

**Report to:** Planning Applications Committee  
**Date:** 4<sup>th</sup> September 2024  
**Application No:** LW/24/0099/0100  
**Location:** Former University Technical College, Marine Workshops, Railway Quay, Newhaven  
**Proposal:** Change of use of the existing University Technical College (UTC) building from Class F to a combined use of Class E & F, with installation of back-up power generator on a concrete plinth to existing area of hard standing on the East elevation (Planning and Listed Building Consent Applications)  
**Applicant:** Lewes District Council and Eastbourne Borough Council  
**Ward:** Newhaven South  
**Recommendation:** That planning and Listed Building Consent be granted subject to the recommended conditions.  
**Contact Officer:** **Name:** James Smith  
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**Site Location Plan:**



<b>1.</b>	<b>Executive Summary</b>
1.1	The application has been brought to committee as the applicant is Lewes District Council, in line with the Council's scheme of delegation.
1.2	The proposed development would facilitate the adaption of the existing Grade II Listed building to allow it to accommodate a flexible array of uses that would ensure the ongoing viability of the heritage asset.
1.3	The site is in a highly sustainable location with good access to public transport and continued use of the building is likely to support surrounding businesses and services.
1.4	The alterations and adaptations made to facilitate the new uses have not had an unacceptable impact upon the significance of the heritage asset.
<b>2.</b>	<b>Relevant Planning Policies</b>
2.1	<p><u>National Planning Policy Framework</u></p> <p>2. Achieving sustainable development</p> <p>4. Decision making</p> <p>7. Ensuring the vitality of town centres</p> <p>8. Promoting healthy and safe communities</p> <p>11. Making effective use of land</p> <p>12. Achieving well-designed places</p> <p>14. Meeting the challenge of climate change, flooding, and coastal change</p> <p>16. Conserving and enhancing the historic environment</p>
2.2	<p><u>Lewes Local Plan Part 1 (LLP1)</u></p> <p>CP4 – Economic Development &amp; Regeneration</p> <p>CP6 – Retail and Town Centres</p> <p>CP7 – Infrastructure</p> <p>CP9 – Air Quality</p> <p>CP11 – Built and Historic Environment &amp; Design</p> <p>CP12 – Flood Risk, Coastal Erosion &amp; Drainage</p> <p>CP13 – Sustainable Travel</p> <p>CP14 – Renewable and Low Carbon Energy</p>
2.3	<p><u>Lewes Local Plan Part 2 (LLP2)</u></p> <p>DM20 – Pollution Management</p> <p>DM23 – Noise</p> <p>DM25 – Design</p> <p>DM33 – Heritage Assets</p>

2.5	<p><u>Newhaven Neighbourhood Plan</u></p> <p>D1 – Promoting Good Design</p> <p>D2 – Design and Climate Change</p> <p>T1 – Congestion Mitigation and Sustainable Movement</p> <p>TC1 – Regeneration of the Town Centre</p>
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<b>3.</b>	<b>Site Description</b>
3.1	The site is occupied by two interconnected Grade II Listed Buildings, the larger of which is Marine Workshops, a former engineering workshops constructed circa 1882 and a former carpenter's shop constructed circa 1885. Both buildings were associated with the railway and its ferry operations. The buildings are primarily constructed in brick and feature a number of distinctive openings, including arched windows.
3.2	Upon falling into disuse, the buildings, which were not originally attached to one another, were converted to accommodate an educational use. These conversions involved the removal of the metal clad parallel hipped roof and replacement with a flat roof upward extension, resulting in an overall four-storey internal space. A glazed link was also provided between the marine workshops building and the carpenter's shop. Former railway locomotive sheds and two-storey office buildings to the front (north) of the marine workshop were demolished and a number of steel containers now stand in their place, including a café with a raised deck seating area.
3.3	The educational use ceased in 2019 and the building has recently been occupied as office space, including by Lewes District Council.
3.4	The site is located on the eastern bank of Newhaven Harbour. Car and lorry parking facilities and customs buildings associated with Newhaven Ferry Port are close by to the east and south. Further to the east, approx. 125 metres from the site, is Newhaven Town train station. There is also a bus interchange approx. 50 metres to the east. To the north is a detached single-storey shed type structure accommodating Newhaven Railway Club, beyond which is an area of patchy hard surfacing which serves as an informal car parking area. To the north of this is the A259 flyover and swing bridge on the opposite side of which is heavy industrial development. Newhaven Town Centre is on the other side of the swing bridge, approx. 275 metres walking distance from the site.
3.5	Parts of the site fall within flood zone 2 and the western edge falls within flood zone 3, indicating vulnerability to tidal and fluvial flooding. The town centre, which is encircled by the A259 gyratory system, is a designated air quality management area. There are no other specific planning designations or constraints attached to the site or the immediate surrounding area.

