MJB Architecture		01/12/2019	22/01/2020	Approve	Site 7 Sustainability statement
Report	MJB Architecture		01/12/2019	22/01/2020	Approve	Site 8 Pig Unit Design and Access statement
Report	190650/2019353		Dec 2019	30/01/2020	Approve	Archaeological and Geological Evaluation report
Report	10357		01/02/2020	28/02/2020	Approve	Flood Risk Assessment
Report	HLA 196 R10	A	01/07/2019	16/07/2019	Approve	Landscape Strategy and Appendices
Report	HLA 196 R01	B	10/7/2019	16/07/2019	Approve	Landscape and visual impact assessment
Report	7081/2.3		01/07/2019	12/07/2019	Approve	Transport assessment
Report	RFE-02339-19-01		01/04/2019	12/07/2019	Approve	Environmental Assessment
Report	161133/2019225		01/08/2019	13/08/2019	Approve	Heritage Statement
Report	161133/2019225		01/08/2019	13/08/2019	Approve	Archaeological desk based assessment
Report	190650		01/10/2019	06/11/2019	Approve	Written Scheme of Investigation
Report	UR2019-131		08/07/2019	10/07/2019	Approve	Utilities Report
Report	10357	Addendum	01/04/2020	28/04/2020	Approve	Flood Risk Assessment – Addendum Report April 2020
Report	The Ash Partnership		01.06.2020	23.06.2020	Approve	Supplementary Breeding Bird Survey Report
Report	MJB Architecture	Issue 1	01.07.2020	14/07/2020	Approve	Loss and gain of hedgerow and trees