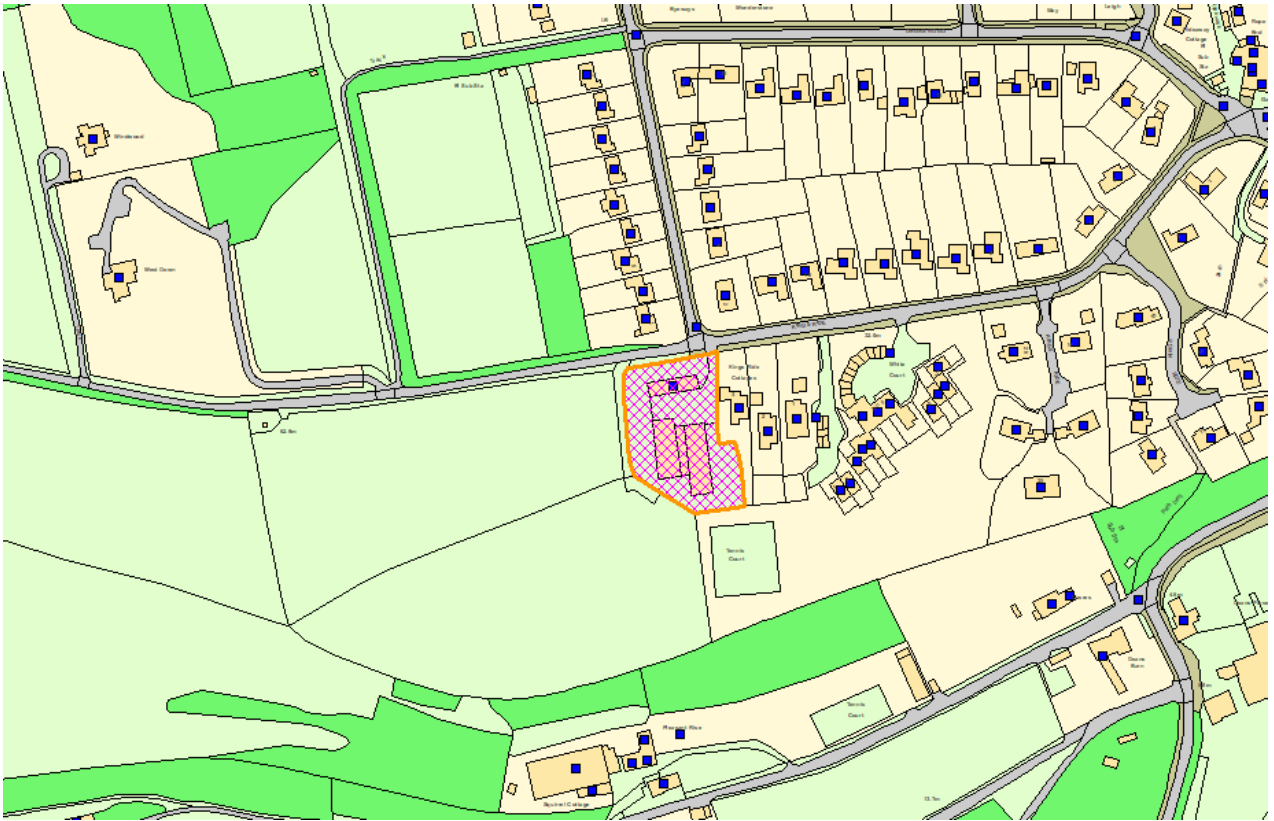


Report to	Planning Committee
Date	15 February 2024
By	Director of Planning
Application Number	SDNP/23/03986/FUL
Applicant	S&F Carr and Daughters
Application	Demolition and re-use of existing buildings to provide 7 residential units with associated parking and landscaping
Address	Kings Ride Farm, Kings Ride, Alfriston, East Sussex, BN26 5US

Recommendation:

- 1) **That authority be delegated to the Director of Planning, in consultation with the Chair of the Planning Committee, to grant planning permission subject to:**
 - i. **The satisfactory consideration and resolution of technical matters relating to ecology and site access following consultation with the Authority’s ecologist and the County Highway Authority;**
 - ii. **The conditions and informatives set out in paragraph 10.1 of the report and any amendments or others required to address technical matters relating to ecology and the site access**
 - iii. **A S.106 legal agreement, the final form of which is delegated to the Director of Planning, to secure two affordable homes of the following mix and tenure:**
 - **1 No 1-bedroom dwelling (intermediate home ownership);**
 - **1 No 2-bedroom dwelling (affordable rent); and**
 - 2) **That authority be delegated to the Director of Planning to refuse the application with appropriate reasons if the legal agreement is not completed, or sufficient progress has not been made within 6 months of the Planning Committee meeting of 15 February 2024.**
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Executive Summary

- The proposal is for the refurbishment and redevelopment of the existing agricultural site to provide 7 residential units. The site is located at the western end of Alfriston and directly abuts the South Downs Way as it joins Kings Ride, a residential street.
- Given the principle of the development is established through the site's allocation in the SDNP Local Plan, the main issues for consideration relate to design and landscape, affordable housing, housing mix, neighbouring amenity, ecology and trees, drainage and highways, which are laid out in detail in the following report.
- The scheme is considered to present a landscape-led approach that, through the treatment of its buildings, spaces and materials chosen, has clearly understood the site and its context.
- The scheme lacks sufficient detail with regard to ecology, with additional information and clarification requested by the Authority's ecologist. Further, additional information has been submitted to the County Highway Authority regarding the detailed access design and swept path analysis. The resolution of these issues is recommended to be delegated to the Director of Planning, subject to the satisfactory consideration and resolution of the above technical matters relating to ecology and site access following consultation with the Authority's ecologist and the County Highway Authority.
- The application is placed before the Planning Committee due to the sensitive countryside location of the site and the scale, design and nature of the proposals.

1. Site Description

- 1.1. The site relates to Kings Ride Farm in Alfriston, a disused farmstead on the edge of the village and approximately 200 metres to the west of the Alfriston Conservation Area. It is prominently located on high ground adjacent to the South Downs Way. It is also visible in longer views from the South Downs Way against the backdrop of Alfriston village, and views into and out from the Conservation Area.
- 1.2. The site is of an irregular-almost rectangular shape, mostly developed with agricultural buildings and hardstanding. A track and dense vegetation (trees and informal hedges) define the north and west boundaries.
- 1.3. The area is surrounded by 20th Century residential development to the north and east. The landscape is relatively open to the west, with some woodland and scrubby areas in the distance. The land raises significantly towards the west. To the south is an open field and 2 tennis courts, separated by a mature hedgerow. To the east are 3 residential properties, 1 – 3 Kings Ride Cottages, with no. 3 directly abutting the boundary of the site. There is mature hedging on no. 3's boundary, with the property set at a lower level than the application site.
- 1.4. The site is located in the Dark Skies Transition Zone (E1b.)

2. Relevant Planning History

- 2.1. The following is the most relevant planning history pertaining to the site:
 - SDNP/21/05334/PRE Demolition of existing agricultural buildings to accommodate new residential development with associated landscaping. Advice provided 09.10.2023.
 - Advice concluded several rounds of pre-application advice and the Design Review Panel, following a number of officer workshops and DRP sessions.
 - As of June 2023 the scheme was progressing well and only minor amendments were required prior to the submission of a formal application.
 - At the point of issuing the advice, the full planning application had been submitted.
 - SDNP/20/05520/PRE Demolition of existing agricultural buildings to accommodate new residential development with associated landscaping. Advice provided 07.05.2021.
 - Comments regarding layout and building design have been identified and require further consideration and amendment.

