

Agenda Item 8
Report PC25/26-18

Report to	Planning Committee
Date	9 October 2025
By	Director of Planning
Local Authority	Lewes District Council
Application Number	SDNP/24/03582/FUL
Applicant	Mr Simon Burton – Lewes District Council
Application	Demolition of garages and erection of 2 x affordable dwellings to rent.
Address	Garage Compound, Crisp Road, Lewes, East Sussex

Recommendation:

- 1. That the planning application be approved subject to:**
 - i) A Section 106 Agreement, the final form of which is delegated to the Director of Planning, in consultation with the Chairman of the Planning Committee to secure:**
 - the dwellings as affordable rented or social rented housing (to be confirmed by the applicant), and
 - final details of the location and number of parking spaces to be provided on an alternative site within the Landport Estate, and
 - ii) the conditions set out in paragraph 9.2 of this report.**
 - 2. That authority be delegated to the Director of Planning in consultation with the Chairman of the Planning Committee to make minor amendments to conditions pursuant to ii a iii above as required, subject to the resolution of the s106 agreement.**
 - 3. That authority be delegated to the Director of Planning to refuse the application with appropriate reasons if the agreement is not completed or sufficient progress has not been made in securing the agreement within six months of the 9 October Planning Committee meeting.**
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Site Location Map



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Executive Summary

The site is previously developed land within the Settlement Boundary of Lewes, where there is a presumption in favour of development. The application for 2 x 3-bed dwellings, both affordable dwellings is recommended for approval, subject to conditions and the completion of a Section 106 Agreement.

The scheme has been revised since submission, in order to address concerns raised in respect of the scale and layout of the dwellings.

Concern remains regarding the loss of the dedicated parking provision within the site, however through the commitment to provide alternative off-road parking elsewhere in the Landport Estate, which will be secured through the S106 Agreement, this is capable of being appropriately mitigated.

The proposed development will provide two much-needed units of affordable housing, which is given significant weight. On balance, the proposal is considered acceptable.

1. Site Description

- 1.1 The application relates to an existing local authority-owned garage site and verge, approximately 435 square metres in area, located within the settlement boundary of Lewes. The site currently contains 6 flat roofed garages formed of 2 blocks, facing each other with an access from the junction of Crisp Road and Waldshut Road running in between these blocks. Behind the garages is a parking area for a further 8 cars.
- 1.2 The site is located within the Lower Ouse Valley Side, as defined by the South Downs Integrated Landscape Character Assessment (SDILCA) on the north-western edge of the Landport Estate. The site lies on the T-junction between Waldshut and Crisp Road with paddocks situated to the rear on land rising gently to meet Offham Road and the A275 to the west.
- 1.3 The site slopes down from west to east, with the rear boundary and garden of 108 Crisp Road on the south boundary demarcated by a retaining brick wall. The wall along the southern boundary is approx. 1.8 metre (m) at its tallest, with a 1.8m high close-boarded fence on top. The western boundary features mature vegetation above the wall at the southern end, which gives way to a more open view over the paddocks as the wall reduces in height to approximately 0.5m in the northwestern corner. The boundary with 2 Waldshut Road to the north is marked by a 1.8m high close-boarded fence.
- 1.4 There are areas of amenity grassland on either side of the access – the area on the northern side is outside of the ownership of the applicant and not part of the application site. This contains an ash tree which would remain. There is a public footpath running through the site which continues along the back of the dwellings to the north.
- 1.5 The site lies approximately 1km from Lewes Town Centre, with good pedestrian routes into the town. A bus stop is located in close proximity to the site, which offers frequent services to the town centre.

2. Relevant Planning History

- 2.1 No relevant planning history; there have been no applications relating to the site subsequent to the designation of the National Park.

3. Proposal

- 3.1 This application has come forward as one of eleven sites across Lewes District, of which seven are in the South Downs National Park (SDNP), to provide circa 37 affordable housing units on 'underutilised garage sites'. The sites will deliver a range of homes, including 1– 3 bed houses and bungalows, meeting the needs of households currently in housing need across Lewes District.