<b>4.</b>	<b>Proposed Development</b>
4.1	<p>The proposed development involves the change of the use of the building from solely class F (Local Community and Learning) to a mix of class F and class E (Commercial, Business and Service).</p> <p>The works to facilitate this change in use are primarily internal and relate to the removal and repositioning of partition walls. External works would be limited to the installation of a back up power generator, which would be positioned in a fenced compound towards the south eastern corner of the marine workshop building, adjacent to the existing plant room. Some of these works, including the installation of the backup generator, have already been carried out.</p> <p>The entire first floor of the building would be retained for class F usage with a large part of the third floor in a flexible class E or class F use.</p>
<b>5.</b>	<b>Relevant Planning History:</b>
5.1	<p><b>LW/06/1173</b> – Alterations to and conversion of former Marine and Carpenters Workshop buildings with erection of glazed link building to form bar, restaurant, art gallery space, night club, retail space and gym at ground floor level with hotel accommodation and rooftop restaurant on upper floors, including removal of existing pitched roof to Marine Workshop building and construction of new roof structure</p> <p><b>LW/12/0738</b> – Demolition of the locomotive shed and the store and the office infill buildings abutting the marine workshops</p> <p><b>LW/14/0310 and 0311</b> – Demolition of locomotive workshops and two storey buildings adjoining Marine workshops and partial demolition of timber seasoning shed to carpenters workshop, conversion, extensions and alterations to Marine workshops and carpenters workshop to form Newhaven University Technical College –</p> <p><b>LW/14/0682/CD</b> – Discharge of conditions 1, 2, 3, 4, 5, 6, 8, 10, 15, 16 &amp; 17 relating to planning approval LW/14/0310 &amp; 1,2,3 4 &amp; 5 relating to planning approval LW/14/0428 – Approved 6<sup>th</sup> July 2015</p> <p><b>LW/15/0056</b> – Amendment to planning approval LW/14/0310 for alterations to the windows –</p> <p><b>LW/20/0702</b> – Creation of Community hub with 10 converted shipping containers with pv panels for use as cafe with decked seating area, information hub, travel hubs, workshop hubs and three geodomes to support tourism, community uses and sustainable transport. 10 Newhaven Square</p> <p><b>LW/21/0237</b> – Variation of condition 1 in relation to approval LW/20/0702 - to vary the approved drawings as follows: Six steel containers (increase of</p>

	<p>1 which will be a cycle store); omitting the Geodomes and replacing with a further 8 steel containers; Temporary covered areas proposed by the newly named Welcome Hub (previously called the Information Hub); New steps over the existing wall (part of flood defences) and gate on the southwestern corner proposed for the use of clubhouse tenants to access the river; Sewage treatment plant relocated from the rear of the cafe to the end of the decking.</p> <p><b>LW/21/0933</b> – Erection of awning south of the cafe above existing decking area</p>
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<b>6.</b>	<b>Consultations:</b>
6.1	<p><u>Newhaven Town Council</u></p> <p>No objection.</p>
6.2	<p><u>ESCC Highways</u></p> <p>I appreciate the existing Class F use exists with limited parking given the use and location to public transport that was accepted. However, without sufficient information on the total floor area for each use; comparison of trip rates; number of employees the highway authority cannot fully assess this proposed development or determine the parking to be provided. Given that the proposed Class E use is likely to attract a larger number of required parking spaces than the existing use.</p> <p>The proposed use is also likely to attract larger vehicles for deliveries etc to the site and would require adequate on site turning space.</p> <p>No parking or turning areas are shown on any of the plans.</p> <p>The application attracts a highway objection for these reasons.</p> <p>OFFICER COMMENT: These comments are noted and addressed in para. 8.6 of the report.</p>
6.3	<p><u>Contaminated Land Officer:</u></p> <p>Considering the historic use of the site and the nature of proposed development, I recommend a condition and informative.</p>
6.4	<p><u>Air Quality Officer:</u></p> <p>I have no comment to make in respect of air quality except to strongly recommend that consideration is given to the possible requirement for an Environmental Permit depending on the size of the proposed generator.</p> <p>OFFICER COMMENT: An informative will be added to direct the applicant to the permitting information provided by the officer.</p>
6.5	<p><u>Listed Building and Heritage Officer:</u></p> <p>Due to the minor nature of the physical works that form part of the development no formal comments have been provided but reservations were raised in regard to the backup generator as submitted plans did not</p>

	<p>show its position clearly nor do they allow for a detailed understanding of its appearance or the works necessary to install it.</p> <p>The generator has since been installed and officers have made an assessment of its impact, provided in section 8.5 of this report.</p>
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<b>7.</b>	<b>Other Representations:</b>
7.1	None received at the time of writing. Any comments that are received after the committee agenda is published will be relayed to members in the supplementary report.