- The proposed layout plan should be used as a starting point in the development of the final scheme.
- The final design and layout of the buildings should consider impacts on the nearby residents and the future occupiers of the new dwellings living conditions, particularly to the east of the site.
- Existing Green Infrastructure (GI) should be assessed as well as opportunities to reinforce and connect existing GI through the new development.
- SDNP/19/03662/PRE Demolition of Existing Agricultural Buildings to Accommodate New Residential. Development with Associated Landscaping. Advice provided 20.01.2020.
 - The Pre-application submission document has identified basic landscape evidence for the site and revised options 9 and 10 (Layout Options B) have been positively influenced by evidence and should form the basis for more definitive design proposals.
 - Recommend that further landscape evidence, including constraints and opportunities is gathered. This would include ecology surveys, existing Green Infrastructure, drainage information, pattern of development and materials in the locality, easement of the adjacent gas pipeline, ground levels and public views.
 - The evidence can be used to inform design layout, buildings and amenity space.
 - Highways Authority advised that any full planning application addresses: a) suitable vehicle, pedestrian and cycle access; b) appropriate on-site parking (vehicles and cycles), c) appropriate vehicle turning; d) trip generation; e) improvements to the local network and f) impact of the development on the highways network.
 - These are fundamental concerns that should be addressed in any revised layout as distance between the proposed buildings and neighbour properties seems insufficient and the scale of proposed buildings disproportionate in that context.
- SDNP/18/00588/PRE Proposed redevelopment of farmyard. Advice provided 11.10.2018.
 - The principle of introducing residential development on the site would likely be acceptable in accordance with the allocation in the submitted SDNPA Local Plan.
 - Further consideration of the proposed design and layout will be required particularly with regard to the impact upon landscape character to ensure the proposed development enhances the site.
 - Further consideration of the proposed housing mix and affordable housing is required to set the parameters for an appropriate development.

3. Proposal

3.1. The application proposes the refurbishment and redevelopment of the site to provide 7 residential units. The supporting structure of the former grain store building would be retained to accommodate 6 units over 2 floors. The 7th unit would be positioned towards the southern boundary of the site and would comprise a 2-storey detached dwelling. The site would be accessed from the existing access from Kings Ride and 11 car parking spaces would be provided within 2 new single storey buildings positioned to the northern and eastern boundaries of the site.

3.2. The following mix of units is proposed:

Dwelling Size	Open Market	Affordable	Total
1-bed	0	1	1
2-beds	2	1	3
3-beds	2	0	2

4+ beds	1	0	1
Total	5	2	7

3.3. The proposed development would be focussed on a shared central courtyard, to include shared allotments adjacent to the eastern boundary. The units would have their own private garden amenity space. The area adjacent to the western boundary would be retained for biodiversity enhancement.

3.4. The application proposes to provide 14 secure, covered cycle parking spaces (2 per dwelling). 9 of the 11 car parking spaces would have electric vehicle (EV) charging units, under cover.

4. Consultations

4.1. Parish Council: Objects.

- The dwellings should be proper homes and not used as bed and breakfast accommodation/ holiday lets due to their layout.
- The dwellings do not have proper gardens.
- The back of the shed is very close to a neighbouring property and therefore will block the light, and breaking the 25 degree rule.
- Concern about the exit from the site to cyclists coming at speed down the South Downs Way.
- Concern about who will be managing the communal area, allotments, etc. so that it did not fall into disrepair and become an eyesore.
- Concern about the soakaway and drainage and whether this was going into the main sewage system. Also, the positioning of the soakaway which could lead to flooding in neighbouring properties.
- Questioned whether sufficient parking on site for the number of houses.

4.2. Dark Skies: No objection.

4.3. SDNPA Design Officer: No objection, subject to conditions.

- An excellent layout that responds very well to the site's opportunities and constraint. It has a positive response to the edge of settlement to the countryside beyond.
- Revised parking building is much improved, less impacts on neighbour's amenity and daylight.
- Revised parking spaces now acceptable. Important that all plots have EV charging.
- Clarification is required re. shared/public/managed space, particularly with regard to rear gardens. Management should be secured via plan and condition.

4.4. SDNPA Landscape Officer: No objection, subject to conditions.

- It is clear through the treatment of its buildings, spaces and the materials chosen that this site has been carefully understood.
- Most importantly the site has been allowed to dictate the form of the development, with its existing character being valued and used as direct inspiration for the scheme.
- The proposal demonstrates a landscape-led approach and adherence with SD4.

4.5. County Ecologist: Holding objection. Comments:

- Insufficient information has been provided to assess the potential impacts on biodiversity and to inform appropriate mitigation, compensation and enhancement.
- Further advice will be provided upon receipt of additional information.

- 4.6. **Lead Local Flood Authority:** No comments.
- 4.7. **County Highway Authority:** Holding objection.
- Detailed design of access required.
 - Swept path analysis for a 12m vehicle required.
 - Visibility splays, trip generation, parking quantum and cycle parking acceptable.
- 4.8. **County Rights of Way Officer:** Objection.
- Any increased vehicular use on Kings Ride stands potentially to impact the safety of bridleway users where the SDW meets the main highway.
 - There is a particular concern at this location over the safety of cyclists joining the adopted highway and continuing eastwards along Kings Ride.
 - Concerns raised re. proposed parking building in closer proximity to Kings Ride in terms of visibility and safety.
- 4.9. **SDNP National Trails & Countryside Access Officer:** Comments.
- Concern that the proposed development could have a potential negative impact on users of the public right of way (Public Bridleway 12a).
 - The development will increase vehicle activity at this location with its access driveway forming a three-way junction with the adopted highway and bridleway.
 - The proposed car ports on the northern edge of the site are positioned further towards the bridleway and will therefore reduce the existing sight lines westward along the bridleway when exiting the driveway, increasing the risk of collisions, particularly with cyclists that are travelling downhill towards the junction.
- 4.10. **Wealden District Council Housing Officer:** No objection.
- The proposed development includes 2 affordable units to be provided on site and so meets the proportion requirements of policy SD28.
 - It is recommended that the 2-bed house is designated as rented accommodation.
 - As an intermediate unit there would be more flexibility to market the 1-bed unit as a 1-bedroom house including study area as the prospective occupants are likely to want to purchase a property slightly larger than they need.
- 4.11. **SDNPA Tree Consultant:** No objections raised.
- 4.12. **Natural England:** No response received.
- 4.13. **Southern Water:** No objection.
- 5. Representations**
- 5.1 24 letters of objection, from 17 addresses were received in response to the initial submission, including one letter from CPRE Sussex raising the following concerns:
- Design, landscape, setting
- The number of houses proposed is excessive.
 - Unclear if the site is within the established development boundary.
 - Lack of proper, usable gardens.
 - Previous proposals were more in keeping.
 - Plans do not enhance the western boundary, the gateway from the South Downs Way.
 - Extends the footprints and dominance of existing buildings, increasing visual impact.

- No rationale to replicate redundant buildings that served a process in the past, to the detriment of how the village has adapted.
- The proposal is dominating and unattractive.
- The siting of the car/bin shed adjacent to the South Downs Way increases the appearance of urbanisation.
- Build density and design is out of keeping with the surrounding area.
- Buildings would be a little higher than the farm buildings they replace.
- SDNP should be even more rigorous in maintaining the open aspect of the park and use this opportunity to enhance the gateway to the village of Alfriston.
- Impact of parking barn on the streetscene.
- Proposals are too landscape-led.