- 3.2 The application is seeking planning approval for 2no. 3-bedroom dwellings which would be offered as affordable homes for either social or affordable rent by Lewes District Council. The units would be constructed as a pair of semi-detached 2-storey dwellings facing onto Crisp Road, the units themselves comprising 102sqm each. Each unit would have a private garden area to the rear. Two parking spaces would be provided in front of the dwellings, with a communal bin collection point in front of the southern unit. To facilitate the development, all garage buildings would be demolished and the existing public right of way would be diverted along the northern site boundary (this will be subject to a separate application under s257 of the Planning Act).
- 3.3 The dwellings would be constructed using a volumetric modular construction (VMC) method – in this instance once the substructure has been installed on the site (e.g. piles / footings) the modules are transported to site, assembled and clad with brick slips and plain concrete tiles at first floor level. The roofs would be tiled using a plain concrete tile. Windows and doors are proposed to be recycled UPVC units (made of recycled materials). The roofs would comprise traditional dual pitches with gable ends and with Photovoltaic (PV) panels on the front-facing roof slope.

4. Consultations

4.1 Design Officer – Support, subject to conditions.

The revisions during the course of the application have overcome or reduced a number of design concerns. Whilst still recommending changes to minor aspects of the scheme, the scheme is supported overall. Also recommend conditions to secure details of the bin/bike stores, materials and fencing.

4.2 Lewes Town Council – Comment.

The Town Council requested the concerns regarding parking were looked into, however were positive about the good use of the space.

4.3 Southern Water – No objection.

5. Representations

- 5.1 15 objections were received when the scheme was first submitted, a further 2 were received following the consultation on revised and additional information submitted in May 2025 and 1 further comment received after submission of the Parking Technical Note. The comments are summarised below. Where multiple comments have been received from a single party during a consultation round, these have been counted as one representation.

5.2 Objections

- No account taken of parking area behind garages and the detrimental impact the removal of this will have on existing residents – a greater number of spaces will be lost than that cited in the application documents.
- Additional parking on site is required.
- Reference to anti-social behaviour is unjustified.
- Existing conditions make the highway difficult to negotiate – buses and emergency vehicles will be adversely affected further as a result of the loss of existing parking (resulting in more cars parked on the highway).
- Proposed units will be out of character with the surroundings and will tower above existing properties.
- Surface water run-off from fields to rear has not been appropriately assessed – proposal will exacerbate localised flooding.
- Original red line included land outside applicant's control.

- Potential overlooking and loss of light to neighbouring properties.
- Parking beat survey should be undertaken.
- No account has been taken of the recently approved parking restrictions on Crisp Road and Waldshut Road (Agreed by ESCC on 16 July 2025), which result in 25 fewer spaces.

5.3 Friends of Lewes

Friends of Lewes support the proposed scheme in principle, both in design terms and because they would add to Lewes' housing stock, especially if they maximise the opportunity to provide much-needed affordable housing.

6. Planning Policy

6.1 Most Relevant Sections of the National Planning Policy Framework:

- Section 2 – Achieving sustainable development
- Section 5 – Delivering a sufficient supply of homes
- 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

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

- SD5: Design
- SD21: Public Realm, Highway Authority
- SD22: Parking Provision

6.3 The South Downs Local Plan is undergoing a period of review and the First Publication (Regulation 18 Consultation) was undertaken between 20 January – 17 March 2025. This is the first publication of the Local Plan Review and therefore can only be attributed very little weight. As it progresses through the adoption process, it will gain more weight for the purposes of decision making.

6.4 Most Relevant Policies of the Adopted Lewes Neighbourhood Development Plan (A full list of other relevant policies can be found in Appendix I):

- PL2 – Architecture and Design
- PL4 – Renewable Energy and the Resource and Energy Efficiency of New Buildings

6.5 Other Relevant Policy Documents (including Supplementary Planning Documents and Technical Advice Notes):

- Design Guide SPD
- Parking for Residential and Non-Residential Development SPD
- Sustainable Construction SPD
- Dark Skies TAN
- Ecosystem Services TAN

6.6 Relevant Policies of the South Downs Management Plan (2020 – 2025)

- Partnership Management Plan Policy 1 (Landscape)
- Partnership Management Plan Policy 3 (Dark Skies)
- Partnership Management Plan Policy 25 (Water Efficiency)
- Partnership Management Plan Policy 37 (Active Travel)
- Partnership Management Plan Policy 39 (Vehicle Parking)
- Partnership Management Plan Policy 40 (Transport)
- Partnership Management Plan Policy 48 (Towns and Villages)
- Partnership Management Plan Policy 50 (Housing)

The draft Partnership Management Plan 2026-2031 has now concluded its public consultation. As such, it carried little weight at this stage.