<b>8.</b>	<b>Appraisal:</b>
8.1	<p><u>Key Considerations:</u></p> <p>Sec 38 (6) of the Planning Compulsory Purchase Act 2004 requires that regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.</p> <p>The NPPF also advises that there is a presumption in favour of sustainable development.</p> <p>The main considerations relate to</p> <ul style="list-style-type: none"> <li>• The principle of the development.</li> <li>• The impact upon the significance of the heritage asset;</li> <li>• Impact upon the character of the area;</li> <li>• Impact upon amenities;</li> <li>• Sustainability of the development;</li> <li>• Highway impacts;</li> </ul>
8.2	<p><u>Principle of Development</u></p> <p>Para. 85 of the NPPF maintains that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. This is echoed in LLP1 policy CP4 which sets out a flexible and supportive approach to economic development.</p> <p>Para. 91 of the NPPF states that local planning authorities should apply a sequential test to planning applications for main town centre uses (which include some, but not all, class E uses) which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses</p>

should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

Para. 92 follows on to state that when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

The floor area of the building subject to change of use exceeds 1,000 m<sup>2</sup> and therefore represents major development. A full sequential analysis of the availability of town centre site to accommodate the proposed use has not been carried out. However, it is considered that there are mitigating circumstances to justify this in that the change of use seeks to support the ongoing occupation of a Grade II Listed Building and it is also noted that the town centre of Newhaven is restricted in size due to the containing impact of the gyratory and that the site, whilst not within the town centre itself, is in an established commercial area directly adjacent to it.

Para. 124 of the NPPF promotes the efficient use of land and instructs local planning authorities to give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs and to promote and support the development of under-utilised land and buildings.

In regard to the loss of class F floor space, LLP1 policy CP7 instructs the Council to resist proposals involving the loss of sites or premises currently, or last, used for the provision of community facilities or services other than where a viability appraisal has been submitted to demonstrate the continued use is no longer feasible, where an appropriate alternative facility would be delivered or where an existing facility benefits from a significant enhancement through the redevelopment of part of the premises for other purposes.

When considering the heritage asset (Grade II Listed Building) and its significance, para. 205 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). The statement is then qualified with it being confirmed that this is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

It is therefore considered that the principle of a more flexible use of the building is acceptable where it can be demonstrated that the educational floor space lost is not viable and/or the remaining space can be enhanced and where the development would provide an optimum viable use for the heritage asset and its ongoing conservation.

	<p>In regard to the Listed Building Consent application, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses as per Part 1, Chapter 2, Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).</p>
<p>8.3</p>	<p><u>Loss of Class F Floorspace</u></p> <p>As set out in section 8.2, LLP1 policy CP7 seeks to protect against loss of community services other than where they are not viable or where a development can deliver either on site or off site compensation/enhancements.</p> <p>In this instance, the building was converted to class F use less than ten years ago. The converted building accommodated a University Technical College supported by Brighton University. However, this use only occupied the building for 3-4 years before it closed down. Since that time, no alternative educational use has been brought forward and, due to the nature of the site where there is little outdoor space for sporting and recreational activities, it is considered the range of educational uses that building could support are limited. Nevertheless, the proposed development would retain a sizeable proportion of class F floor space.</p> <p>Furthermore, it is considered that by allowing for a more flexible use of the building it's ongoing occupation will be more secure, supporting the continued use of other parts of the building for class F purposes and providing an additional source of income for the upkeep and maintenance of the building.</p> <p>It is therefore considered that, in this instance, the loss of some of the class F floor space can be justified and that the proposed development would likely deliver some enhancement to facilities by improving the overall viable use of the building.</p>
<p>8.4</p>	<p><u>Economic Impact</u></p> <p>The overall amount of class E space created is relatively small and, therefore, it is considered that it would be unlikely to undermine class E uses within the town centre. Additionally, whilst the site is not within the town centre, it is very close to it and it is therefore highly likely that the occupants of the office use are likely to provide custom to shops and services in the town centre, thereby improving its viability and vitality and potentially attracting further uses within the town centre.</p> <p>Use class E is inherently flexible and encompasses a broad range of uses. This flexibility would introduce improved viability to the building. The introduction of such flexible uses is encouraged by the NPPF and the local plan as a means to support the economy.</p> <p>It is considered reasonable to include a restriction to omit retail uses from any approval as such uses may negatively impact upon the viability of similar uses in the town centre by removing footfall.</p>