Residential amenity

- Loss of light and marginal infringement of 25 degree rule - the applicants should conduct and submit a detailed BRE Daylight and Sunlight Study as part of the application.
- Other options for the siting of the car sheds were considered, which would have been far less intrusive have been dismissed.
- The proposed structures on the eastern boundary will negatively impact the adjoining property both socially and financially.

Access, parking, rights of way

- Parking provision is inadequate.
- Would result in more cars parked on roadside, blocking driveways.
- Car Shed A would obstruct sight lines/views from South Downs Way resulting in safety concerns for users.
- Wealden District Council planning records will show that to protect the South Downs Way pathway and ambience, the building line of Kings Ride Cottages had to be a minimum of 50 feet from the Highway. Car Shed A does not comply with this.
- Disingenuous to compare the previous agricultural traffic to residential traffic.
- An application in the 1980s was refused owing to traffic incompatibility. If it was decided 40 years ago that the potential increase in traffic was incompatible with the local environs, to suggest that 3 times this volume can now be accommodated appears to defy all rationality.

Management, use

- Important that any development provides places for people to live (not holiday accommodation).
- Any buy-to-let/holiday accommodation use would diminish the community feel of Alfriston.
- The 'drainage pond' will attract rats and mosquitoes.
- Concerns around the management of the drainage pond, communal buildings and areas.
- Concerns re. access to rear of garages and possible trespassing.
- The proposed design would not encourage young families to move to the area.
- Concerns dwellings will become 'second' homes.
- Need for affordable housing for small families and those downsizing, releasing larger properties for larger families.

Flooding, drainage

- Surprised that the development proposes to join the main sewer at I The Broadway as previous proposals to do this were unviable due to the required upgrade.
- Drainage arrangements are unclear and may be inadequate.
- Hard to believe that permeable paving alone will be sufficient to prevent run off to neighbouring properties downhill from the site.
- Care must be taken to ensure that the drainage arrangements will not cause problems for neighbouring properties.
- Any form of traditional soakaways or retention ponds must not be implemented on this site under safety grounds.
- No mention of foul drainage.
- Sewage capacity in the area has been exceeded already.

Environmental

- It is likely that a significant amount of carbon pollution will be generated from removal and replacement of the on-site soils.
- Bin stores will result in odours bearing negative impacts from smells and flies onto neighbouring residents.

Trees

- The proposal includes the felling of a tree on third party land without prior consent which would devastate flower bed and shrubs, and also uproot the foundations of a driveway. Removal of trees is against the core principles of the National Park Authority to protect the area for the enjoyment of all.
- Requests that a TPO be served on a number of trees.

Other

- Recent refuse collection strikes demonstrate the lack of local infrastructure for new housing.
- Disappointing that SDNP adopt the planning criteria of their urban counterparts.

5.2 The occupiers of adjacent dwelling, 3 Kings Ride Cottages, commissioned a 'Daylight and Sunlight Scoping Assessment' to support their letter of representations.

6. Planning Policy

Particularly Relevant Sections of the National Planning Policy Framework:

- NPPF05 - Delivering a sufficient supply of homes i
- NPPF11 – Making effective use of land
- NPPF12 - Achieving well-designed and beautiful places
- NPPF15 - Conserving and enhancing the natural environment

Most relevant Policies of Adopted South Downs Local Plan (2014-2033) (A full list of relevant policies can be found in Appendix I)

- SD4: Landscape Character
- SD5: Design
- SD9: Biodiversity and Geodiversity
- SD11: Trees, Woodland and Hedgerows
- SD25: Development Strategy
- SD27: Mix of Homes

- SD28: Affordable Homes
- SD59: Kings Ride, Alfriston

Relevant Policies of South Downs Management Plan (2020-2025)

- Policy 1
- Policy 3
- Policy 25
- Policy 28
- Policy 50
- Policy 57

Other Relevant Policy Documents (including SPDs and TANs)

- SDNPA Affordable Housing SPD (Jul 2020)
- SDNPA Design Guide SPD (Jul 2022)
- SDNPA Parking SPD (Apr 2021)
- SDNPA Sustainable Construction SPD (Aug 2020)
- SDNPA Biodiversity TAN (Jan 2022)
- SDNPA Dark Skies TAN (May 2021)
- SDNPA Ecosystem Services TAN

7. Planning Assessment

7.1. The main matters for consideration relate to:

- Principle of development
- Landscape and design
- Dark Skies
- Housing Mix and Affordable Housing
- Access, Highways and Parking
- Impact on Amenity of neighbours
- Sustainable Construction
- Trees, Ecology and Ecosystem Services
- Flooding and Drainage

Principle of development

- 7.2. The proposal is not considered to constitute major development for the purposes of policy SD3 and paragraph 183 of the NPPF. The NPPF accompanying footnote 64 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. In this case, the proposal is relatively discreet and the site has been allocated for the use proposed. Any adverse impacts on the designation as a result of development will not be significant.
- 7.3. Development plan policies and in particular the NPPF places 'great weight' on conserving the landscape and the scenic beauty of national parks, which have the highest status of protection. This is in line with the first purpose of a National Park, which is to conserve and enhance the natural beauty, wildlife and cultural heritage of the area.
- 7.4. Policy SD1 encourages a presumption in favour of sustainable development where development

proposals accord with other relevant policies in the South Downs Local Plan and the National Park's statutory purposes. Policy SD25 of the South Downs Local Plan (SDLP) directs new development to within settlement policy boundaries, where proposals are of a scale and nature appropriate to the character and function of the settlement in its landscape context.

- 7.5. The site is allocated for 6 to 8 residential units within Allocation Policy SD59. The site is located within the defined settlement policy boundary of Alfriston. The proposal comprises a residential scheme of 7 dwellings and on the basis of SD59 this is acceptable subject to the following criteria of SD59:
- a) A suitable transition in built form and fabric from the low density residential development to the east and north and the open countryside to the south and west;
 - b) Private amenity space and vehicular parking to be suitably sited and landscaped;
 - c) Boundary treatments appropriate for a site adjacent to open countryside;
 - d) The existing vehicular access should be retained;
 - e) The site layout must not include opportunities to provide future vehicular access into adjacent fields;
 - f) Sufficient easement to the adjacent gas pipeline; and
 - g) No significant harm to the amenity of the South Downs Way.

The policy continues to say that in order for the development to have an overall positive impact on the ability of the natural environment to contribute to ecosystem services, development proposals must address the following:

- a) Protect and enhance trees within the site where possible, and where trees are lost, provide at least the equivalent in new tree planting on site;
- b) Minimise hard surfaced areas on site; and
- c) New planting that should be suitable for pollinating species.

- 7.6. The development of the site for a C3 residential use is therefore acceptable in principle, subject to compliance with the criteria of policy SD59 and requirements of other relevant policies.

Landscape and design

- 7.7. The first statutory purpose of the National Park is to conserve and enhance the natural beauty, wildlife and cultural heritage of the area, and development within it must accord with this purpose.
- 7.8. Policies SD4 and SD5 of the South Downs Local Plan require proposals to conserve and enhance existing landscape character features, make a positive contribution to the overall character and appearance of the area, and be of a landscape-led design. Policy SD6 supports proposals that preserve the visual integrity, identity and scenic quality of the National Park, including views from public rights of way.
- 7.9. Criterion 1a) of Policy SD59 requires development proposals to provide a suitable transition in built form and fabric from the low density residential development to the east and north and the open countryside to the south and west.
- 7.10. Concerns have been raised by third parties with regard to the principle of replicating agricultural buildings, the design and appearance of the proposed development and the visual impact of the development on the wider landscape. Other concerns are raised regarding the availability of private amenity space for future occupiers and the suitability of this for families etc.
- 7.11. The Design and Landscape Officers are supportive of the proposed development. The Landscape Officer considers that the proposal, through the treatment of its buildings, spaces and materials chosen, has clearly understood the site and its context. The site has been allowed to dictate the form of the development, with its existing character being valued and used as direct inspiration for the scheme. The result is a scheme that is landscape-led and of its place, in adherence with Policy SD4.