7. Planning Assessment

7.1 This application is seeking full planning approval for the development of the Crisp Road garage site. Therefore, the main issues for consideration are:

- Principle of development
- Affordable Housing / Housing Mix
- Sustainable construction and Net Zero
- Highways and Parking
- Design and landscape
- Ecology and Biodiversity Net Gain (BNG)
- Drainage

Principle of Development

7.2 The application site is previously developed land within the Settlement Boundary, where the principle of residential development is supported, subject to compliance with the Development Plan as a whole and material planning considerations.

Affordable Housing / Housing Mix

7.3 The proposal is for both dwellings to be secured as affordable housing, which goes beyond the policy requirement (SD28) and is welcomed as this supports the National Park Duty and the provisions of the 2010 Circular (see Appendix 1). The proposal is not of a scale to provide a policy compliant housing mix (policy SD27); however it provides 2 3-bed family-sized homes, which support a local need. Given the constraints of the site and the wider provision of affordable homes across the multiple sites outlined in Section 3 of this report, such deviation is considered acceptable. The provision of 100% affordable homes is given significant weight.

7.4 The LNP requires a proportion of any affordable housing being provided to be delivered as 'Lewes Low-Cost Homes' (LLCH). The ability to provide LLCH will depend, among other things, on the tenure of affordable housing being proposed and land ownership; as the land is owned by Lewes District Council, if the units were to be provided as Social Rented units, these would belong to the Lewes District's Housing Revenue Account and could not be redefined as anything but Social Rented units. The application is currently not clear on the type of affordable housing being proposed i.e. Affordable or Social Rent. This would need to be clarified and secured as part of a S106 Agreement.

Sustainable Construction and Achieving Net Zero

- 7.5 Policies SD48, PL2 and PL4 require 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. Proposals must achieve an additional 19% carbon reduction above Part L and a total mains consumption of no more than 110 litres per person per day.
- 7.6 The proposed development has demonstrated 72.3% reduction in CO₂ emissions for residential use over the notional building case for the development. Whilst normally UPVC windows and doors would be discouraged, these are prevalent within the local context and it is noted that the units comprise ~75% recycled materials. The scheme also proposes a PV array on front roof slope as well as a hot water heat pump.
- 7.7 Water fittings within the units will ensure a water consumption target of 105 litres, per person per day is achieved.
- 7.8 The proposal would meet the requirements of SD48 from the SDLP and policy PL4 from the LNP.

Highways, Parking and Public Realm

- 7.9 The existing access point would be widened, with part of the southern verge removed to facilitate off-road parking for 2 cars; 1 space per dwelling. Whilst no facility is available to allow vehicles to access and egress these spaces in a forward gear, the relatively low level of vehicular activity associated with 2 dwellings would not have a severe impact on highway safety.
- 7.10 These spaces would both support electric vehicle (EV) charging. It is not clear if the parking spaces would be allocated, although given their relationship to the dwellings, it is reasonable to expect they are provided to serve the new properties specifically. As such, the number of spaces provided is below that recommended by the Parking Calculator in the SDNPA Parking SPD, which advises 4 spaces should be provided on site given the size of the proposed dwellings. The site is located in close proximity to bus stops on Crisp Road and wider Landport Estate, which offer a frequent service to the town centre. Other facilities including shops are within walking distance of the site. Given the sustainable location of the site, a reduction in the total number of spaces provided by the application site is considered acceptable in this instance. The Local Highway Authority has confirmed they do not need to comment on the proposed development, given the scale of the proposal.
- 7.11 The proposed development would require a public right of way to be diverted to the northern boundary of the site. A dedicated 1.5m wide path has been proposed as part of the development, to facilitate the diversion. The formal diversion process is undertaken through separate legislation (S257 of the TCPA 1990) although the impact on users of the right of way is a consideration for this application. The proposal will not increase the length of the dedicated right of way, nor will it significantly change the experience for users of the footpath. The development affects only a short distance (8m) and it is therefore considered access is appropriately maintained and the proposal is compliant with policy SD20 of the SDLP.
- 7.12 4 of the 6 garages on the site are currently let, with at least one of these showing signs of frequent use (based on the applicant's Transport Technical Note and Officer site visits). In addition to the garages, there are 8 parking spaces to the rear of the site that would be lost through the development. These are well-used, as evidenced in the applicant's Parking Technical Note and Officer site visits. Therefore at least 9 vehicles would be displaced by the development. Additional to this, further parking restrictions (no waiting zone 7am-7pm, Monday-Saturday) have been approved by the Local Highway Authority (on 16 July 2025) and will come into force on the surrounding road network.
- 7.13 The majority of the representations received for this site raise concerns regarding the effect the loss of this parking area would have on the surrounding streets and residential amenity,

including the impact on safety and the ability for buses and emergency vehicles to access the streets. Off-road parking is already prevalent within the area and is acknowledged to already have an impact on the ability of larger vehicles to navigate the area. The applicant has recognised there is a need to address this and are investigating options to provide alternative parking at other sites in their ownership within the Landport Estate. An updated statement has been provided, confirming this and final details can be secured through the Section 106 Agreement.

- 7.14 The proposal is providing appropriate mitigation for the loss of the parking spaces and therefore is considered to accord with policies SD5 and SD21 of the SDLP.

Design, Landscape and Residential Amenity

- 7.15 The scheme has altered significantly since the original submission, reducing the height and overall mass. The scheme has also been updated to remove land outside of the applicant's ownership.
- 7.16 The dwellings are set back behind the existing building line, which is a product of the site boundary and requirement to include space for the diverted PRow. This results in garden spaces that are slightly below the recommended sizes set out in the Design Guide SPD. Despite this, they remain functional, providing space for planting and patio areas. In addition, the combination of the topography and setback does not result in rear projections that would negatively affect the private amenity or daylight enjoyed by the existing dwellings.
- 7.17 It is noted that the eaves height is set higher than 2 Waldshut Road (0.7m difference), which is atypical within the street scene. Through further discussion, the applicant has advised it would not be possible to reduce the eaves height for these units and that it would only be through a shallower pitched roof that the overall height could be reduced. This would likely lead to greater harm arising to the public realm. Therefore, it is considered that the impact on the street scene is not so significant when balanced against the harm caused by alternative designs and the provision of affordable family homes.
- 7.18 The proposed use of brick-slip cladding is acceptable, subject to samples and colour tones. A tiled roof is characteristic of the surrounding area, although the Design Guide SPD advises that concrete tiles are not normally supported. Whilst UPVC is discouraged, it is noted that these are formed of 75% recycled materials. Given the surrounding examples in the locality, the use of UPVC on this occasion is accepted. All final details of materials and finishes will be secured by condition.
- 7.19 Space for cycle storage has been included within the rear gardens, the principle of which is supported. Final details will be secured by condition. A communal bin storage area is proposed in front of the southernmost unit. It would be preferable to accommodate this within the individual plots, however the topography does not allow a step free access from the northern rear garden to the kerbside. Final details of the bin storage area, as well as other means of enclosure on the site, will be secured by condition.
- 7.20 The proposed development has responded to Officer concerns raised during the application process and resolved many of these appropriately. Where matters have not been fully resolved, these are minor matters which have been considered and a balanced view has been taken, and the scheme has complied with matters of design and residential amenity to an acceptable standard.

Ecology and BNG

- 7.21 The site is less than 150m from the Offham Marshes SSSI and is separated from the designated area by Offham Road. The Preliminary Ecological Assessment (PEA) accompanying the application recommends controls for dust and water run-off during construction. No further measures are required and the proposal does not fall into any of the development categories identified as risks to the designation criteria.