- 7.12. The applicant has worked closely with Officers and the DRP to create a scheme that is the antithesis of ‘anywhere’ development. The development embraces the site’s character through reusing structures and simple, well-suited material choices. Thoughtful repurposing of the frame and materials such as the steel trusses builds on the site’s past modest land-uses ensuring that the site’s character is conserved and enhanced. With simple space design of soft and hard landscaping, the site has not been hidden away and its past is clearly understood through the design and provides an appropriate junction between the village and the open countryside. The design and appearance of the development is considered to be well conceived and acceptable.
- 7.13. Some queries were raised regarding the private amenity spaces proposed to the rear (west) of the barn units. It was not immediately clear as to the extent of these areas and how they would be managed going forward. The applicant has provided additional plans which demonstrate the form and size of the amenity spaces. It is acknowledged that these spaces are small and not strictly in accordance with the Authority’s Design SPD in terms of rear garden amenity depth. However, it is a material consideration that 4 of the proposed units within the barn redevelopment would benefit from large ‘winter gardens’ which are semi-outdoor spaces which can be used for a variety of means including storage, clothes drying and entertaining. Further, the whole development benefits from a shared courtyard and allotment space. On this basis, whilst unique in its design, the future occupiers of the proposed development would benefit from a range of private and semi-private amenity space as well as communal, outdoor space. This is considered acceptable.
- 7.14. It is noted that there would be some regrading of the bank to the west of the application site. As this is a key boundary of the site given its presentation to the South Downs Way. Further information from the applicant clarified this area in terms of scrub clearance and retention, regrading and boundary treatment. Conditions are recommended with regard to landscaping, slope regrading and the ongoing management. On the basis of this submitted information and conditions, the treatment of this area is considered acceptable and in accordance with Criterion 1a) of Policy SD59 by providing a suitable transition from the residential development to the east and north and the open countryside to the south and west.
- 7.15. A number of conditions relating to materials, hard and soft landscaping and drainage are recommended to ensure that the detailed design elements meet expectations.
- 7.16. In summary, the proposal is considered to be acceptable in design and landscape terms, and in accordance with policies SD4, SD5, SD6 and SD59.

Dark Skies

- 7.17. Policy SD8 requires proposals to take all opportunities to reduce light pollution and ensure that the measured and observed sky quality in the surrounding area is not affected.
- 7.18. The site falls within the dark skies zone EI(b), a transition zone. In this zone, the sky quality is likely to increase into the surrounding area and lighting would be expected to comply with the EI(b) transitional ambient lighting zone for external lighting.
- 7.19. The proposed development includes 4 large, high-level roof lights in the main barn as well as 8 small rooflights. The proposal seeks to mitigate its impact by reducing the percentage glazing, orienting the rooflights towards the east and using semi-permeable timber screens on elevations to reduce internal spill.
- 7.20. However, the Authority’s dark skies consultant considers that the proposed rooflights present the largest threat to the protection of the dark skies as they are atypical of normal domestic rooflights. Timber screens aside, there remains a high potential for internal light spill directly upward which could reduce sky quality in the immediate locale and produce additional bright sources of light when viewed from the surrounding landscape.
- 7.21. Notwithstanding this, it is noted that the larger rooflights would serve the semi-external ‘winter gardens’ which to an extent would be self-limiting in terms of night-time use owing to outside temperatures. The Authority’s dark skies consultant considers that whilst it would be preferable to remove the rooflights, this would require a significant re-design and would deprive the winter gardens of natural daylight thus requiring greater lighting and energy costs which would conflict

with sustainability aims. As such, automated blackout blinds are recommended for these areas, which would be secured by condition.

- 7.22. It is considered appropriate to secure an appropriate external lighting scheme to protect dark skies and wildlife via a suitably worded condition.

Housing Mix and Affordable Housing

- 7.23. Policy SD28 of the SDNP Local Plan sets out the proportion of affordable housing to be delivered on sites. For a site with 6 to 7 homes, it requires that 2 affordable homes should be provided at least, 1 of which is a rented affordable tenure, with a preference towards Social Rent over Affordable Rent. There is also an expectation that the units will be provided on site.

- 7.24. The application is seeking to provide a total number of 7 residential dwellings in the following mix:

Type	1-bed	2-bed	3-bed	4+ bed
No.	1	3	2	1

- 7.25. The dwelling would be in the form of 1-detached unit and 6 units within the redeveloped barn.
- 7.26. 2 of the units (1 x 1-bed and 1 x 2-bed) are proposed to be affordable housing units. The 2-bed unit would be affordable rent and the 1-bed unit would be intermediate home ownership. This would accord with the proportion requirements of Policy SD28.
- 7.27. The Wealden Housing Officer refers to the Alfriston Parish Housing Needs Survey which identifies that there is a need for smaller affordable units, particularly 1-bed units. The affordable housing units proposed for the development include a 1-bed house and a 2-bed house. However the actual layout and size of the units are very similar, both measuring 88 square metres (which is very large even for a 2-bed property), the only difference is that the design of the 1-bed unit incorporates a study area in place of the 2nd bedroom.
- 7.28. The Wealden Housing Officer recommends that the 2-bed house is designated as rented accommodation. As an intermediate unit there would be more flexibility to market the 1-bed unit as a 1-bedroom house including study area as the prospective occupants are likely to want to purchase a property slightly larger than they need.
- 7.29. In summary, the proposed mix and tenure of both the market and affordable units is considered to be acceptable and in accordance with policies SD27 and SD28; and will achieve the accessible design standards required by SD27 and the Design Guide SPD.

Access, Highways and Parking

- 7.30. Policies SD19 and SD22 seek to promote sustainable modes of transport, and parking provision that is appropriate to the site’s needs and accessibility to facilities and services, and of a location, scale and design that reflects its context. Policy SD21 promotes the safety and amenity of all road users and safe, direct walking and cycling routes.
- 7.31. Criteria b) and d) of Policy SD59 require vehicular parking to be suitably sited and landscaped and for the existing vehicular access to be retained.

Access and use

- 7.32. The application site would be accessed via the existing site access from Kings Ride (as required by Local Plan Policy SD59). The access is to remain in the same location however will be modified to accommodate waste refuse buildings, and widened to 10m. The detailed design of how the access would be modified has not been submitted and has been requested by the County Highway Authority (CHA). In addition, whilst a swept path analysis for an 11m vehicle has been provided, the CHA has requested a 12m swept path analysis. This information has now been submitted and is with the CHA for review. Members will be updated accordingly.
- 7.33. The CHA considers that the estimated trip generation is not significant and the existing road networks should manage with the increase in traffic movements. The visibility splays are considered acceptable, with the submitted plans demonstrating visibility splays of 2.4m x 43m

which is considered suitable for a 30mph zone.