- 7.22 No potential harm has been identified to protected species, and a suite of ecological enhancement are proposed within the PEA which would be secured by condition. A further condition is required to ensure an updated survey is undertaken, as the current Assessment was completed 2 years ago.
- 7.23 The submitted BNG Feasibility Study and Statutory Metric are based on an out-of-date scheme and have not been updated for the current proposal. Private gardens also appear to have been given too higher status in calculating the net gain that can be achieved. Despite this, Officers recognise that given the current use of the site and extent of sealed surface, it will be possible to achieve a policy compliant scheme for at least 10% BNG. BNG conditions have been included to ensure accurate and up-to-date information informs the final Biodiversity Gain Plan.
- 7.24 Subject to the necessary mitigation being secured as recommended in the protected species survey, there will be no harm caused to protected species or habitats. As such, it is considered the proposal accords with policies SD9, SD10 and SD45 of the SDLP

Drainage

- 7.25 The site is in Flood Zone 1 and unlikely to be at risk of fluvial or tidal flooding. Precautionary measures are proposed against potential overland flow and surface water risk including the raising of finished floor levels to at least 150mm above surrounding ground floor levels.
- 7.26 The existing retaining walls include ‘weep holes’ which allow for some run-off from the higher ground surrounding the application site. The applicant has included allowance for this in their drainage calculations. Given the site constraints, the options for SuDS are restricted. The use of permeable paving is welcomed and other measures, including water butts and below-ground attenuation have been recommended in the drainage strategy. Final details will be conditioned however Officers are satisfied that the scheme can achieve an improvement in surface water management from the existing arrangements. As such, the proposal would comply with policies SD49 and SD50 of the SDLP.

8. Conclusion

- 8.1 It is considered that the proposed development has undergone significant design improvements which result in a layout that sits more comfortably in the street scene and responds to policies PL2 and PL4 of the LNP and SD5 and SD21 of the SDLP.
- 8.2 The applicant is seeking alternative parking provision within the Landport Estate to ease the existing on-road parking circumstances, which would be exacerbated by the loss of off-road parking resulting from the development. This is considered an appropriate mitigation measure that would be secured through the Section 106 Legal Agreement.
- 8.3 It would therefore deliver a scheme that is compliant with the Development Plan as a whole.

9. Recommendation and Conditions

- 9.1 It is recommended that the planning permission be granted subject to:
- i) A Section 106 Agreement, the final form of which is delegated to the Director of Planning, in consultation with the Chairman of the Planning Committee to secure:
 - the dwellings as affordable rented or social rented housing (to be confirmed by the applicant), and
 - final details of the location and number of parking spaces to be provided on an alternative site within the Landport Estate, and
 - ii) the conditions set out in paragraph 9.2 of this report and any amendments or other conditions, as required.

9.2 Conditions

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 and documents listed below under the heading 'Plans and Documents referred to in consideration of this application'.

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

Removal of 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, works or minor operations as defined within Part 1, classes A-H and Part 2, classes A-B of Schedule 2, shall be erected or undertaken on the site, unless permission is granted by the Local Planning Authority pursuant to an application for that purpose.

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 area and to ensure retention of mitigation measures.

Construction Management

4. No development shall commence on site, including any site clearance work and any works of demolition, until a Construction Environmental Management Plan (CEMP), which shall include details of the following:
 - A programme for carrying out the works, including phased programme of demolition and construction works;
 - Details of the method of delivery for the modular units, including timings and any proposed road closures;
 - The anticipated number, frequency and types of vehicles used during construction;
 - The method and management of access and routing of vehicles during construction;
 - The parking of vehicles by site operatives and visitors;
 - The location of site office and welfare facilities, and sales office;
 - The timings of deliveries to site;
 - The loading and unloading of plant, materials and waste;
 - The storage of plant and materials used in construction of the development;
 - The erection and maintenance of security hoarding;
 - A demolition asbestos survey (undertaken by a competent person) and, if required, mitigation measures;
 - 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 use of noise mitigation barriers;

- Measures to control the emission of dust and dirt during the demolition / construction process, including details of a dust management plan;
- Management measures being taken to ensure no burning of demolition and construction materials on site;
- Tree protection works during construction in accordance with the details required under Condition 5;
- A scheme for recycling / disposing of waste resulting from demolition and construction works;
- 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);
- Measures to manage flood risk both on and off-site during construction;
- Any lighting, including location, height, type and direction;
- Other ecological mitigation measures, including method statements and measures to be adopted to avoid and manage impacts on the nearby designated sites, protected species and other important habitats and the eradication of invasive non-native species (in accordance with the approved Preliminary Ecological Appraisal prepared by PJC dated 22 August 2023 and updated report secured via condition 7); and
- Public engagement both prior to and during the construction works, has been submitted to and approved in writing by the Local Planning Authority. The approved Construction Environmental Management Plan shall be adhered to in full throughout the construction period. The development shall not be carried out otherwise than in full accordance with the approved details.