- 7.34. Concerns were raised by third parties regarding the proximity of the proposed parking building at the north of the site to the highway with regard to highway and bridleway safety. It is acknowledged that the parking building will be closer to Kings Ride than the existing built form, however the CHA have not raised objection or concerns in this regard or with regard to visibility.
- 7.35. Following the concerns raised by the County Rights of Way Officer and the SDNPA Access Officer, the applicant has submitted amended plans which include a double row of granite sets across the access to encourage careful access and egress to and from the site. Additional information relating to the detailed access design and larger vehicle tracking has been submitted and is currently with the CHA for review.

Parking

- 7.36. Policy SD22 sets out that development proposals will be permitted if they provide an appropriate level of private cycle and vehicle parking to serve the needs of that development in accordance with the relevant adopted parking standard for the locality.
- 7.37. Concerns were raised by third parties with regard to parking arrangements in terms of space provision within the site and the impact of visitor parking spilling out onto the road, as Kings Ride is already used frequently by South Downs Way users. Noting the concerns with regard to blocking existing driveways, Officers consider that the parking provision is sufficient in relation to the number and bedroom size of the proposed dwellings and refusal on this element would not be justified. It is considered that the development will not lead to a proliferation of off-site/on-street parking.
- 7.38. 11 allocated parking spaces are proposed. The County Highway Authority confirms that this is in accordance with the SDNP parking calculator and is acceptable. Visitors are expected to park within the courtyard or on the street which is acceptable, noting that there are no parking restrictions on Kings Ride or The Broadway. 7 electric vehicle charging points are proposed, which is sufficient for one per dwelling.
- 7.39. Initial concerns were raised by the Design Officer with regard to the size of the parking bays including those within the car shed and the disabled space, falling short of the SDNP Parking SPD guidelines. Following discussions, the applicant provided amended plans which slightly reconfigured the parking arrangements to ensure compliance with the guidelines.
- 7.40. It is recommended that the final decision to grant permission be delegated to the Director of Planning until the requested information regarding detailed access design and swept path analysis is sufficient and is confirmed as acceptable by the CHA along with any recommendations or additional conditions that may be required.

Rights of way

- 7.41. Criterion g) of Policy SD59 requires that development ensures that there is no significant harm to the amenity of the South Downs Way. The South Downs Way runs east-west along Kings Ride where it becomes a gravel track climbing up into the Downs.
- 7.42. Concern has been raised by a number of third parties including the County Rights of Way Officer and the SDNPA National Trails and Countryside Access Officer that the proposed development will add to an existing safety concern where the bridleway joins the main highway at Kings Ride. It is considered that any increased vehicular use on Kings Ride stands to potentially impact the safety of bridleway users, particularly the safety of cyclists who approach the junction with The Broadway at speed.
- 7.43. The County Rights of Way Officer notes that the issue is primarily an existing problem with cyclist behaviour, but the concern relates to an exacerbation of the problem caused by the development. At present, the visibility for bridleway users and for vehicles exiting the farm is dependent on the management of vegetation on the application site. The current proposal would site the northern car barn 1.5m from the site boundary (compared to the existing 12m), removing the existing vegetation.

- 7.44. The SDNPA National Trails and Countryside Access Officer has suggested that, in order to mitigate the safety concerns noted, the applicant provide a vehicular gate (for private access) and a bridle gate (for public access) adjacent to one another at the bottom of the public bridleway where it meets the adopted highway. This solution is considered to slow all bridleway users down before joining the road and give motorists entering or exiting the application site more time to check for other users, with greater visibility.
- 7.45. Whilst it is likely that this suggestion would have the desired effect of improving safety on the highway, it would not be reasonable for this to be a requirement of any grant of permission given that the land required falls outside of the application red line and the applicant's ownership. It is clear that the issue lies with the bridleway users. Further, it is a material consideration that the lawful use of the site is agricultural and traffic movements associated with this use could be increased at any point without any further grant of permission. Notwithstanding this, the applicant has provided amended access plans which include a double row of granite setts across the access to encourage careful access and egress to and from the site. It should be noted, as set out above, that the CHA have confirmed that the proposed visibility splays are acceptable and no specific concerns have been raised with regard the access and egress of the site.
- 7.46. The proposed layout does not provide opportunities to enable further vehicular access to fields adjacent to the site, in accordance with Criterion 1e) of Policy SD59.

Cycling

- 7.47. With regard to cycle parking, the ESCC guidance suggests that 2 spaces per dwelling are required. Given that there are 7 dwellings in the proposed development and submitted plans provide parking for 14 bikes either within the winter gardens or dedicated cycle storage, this is considered acceptable.
- 7.48. In light of the above, and subject to the CHA's agreement to the revised access information, the proposal is considered to be acceptable in terms of highways and parking, and in accordance with the requirements of policies SD19, SD21, SD22 and SD59.

Amenity

- 7.49. Policy SD5 k) requires proposals to have regard to avoiding harmful impact upon, or from, any surrounding uses and amenities.
- 7.50. Concerns have been raised with regard to neighbour amenity in relation to the proposed car parking barn on the eastern elevation. The closest residential property is 3 Kings Ride Cottages, to the east of the application site. It is noted that the occupiers of this property have made a number of representations, including commissioning a 'Daylight and Sunlight Scoping Assessment' which has been submitted to the Authority.
- 7.51. Following an assessment by the SDNP Design Officer, Officers raised initial concerns with the applicant regarding the height and roof pitch of the proposed car parking barn on the eastern boundary adjacent to 3 Kings Ride Cottages, as it was considered that this element of the development could result in a minor loss of light to the neighbouring occupiers. Following discussions with the applicant, amended plans were submitted which altered the pitch of the roof and reduced its height such that there would be no material loss of light to the neighbouring property. On this basis, Officers consider that this matter has been satisfactorily addressed.
- 7.52. The closest elements of habitable accommodation to the neighbouring property are the first floor windows proposed in the detached unit towards the rear of the site. 2 windows are proposed in the eastern elevation. These windows would be approximately 7.5m from the shared boundary with 3 Kings Ride Cottages. It is considered, however, that this area of the adjacent property is not primary amenity space, being a very narrow strip of lawn. Further, the rooms that these windows would serve would be secondary windows on bedrooms which would not be considered primary habitable spaces. In addition, owing to the changes in land level (with the neighbouring property on lower ground) and the substantial existing hedging on the boundary, the rear element of the amenity space would be largely screened. Whilst the hedging cannot be relied upon to screen development in perpetuity, the hedge is within the neighbour's ownership, will be protected during development and could be replaced in the future if necessary. On this

basis, Officers raise no concern regarding overlooking or loss of privacy from these windows.

- 7.53. The proposed first floor windows in the northern elevation of the detached unit would provide oblique views towards the neighbouring property, however it is considered that the separation distance (approximately 13m), the change in land levels and the intervening boundary treatment would be sufficient to avoid any material harm to neighbouring amenity.
- 7.54. Concerns were raised regarding recycling and waste storage and the likelihood of odour and flies from the bin stores. The proposed development provides dedicated space for the storage of waste and it is considered sufficient for a development of this size. There is no reason to suppose it would be unusually susceptible to odour or flies and any mis-use of the waste management facilities would be an environmental health matter that could be reported through the usual channels.
- 7.55. There are no other neighbouring occupiers or land uses that would be materially impacted by the proposed development, over and above the necessary construction process, which can be controlled by way of an appropriate condition.