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

5. No development, including any site clearance works, demolition works or ground works, shall commence on site until a final Tree Works / Removal and Protection Plan, indicating which trees are to be removed and / or pruned and how the remaining trees will be protected during construction of the development has been submitted to and approved in writing by the Local Planning Authority.

The measures of protection should be in accordance with BS5837:2012 and shall be retained until the completion of the development and no vehicles, plant or materials shall be driven or placed within the Root Protection zones.

For the purposes of this condition the term 'tree' means any existing tree or hedge / hedgerow.

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

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

6. No development hereby permitted shall commence (excluding demolition and site clearance) until details, including plans and cross sections of the existing and proposed ground levels of the development, the boundaries of the site, the height of the ground floor slabs of each building and damp proof course, in relation to a nearby datum point and reference points taken from existing structures adjacent, have been submitted to and approved in writing by the Local Planning Authority. The development must then be completed in full accordance with the approved details.

Reason: In order to secure a satisfactory standard of development and these details are required prior to commencement as they relate to the construction of the development.

Landscaping / Ecology

7. No development, including site clearance works, demolition or ground works, shall commence until the Preliminary Ecological Appraisal prepared by PJC dated 22 August 2023 has been reviewed by a professional ecologist and confirmation that the conclusions and recommendations are still valid has been submitted to and approved in writing by the Local Planning Authority.

Reason: The approved Preliminary Ecological Appraisal is over two years old and requires review to ensure no further action is required. This is in accordance with policies SD9 and SD10 of the South Downs Local Plan and the relevant chapter of the National Planning Policy Framework.

8. Notwithstanding the details shown on the approved plans, no development shall be commenced until details of boundary treatments (including any retaining walls or repairs to existing retaining walls) and hard landscaping have been submitted to and approved in writing by the Local Planning Authority. The plans shall include:
- Treatment of external surfaces, paths, access ways, patio areas and parking spaces, including their appearance, depth and permeability, kerbs, edges, steps and ramps, spot levels, finished floor levels, upstands and demarcation;
 - Drainage proposals (including any attenuation or other SuDs features) in accordance with the details required under Condition 14);
 - Proposed and existing levels and falls, including any land alterations (including section plans in accordance with the details secured under condition 6);
 - Construction details, sections and treatment of external surfaces for any proposed retaining walls / structures;
 - Location, height and materials / construction technique for all boundary treatments, including any repairs or rebuilding of the retaining walls to the west and south and other built means of enclosure including any gates, bollards, railings and fencing;
 - Location, height and design of any street furniture, including any relocated or new street lighting, bins and other utilities equipment;
 - Tree grilles and tree pit surfaces;
 - Tree protection measures (including those in accordance with details required under Condition 5),
 - Any Air Source Heat Pumps to serve the residential dwellings and other external storage buildings required under Condition 11; and
 - Other ecological mitigation and enhancement measures, including method statements and measures to be adopted to avoid and manage impacts on the nearby designated sites, protected species and other important habitats (in accordance with the approved Preliminary Ecological Appraisal prepared by PJC dated 22 August 2023 and updated report secured via condition 7).

Reason: In the interests of amenity, to conserve and enhance the landscape character and to safeguard protected species.

9. Notwithstanding the details shown on the approved plans, no development shall be commenced until the final details of the soft landscaping, have been submitted to and approved in writing by the Local Planning Authority. The plans shall include:

- Detailed schedule of plants, hedgerows and trees, noting species, sizes and proposed numbers / densities;
- Tree protection measures (in accordance with details required under Condition 5);
- Planting methods including soil depth and support proposals (underground guying etc);
- Tree guards, staking and tree-pit construction information;
- Ground preparation;
- Surface dressing, where appropriate;
- Grassing / turfing operations;
- Seed mixes;
- Written specification for soil amelioration including cultivations, planting methodology, establishment and maintenance operations;
- Proposed and existing levels and falls;
- Any bunding or land alterations (including cross-sections);
- Surface water drainage features details (in accordance with the details required under Condition 16), and
- Other ecological mitigation and enhancement measures, including method statements and measures to be adopted to avoid and manage impacts on the adjacent designated sites, protected species and other important habitats and the eradication of invasive non-native species (in accordance with the approved Preliminary Ecological Appraisal prepared by PJC dated 22 August 2023 and updated report secured via condition 7).

Reason: In the interests of amenity and to conserve and enhance the landscape character.

10. All hard and soft landscape works shall be carried out in full accordance with the approved details (in accordance with Conditions 7 and 8).

All hard landscaping shall also be carried out in full accordance with the approved details prior to the development hereby permitted first being occupied or in accordance with a programme to be agreed in writing by the Local Planning Authority.

All soft landscaping shall be carried out in full accordance with the approved details prior to the development hereby permitted first being occupied or in accordance with a programme to be 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 the Local Planning Authority.

Reason: In the interests of amenity, to conserve and enhance the landscape character and to safeguard protected species.

Design / Sustainable Construction

11. Notwithstanding the details shown on the approved plans, no development shall commence until a schedule of architectural details, materials and finishes and, where so required by the Local Planning Authority, samples of such materials and finishes have

been submitted to and approved in writing by the Local Planning Authority. Details to include:

- External walls;
- Roofs;
- Any proposed photo voltaic panels (including fixtures and fittings);
- Eaves, fascias and soffits;
- Rainwater goods;
- Windows and openings including glazing, head, sill, lintel and depth of reveals;
- Doors;
- External lighting;
- Sustainable materials and other sustainable construction measures in accordance with the details required by Condition 11;
- Any Air Source Heat Pumps to serve the residential dwellings and other external storage buildings, and
- Other ecological mitigation and enhancement measures, including measures to be adopted to avoid and manage impacts on protected species (in accordance with the approved Preliminary Ecological Appraisal prepared by PJC dated 22 August 2023 and updated report secured via condition 7).

The development shall be carried out in full accordance with the approved schedule and samples unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the appearance of the development in the interest of conserving and enhancing the landscape character and to safeguard protected species.

12. No development shall commence on site until a design stage sustainability report has been submitted to and approved in writing by the Local Planning Authority.

For energy this must demonstrate with reference to design stage SAP data

- Predicted CO₂ emissions from all proposed new dwellings to be at least 19% reduced through the energy efficiency of the buildings compared to the target emission rate baseline set by Building Regulations
- Predicted CO₂ emissions from all proposed new dwellings to be at least 20% reduced through the use of on-site low or zero carbon energy generation compared to the target emission rate baseline set by Building Regulations.

For water this must demonstrate via a BRE (or equivalent) water calculator that the predicted internal mains water consumption is no more than 105 litres/person/day.

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

Reason: To ensure an environmentally sustainable development.

13. Within six months of the first occupation of any residential unit hereby permitted, unless otherwise agreed in writing by the Local Planning Authority, the applicant must submit to the Local Planning Authority for written approval a post completion sustainable construction report. The report shall demonstrate that the development has complied with the details and requirements of Condition 12.

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

Drainage

14. No development shall commence until a detailed sustainable surface water drainage scheme, including a Management Plan detailing its future management and maintenance, has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall:

- include construction drawings of the surface water drainage network, associated sustainable drainage components, flow control mechanisms and a construction method statement;
- be in accordance with the approved Flood Risk and SuDS Assessment, dated May 2025 produced by Meridian Civil Engineering Consultancy; and
- include the provision of green roofs.

The scheme shall thereafter be undertaken and maintained in full accordance with the approved details.

No dwelling shall be occupied until the drainage system has been implemented in full accordance with the approved details.

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

15. No development shall commence until a detailed scheme for the means of foul water disposal has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall:

- include construction drawings of the drainage network, associated drainage components, drainage calculations, flow control mechanisms and a construction method statement;
- include details of the odour and noise mitigation measures, if required, and
- include full details of a Management and Maintenance Plan.