Sustainable Construction

- 7.56. Policy SD48 requires the design of new development to address climate change mitigation through the on-site use of zero/low carbon technologies, sustainable design and construction, and low carbon materials, and achieve a total mains consumption of no more than 110 litres per person per day. In addition, the SDNPA Sustainable Construction Supplementary Planning Document (SPD) requires that residential developments of this scale (2 to 9 dwellings) to achieve a 19% carbon reduction above Part L and that Passivhaus principles are used throughout the development.
- 7.57. The Authority's sustainable construction consultant has advised that the whole site will achieve a 56% improvement on Dwelling Emission Rate (DER) compared to Part L which is supported. SAP 10 assessments have not been provided, however a condition is recommended requiring the submission of this information in addition to a number of other matters.
- 7.58. The proposed development would use a number of Passivhaus principles such as improve U values compared to Part L1A, reduced air permeability, improved thermal bridges and triple glazing throughout. This specific attention to Passivhaus design is very much supported.
- 7.59. The proposal therefore meets and, in some areas, exceeds the requirements of SD48 and the Sustainable Construction SPD.

Trees, Ecology and Ecosystem Services

- 7.60. Policies SD2, SD9, SD11 and SD45 support proposals that conserve and enhance biodiversity, trees and woodland, and green infrastructure; retain, protect and enhance features of biodiversity and supporting habitat, and identify and incorporate net gains for biodiversity and green infrastructure.
- 7.61. Criteria 2a) and c) of Policy SD59 sets out that development proposals should protect and enhance trees within the site where possible, and where trees are lost, provide at least the equivalent in new tree planting on site and that new planting should be suitable for pollinating species, so that the development has an overall positive impact on the ability of the natural environment to contribute to ecosystem services.

Trees

- 7.62. The application is supported by a 'Tree Survey and Root Protection Plan' which indicates a number of trees to be removed and retained. A number of the trees to be removed are either showing signs of disease and required to be removed for safety reasons or are growing within the foundations of buildings to be demolished and need to be removed to facilitate the development.
- 7.63. The Authority's arboricultural consultant has reviewed the submitted Tree Survey and Tree Protection Plan and is satisfied that the proposal is acceptable.
- 7.64. Concerns were raised by the neighbouring occupier regarding a tree on their land (T1), a number of trees growing in close proximity to the existing road-side barn (T2-T6) and the tree growing

alongside the informal farm track to the west of the site (T7). These comments were relayed to the Wealden Tree Officer who carried out a site inspection. T1 is constrained but not earmarked for removal and any issues with works to trees on boundaries would be a civil matter. T2-T6 are likely self-seeded and posing a risk to property therefore no concern is raised regarding their removal. Some queries were raised regarding the indicated removal of T7 owing to its separation from the development site. The applicant has confirmed that this tree will now be retained. The Wealden Tree Officer did not consider any of the aforementioned trees worthy of a TPO.

- 7.65. Tree protection measures are proposed to the remaining trees and the neighbour's conifer hedge in the south-eastern corner of the site. Subject to conditions requiring these protection measures to be in place, the proposal is considered acceptable with regard to trees.
- 7.66. Conditions requiring a landscaping plan as well as planting details are recommended.

Ecology

- 7.67. A Preliminary Ecological Survey (PEA) has been submitted with the application. Further reports for bats (Bat Emergence Survey Report) and reptiles (Reptile Survey Report) have also been submitted. The Authority's ecologist advises that the PEA reports should be superseded by an Ecological Impact Assessment (EclA) report, unless it can be determined that the project would have no significant ecological effects, no mitigation is required, and no further surveys are required.
- 7.68. The Authority's ecologist has raised a number of queries regarding the submitted information and the applicant is currently in the process of compiling this information to be submitted for further consideration by the Authority's ecologist.
- 7.69. The submitted BNG Metric suggests a 11.8% gain in habitat units and a 372.31% gain in linear hedgerow units which is positive. However, the Authority's ecologist has asked for a number of clarifications regarding the baseline data to ensure that all habitats are accurately recorded.
- 7.70. The additional information has been requested and is due to be submitted shortly and will be fully assessed by the Authority's ecologist. It is recommended that the final decision to grant permission be delegated to the Director of Planning until when the requested information is sufficient and is confirmed as acceptable by the Authority's ecologist along with any recommendations or additional conditions that may be required.

Flooding and drainage

- 7.71. Policy SD50 (Sustainable Drainage Systems or 'SuDS') supports development proposals that ensure against the increase of surface water run-off, taking account of climate change. Furthermore, Policy SD49 states that proposals should seek to reduce the impact and extent of flooding.

Foul Drainage

- 7.72. Concerns were raised by third parties with regard to foul drainage as they consider the arrangements to be inadequate and unlikely to be acceptable.
- 7.73. With regard to foul drainage arrangements, the development proposes to discharge the dwellings' foul water into the existing public foul sewer to the north of the site; the application for which will be submitted to Southern Water. Southern Water have not raised an objection in principle to the foul water drainage scheme. A condition is recommended requiring the submission and agreement of a drainage scheme detailing the proposed means of foul water disposal.

Surface Water Drainage

- 7.74. With regard to surface water drainage, following infiltration testing carried out on site, the proposed development will utilise infiltration blankets, permeable paving and multi-functional SuDS such as raingardens. A concept plan has been provided and this is considered acceptable, however further details will be secured via condition, to be agreed prior to the commencement of development.
- 7.75. Given the above, the proposed foul and surface water arrangements are therefore acceptable,

subject to the consideration of detailed drainage schemes required by condition.

Other Issues raised by Third Parties

- 7.76. A number of references have been made to historic requirements for previous developments in the immediate area. All applications are assessed on their own individual merits against the relevant requirements at the time of the assessment.
- 7.77. There is no evidence that the proposed dwellings would be used as either holiday homes or second homes.
- 7.78. The actual or anticipated impact of development affecting adjacent property values is not a material planning consideration.

8. Conclusion

- 8.1. The proposal delivers on the Local Plan allocation and provides 7 homes and a policy compliant level of affordable housing of a tenure which compares favourably to the requirements of SD28.
- 8.2. The scheme has been iteratively designed with the input from both officers and the Design Review Panel to ensure it is landscape-led. The development embraces the site's character through reusing structures and simple, well-suited material choices. With simple space design of soft and hard landscaping, the site has not been hidden away and its past is clearly understood through the design and provides an appropriate junction between the village and the open countryside.
- 8.3. The proposed development would provide 2 affordable units, sufficient levels of off-street parking and cycle storage as well as planting and landscape enhancements.
- 8.4. The proposal is considered to deliver well on the requirements of the relevant policies of the Local plan and in particular the land allocation. The scheme is therefore recommended for approval, subject to the agreement of resolving the ecology issues and the highways requirements being addressed.

9. Added Value

- 9.1. During the course of the application, officers have negotiated improvements such as multiple design and landscape character improvements to the public realm and reduction in parking building height.

10. Reason for Recommendation and Conditions/Reasons for refusal

- 10.1. It is recommended:
 - 1) That authority be delegated to the Director of Planning, in consultation with the Chair of the Planning Committee, to grant planning permission subject to:
 - i. The satisfactory consideration and resolution of technical matters relating to ecology and site access following consultation with the Authority's ecologist and the County Highway Authority;
 - ii. The conditions and informatives set out in paragraph 10.1 of the report and any amendments or others required to address technical matters relating to ecology and the site access
 - iii. A S.106 legal agreement, the final form of which is delegated to the Director of Planning, to secure two affordable homes of the following mix and tenure:
 - 1 No 1-bedroom dwelling (intermediate home ownership);
 - 1 No 2-bedroom dwelling (affordable rent); and
 - 2) That authority be delegated to the Director of Planning to refuse the application with appropriate reasons if the legal agreement is not completed, or sufficient progress has not been made within 6 months of the Planning Committee meeting of 15 February 2024.