The scheme shall thereafter be undertaken and maintained in full accordance with the approved details.

No dwelling shall be occupied until the drainage system has been implemented in full accordance with the approved details.

Reason: To ensure satisfactory provision of foul water drainage and in the interest of local amenity.

16. Prior to first occupation of the development hereby permitted, evidence (including photographs) to demonstrate that the surface water and foul water drainage systems have been constructed in full accordance with the final agreed detailed drainage schemes shall be submitted to and agreed in writing by the Local Planning Authority

Reason: To ensure satisfactory provision of surface water and foul drainage, ensure surface water runoff from the development is managed safely and in the interest of local amenity.

Parking and Cycle Facilities

17. No development shall be commenced until details of the location and appearance of the Electric Vehicle Charging Points and associated infrastructure for the houses and parking areas (both above and below ground) have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details.

Reason: To enable the provision of sustainable modes of transport.

18. Prior to the first occupation of the development hereby permitted, unless otherwise agreed in writing by the Local Planning Authority, the car parking, including electric vehicle charging points to be approved under Condition 17, shall be constructed in full accordance with the approved plans. The car parking spaces, together with the electric vehicle charging points, shall thereafter be retained for their designated purpose to provide parking for the approved dwellings.

Reason: To ensure an adequate and satisfactory standard of parking provision and turning space within the development.

19. Notwithstanding the details shown on the approved plans, no development shall be commenced until, details of cycle parking / storage for the dwellings has been submitted to and approved in writing by the Local Planning Authority. The approved cycle parking / storage details shall be implemented in full accordance with the approved details prior to the occupation of the development and thereafter retained.

Reason: To provide for alternative modes of transport.

Refuse / Recycling Storage

20. Notwithstanding the details shown on the approved plans, no development shall be commenced until, details of refuse / recycling storage for the dwellings has been submitted to and approved in writing by the Local Planning Authority. The approved refuse / recycling storage details shall be implemented prior to the occupation of the development and thereafter retained.

Reason: To safeguard the appearance of the development in the interest of conserving and enhancing the landscape character and to protect local amenity.

Biodiversity Net Gain

21. Prior to the commencement of development, including any site clearance or demolition, an updated Statutory Biodiversity Net Gain Metric which is based on the approved plans, shall be submitted and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan shall then be prepared in accordance with the approved Metric and Preliminary Ecological Appraisal prepared by PJC dated 22 August 2023 and updated report secured via condition 7.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act, Policy SD9 of the South Downs Local Plan (2014-33) and the SDNPA Biodiversity Technical Advice Note.

22. Prior to the commencement of the development hereby permitted, a Habitat Management and Monitoring Plan (HMMP) shall be submitted to and approved in writing by the Local Planning Authority. The HMMP shall accord with the Biodiversity Gain Plan and include:
- a. A non-technical summary
 - b. The roles and responsibilities of the people or organisations delivering the HMMP
 - c. The planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan
 - d. The management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the first [occupation or use] of the development
 - e. The monitoring methodology and frequency in respect of the created or enhanced habitat

- f. Provision for the identification, agreement and implementation of contingencies and/or remedial actions where the results from monitoring show that the conservation aims and objectives of the HMMP are not being met.

The created and/or enhanced habitat specified in the approved HMMP shall thereafter be managed, maintained and monitored in accordance with the approved HMMP.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act, Policy SD9 of the South Downs Plan (2014-2033) and the SDNPA Biodiversity Technical Advice Note.

23. Prior to the first occupation of the development hereby permitted, a completion report, evidencing the completed habitat enhancements set out in the approved Habitat Management and Monitoring Plan, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act, Policy SD9 of the South Downs Local Plan (2014-33) and the SDNPA Biodiversity Technical Advice Note.

Tim Slaney

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Appendix: Appendix I - Information concerning consideration of applications before committee.

SDNPA Consultees: Legal Services; Director of Planning.

Background Documents: [All application plans, supporting documents, consultation and third party responses for SDNP/24/03582/FUL](#)

[Lewes Neighbourhood Development Plan](#)

[South Downs Local Plan 2019](#)

[Supplementary Planning Documents and Technical Advice Notes](#)