10.2. Planning Conditions and Reasons

Time limit

1. The development hereby permitted shall be begun 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).

Approved plans and documents

2. The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Plans Referred to in Consideration of this Application".

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

Permitted development rights

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification) no buildings, structures or works as defined within Part I of Schedule 2, classes A-G shall be erected or undertaken on the site.

Reason: To enable the Local Planning Authority to regulate and control the development of land in the interests of the character and appearance of the development and area.

Construction

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

- (i) The anticipated number, frequency and types of vehicles used during construction;
- (ii) The method of access and egress and routeing of vehicles during construction;
- (iii) The parking of vehicles by site operatives and visitors;
- (iv) The loading and unloading of plant, materials and waste;
- (v) The storage of plant and materials used in construction of the development;
- (vi) The erection and maintenance of security hoarding;
- (vii) Effective vehicle wheel-cleaning facilities to be made available throughout construction;
- (viii) The provision and utilisation 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);
- (ix) Details of public engagement both prior to and during construction works;
- (x) Temporary arrangements for access and turning for construction traffic for each part of the site; and
- (xi) An indicative programme for carrying out of the works;
- (xii) details of the arrangements for public engagement / consultation both prior to and continued liaison during the construction works;
- (xiii) Protection of trees and hedgerows to be retained;
- (xiv) A sensitive lighting strategy during construction;
- (xv) Measures to manage flood risk and control/measures to control the emission of dust and dirt during construction;
- (xvi) Measures to mitigate noise, including vibration, during construction works.
- (xvii) Working hours on site.

Reason: In the interests of highway safety and the amenities of the area.

Design and Landscaping

5. No development above slab level shall commence unless and until a schedule of materials and finishes and, where so required by the Local Planning Authority, samples and sample panels of such materials and finishes, (to include but not be limited to bricks, render, doors, pipework, flues, timber cladding and rainwater goods,) shall be submitted to and approved in writing by the Local Planning Authority. The schedule should include an assessment of the existing materials and which ones are to be reused. Thereafter the development shall be provided in full accordance with the approved details.

Reason: In the interests of landscape character and preserving the character of the listed building in accordance with SD4, SD5, SD12 and SD13 and the SDNPA Design Guide SPD.

6. No development above slab level shall commence unless and until the architectural details have been submitted to, and approved in writing by the local planning authority. This shall include:
 - a) Details of all eaves;
 - b) Details of porches, projections and recesses;
 - c) Windows (including materials and finishes, glazing, head, sill and window reveal details and shutters/louvres, if applicable);
 - d) Manufacturers' details of light transmittance of glazing;
 - e) Doors and outbuildings doors (including materials and finishes);
 - f) Outbuildings and sheds;
 - g) Rainwater goods and harvesting;

Thereafter the works shall be carried out in full accordance with the approved details and the development shall be maintained as approved in perpetuity.

Reason: To enable the Local Planning Authority to control the development in detail in the interest of amenity and to ensure a development of visual quality.

7. Prior to the commencement of the development hereby permitted details of earthworks shall be submitted to and approved in writing by the Local Planning Authority. These details shall include:
 - i) The proposed grading and mounding of land area including the levels and contours to be formed, showing the relationship of proposed mounding to existing vegetation and surrounding landform in relation to a nearby datum point;
 - ii) The volume of cut/fill material;
 - iii) Where surplus material may be placed on site, or alternatively proposals for removing and distributing the soil resource from site.

Development shall thereafter be carried out in full accordance with the approved details.

Reason: To ensure a satisfactory development and in the interests of amenity and landscape character. This is required to be a pre-commencement condition because it is necessary to have agreed such details prior to commencing any building works.

8. Notwithstanding any submitted landscaping and arboricultural details, prior to the commencement of the development hereby permitted, a detailed scheme of hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority. All such works as may be approved shall then be fully implemented in accordance with the approved development. The scheme shall include details of, but not be limited to:
 - i) Proposed planting plans and schedules of plants and trees, including written specifications, cultivation and other operations associated with plant, grass, shrub and replacement tree establishment, to be sourced from a peat-free nursery;
 - ii) Native planting within the public realm;

- iii) Planting and management of the verges along the access road;
- iv) Construction of parking spaces and tree-pit construction;
- v) Location of services and utilities in relation to planted areas;
- vi) Location, height and materials/construction technique for all boundary treatments including gates;
- vii) Treatment of surfaces, paths and access ways;
- viii) Design of ancillary structures including footbridges, cycle and refuse storage, EV charge points;
- ix) A timetable for implementation of the soft and hard landscaping works.
- x) A schedule of landscape maintenance for a minimum period of five years to include details of the arrangements for its implementation.

Thereafter the development shall be undertaken in full accordance with the agreed details.

All soft landscaping shall be carried out in the first planting and seeding season following the first occupation of the building, or the completion of the development, whichever is the sooner. All shrub and tree planting shall be maintained free from weeds, avoiding pesticides, and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of ten 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.

Reason: To achieve an appropriate landscaping scheme to integrate the development into the landscape, in accordance with SD2, SD4 and SD5, and the SDNPA Design Guide SPD. This is required to be a pre-commencement condition because it is necessary to have agreed such details prior to commencing any building works.

9. The winter gardens hereby approved for Plots 2, 3, 4 and 6 shall be retained in the approved form and shall not be altered or enclosed at any point without the prior written approval of the Local Planning Authority.

Reason: To enable the Local Planning Authority to control the development in detail in the interest of amenity and to ensure a development of visual quality.

10. Notwithstanding the details shown on the approved plans no development above slab level shall commence unless and until a full detailed scheme of planting proposals have been submitted to and approved in writing by the Local Planning Authority. All such work as may be approved shall then be fully implemented in the first planting season, following commencement of the development hereby permitted and completed strictly in accordance with the approved details. The scheme design shall follow the principles of the submitted Revised Site Layout (19156 - RSL - 001 - Rev B) and include the following details:

- a) Layout of planting to show plant species, nursery planting sizes, locations, densities and numbers;
- b) Tree pit designs for each size of tree planting proposed including guying/support method, tree pit size, details of backfill material, irrigation design, surface treatment according to location;
- c) Areas of grass & specification for seeding or turfing as appropriate;
- d) Written specification for soil amelioration including cultivations, planting methodology, establishment maintenance Operations proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc. indicating lines, manholes, supports.);
- e) Any bunding (including cross sections);
- f) A landscape schedule and management plan designed to deliver the management of all new and retained landscape elements to benefit people and wildlife for a minimum period of 5 years including details of the arrangements for its implementation;

- g) A timetable for implementation of the soft and hard landscaping works.

The scheme of Soft and Hard Landscaping works shall be implemented in full accordance with the approved details and timetable. Any plant which dies, becomes diseased or is removed within the 1234 first five years of planting, shall be replaced with another of a similar type and size, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To conserve and enhance biodiversity and in the interests of amenity and landscape character.

11. Prior to the first occupation of the development hereby permitted a Landscape Management Plan covering areas of shared public space, access roads, pathways and landscaping shall be submitted to and approved in writing by the Local Planning Authority. The Landscape Management Plan shall include long term objectives for biodiversity and wildlife, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned domestic gardens. The landscape management plan shall thereafter be implemented in full as approved.

Reason: To secure the long-term maintenance of the landscaping scheme, which will contribute to the setting of the development and the surrounding character and appearance of the area in accordance with SD2, SD4, SD5, and the SDNPA Design Guide SPD.

Sustainable Construction

12. Prior to the commencement of the development hereby permitted, detailed information in a Design-Stage Sustainable Construction Report in the form of:

- a) Design-stage SAP 10 assessments for each dwelling;
- b) Design-stage BRE water calculations;
- c) Product specifications (including EV charging point, ASHP, PV and materials);
- d) Sustainable materials strategy and building design details, and

Demonstrating that each dwelling will:

- a) Reduce predicted CO2 emissions using energy efficiency in the building fabric and low and zero carbon technologies by a minimum of 12% in total (Part L1A 2021) supported by design stage SAP 10 assessments for each residential unit;
- b) Have at least 7 no. EV charge points (1 per car parking space) with a minimum power rating output of 7kW and a universal socket;
- c) Have predicted water consumption of no more than 110 litres/person/day per dwelling;
- d) Have separate internal bin collection for recyclables matching local waste collection services;
- e) Provide external private compost bins for each dwelling with a garden over 50sqm.;
- f) To enhance the tree cover with new native planting as described in the Landscape Strategy;
- g) Dwellings to be designed to minimise overheating risk,

Shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be built in full accordance with these agreed details.

Reason: To ensure development demonstrates a high level of sustainable performance to address mitigation of, and adaptation to, predicted climate change.

13. Before one month after the first occupation of the development hereby permitted, detailed information in a Post Construction Stage Sustainable Construction Report demonstrating how the development has been carried out in accordance with all the requirements set out in Condition 12 (above) shall be submitted to, and approved in writing, by the Local Planning Authority. This documentary evidence shall include, but not be limited to, As Built SAP 10

assessments, photographic evidence of materials etc. and other assessments.

Reason: To ensure the development demonstrates a high level of sustainable performance to address mitigation of, and adaptation to, predicted climate change.

Drainage

14. Prior to the commencement of development hereby permitted, details of the proposed surface water drainage and means of disposal, including on and/or off-site works, shall be submitted to and approved in writing by the Local Planning Authority. The details shall be in full accordance with the ESCC Guide to Sustainable Drainage Systems in East Sussex and the CIRIA SuDS Manual. The scheme shall subsequently be implemented in full accordance with the approved designs and retained thereafter.

Reason: To ensure satisfactory provision of surface water drainage and ensure surface water runoff from the development is managed safely whilst achieving maximum water quality, biodiversity and amenity benefits, in accordance with SD2, SD17 and SD50, and the SDNPA Design Guide SPD. This is required to be a pre-commencement condition because it is necessary to have agreed such details prior to commencing any building works.

15. No development shall commence until a drainage scheme detailing the proposed means of foul water disposal has been submitted to and approved in writing by the Local Planning Authority. These details shall include a maintenance plan with management responsibilities. The development shall be carried out in full accordance with the approved details. No dwelling shall be occupied until the drainage system has been implemented in accordance with the agreed details, which shall be retained thereafter.

Reason: To ensure satisfactory provision of foul water drainage. This is required to be a pre-commencement condition because it is necessary to have agreed such details prior to commencing any building works.

16. No development above slab level shall commence unless and until a maintenance and management plan for the entire drainage system and surface water attenuation features shall be submitted to and approved in writing by the Local Planning Authority to ensure the designed system takes into account design standards of those responsible for maintenance. The management plan shall include the following:

- i) Clearly state who will be responsible for managing all aspects of the surface water drainage system, including piped drains, and evidence that the appropriate authority is satisfied with the submitted details;
- ii) Evidence that the responsibility arrangements will remain in place throughout the lifetime of the development.

All works shall be undertaken in full accordance with the agreed details and implemented throughout the lifetime of the development.

Reason: To ensure satisfactory provision of surface water drainage and ensure surface water runoff from the development is managed safely whilst achieving maximum water quality, biodiversity and amenity benefits, in accordance with SD2, SD17 and SD50, and the SDNPA Design Guide SPD.

17. Prior to the occupation of the development, evidence (including photographs) shall be submitted to the Local Planning Authority? showing that the drainage system has been constructed as per the final agreed detailed drainage designs.

Reason: To ensure satisfactory provision of surface water drainage and ensure surface water runoff from the development is managed safely.

Ecology and Trees

18. Prior to the commencement of the development hereby permitted, measures for the protection of the trees to be retained as outlined in the submitted 'Tree Survey and Root Protection' plan (334-01-11 REV C) shall be implemented and retained in position for the duration of the construction works.

Reason: To safeguard and enhance the character and amenity of the site and locality and to avoid any irreversible damage to retained trees pursuant to section 197 of the Town and Country Planning Act 1990. This is required to be a pre-commencement condition because it is necessary to have agreed such details prior to commencing any building works.

Dark Skies

19. No development above slab level shall commence unless and until a schedule of external lighting to be installed at the site shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall:

- i) Comply with the guidance set out in the SDNPA's Dark Night Skies TAN;
- ii) Be designed to minimise impacts on wildlife and the countryside edge.

The lighting shall be installed, maintained and operated in full accordance with the approved details.

Reason: In the interests of amenity and to protect the South Downs International Dark Skies Reserve and wildlife in accordance with SD8 and SD9.

20. Prior to development above slab level, details of low transmission, non-reflective glazing and automated black-out blinds shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out, used and retained in full accordance with the approved details.

Reason: In the interests of amenity and to protect the South Downs International Dark Skies Reserve and wildlife in accordance with SD8 and SD9.

Highways and parking

21. No development shall commence until the vehicular access serving the development has been constructed in accordance with plans and details that shall have been submitted to and approved in writing by the Local Planning Authority.

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

22. The access shall not be used until visibility splays of 2.4m by 43m are provided in both directions and maintained thereafter.

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

23. The development shall not be occupied until parking areas have been provided in accordance with the approved plans and the areas shall thereafter 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.

24. The proposed parking spaces shall measure at least 2.5m by 5m (add an extra 50cm where spaces abut walls).

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

25. The development shall not be occupied until cycle parking areas have been provided in accordance with the approved plans and the areas 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 site is accessible by non-car modes and to meet the objectives of sustainable development.

26. The development shall not be occupied until a turning space for vehicles has been provided and constructed in accordance with the approved plans/details which shall have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and the turning space shall thereafter be retained for that use and

shall not be used for any other purpose;

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

10.3. Informatives

1. The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act. Trees and scrub are likely to contain nesting birds between 01 March and 31 August inclusive. Trees and scrub are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.
2. The applicant will be required to enter into a Section 184 Licence with East Sussex Highways, for the provision of a new vehicular access. The applicant is requested to 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 licence being in place.
3. Construction of the development shall not commence until details of the proposed means of foul sewerage and surface water disposal have been submitted to, and approved in writing by the Local Planning Authority in consultation with Southern Water.

Mike Hughes
Interim Director of Planning
South Downs National Park Authority

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Appendix	I – Information concerning consideration of applications before committee
SDNPA Consultees	Director of Planning, Legal Services
Background Documents	<p>All planning application plans, supporting documents, consultations and third party responses</p> <p>National Planning Policy Framework (2023)</p> <p>South Downs Local Plan (2014-33)</p> <p>South Downs National Park Partnership Management Plan (2020-25)</p> <p>SDNPA Affordable Housing SPD (Jul 2020)</p> <p>SDNPA Biodiversity TAN (Jan 2022)</p> <p>SDNPA Corporate Plan (2020-25)</p> <p>SDNPA Dark Skies TAN (May 2021)</p> <p>SDNPA Design Guide SPD (July 2022)</p> <p>SDNPA Ecosystem Services TAN</p> <p>SDNPA Parking SPD (Apr 2021)</p> <p>SDNPA Sustainable Construction SPD (Aug 2020)</p>