8.5

Impact upon Setting of Heritage Asset and Character of Surrounding Area

As stated in para. 4.1, the proposed development involves minimal physical works to building. External works are restricted to the installation of the backup generator and associated infrastructure on the south eastern part of the marine workshop building. Internally, the layout of the building will be slightly reconfigured through the erection and moving of partition walls.

The backup generator, which has already been installed, is considered to be modestly sized. It is positioned in a relatively recessive area, away from the most distinctive facades of the building within a screened yard area and has additional screening around it in the form of timber fencing of approx. 1.8 metres height. It is considered that, in this position, the generator does not detract from or compete with any of the key architectural features of the building and is not visually prominent in public areas. Furthermore, the historic use of the building is functional, having served as workshops, and it is considered that this provides a degree of context for external plant. The generator has been wired into the main building in a relatively unobtrusive and low impact manner, with two small holes formed in the walls to allow for connectivity.

The internal works would introduce some smaller rooms at ground floor level but the internal layout would still include a large amount of open plan space that would provide reference to the historic use of the building as open workshop space.

The proposed change of use would introduce more flexibility to the use of the building, improving the likelihood of its continued occupation and conservation. The impact upon the significance of the asset is considered to be minimal and, therefore, it is considered that the benefits of the scheme outweigh any harm to the significance of the asset, particularly when considering the long term future of the building would be more secure.

8.6

Highway Impact

There are no parking facilities within the site, other than 3 x disabled parking bays adjacent to the secondary building entrance on the eastern elevation. This arrangement was accepted by ESCC Highways when the plans to convert the building to an educational facility were approved under LW/14/0310. The primary qualification for allowing the development to go ahead with a minimal car parking provision was given as the highly sustainable location of the set, which benefits from strong public transport links and is close to shops and services. The layout of the development approved under LW/14/0310 included the provision of facilities for delivery vehicles to the south of the building, including a turning head to allow vehicles to enter and leave the site in forward gear.

ESCC Highways, whilst noting the sustainable location of the site, have raised an objection due to concerns over how deliveries associated with a

class E use would be managed and due to a lack of detail on whether the class E use would generate higher levels of traffic than the existing use.

It is important to note that, since permission was granted for the educational use of the site, the use class order has been overhauled, with educational use now falling within the wider new use class F, which includes uses not contained within the original approved D1 use class. These include shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres, halls or meeting places for the principal use of the local community, areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms and indoor or outdoor swimming pools or skating rinks).

The building could therefore currently be used for any of the other use classes within class F without the need to apply for planning permission. Amongst these approved uses, there is considered to be a degree of variation on potential for traffic generation.

Use class E itself is inherently flexible. Some of the uses such as retail use may be likely to generate a particularly high level of trips, particularly through deliveries and a condition will therefore be used to restrict unfettered E class usage, removing retail use.

Broadly, it is considered that the remaining class E uses would generate a comparable level of trips as the array of uses allowed under Class F and, given the highly sustainable nature of the site, it is considered that the numbers would be low in both cases, particularly if any permission includes a condition for a travel plan that encourages use of public transport and other sustainable modes of transport. A similar condition was applied to the permission for the educational use of the building. Where trips are made by private car there is informal parking to the eastern side of the building as well as to the north. There are also car parking facilities close by within the town centre.

It is considered any deliveries associated with the class E use could utilise the existing delivery gates and turning area to the south west of the building. These facilities would allow delivery vehicles to enter and leave the site in forward gear, ensuring pedestrian safety.

8.7

Amenity Impact

There are no dwellings within the immediate vicinity of the site, which is in a relatively busy location close to a working port, main road, railway and bus interchanges and industrial uses. The hours during which class E uses would be undertaken would be broadly similar with that of a typical educational use when factoring in the preparation, marking and administrative activities associated with an educational use. The general nature and intensity of the class E use is also considered to be compatible with the commercial natures of the surrounding environment.

	<p>The works include the provision of a backup generator. The council's air quality officer raised no objection to the works but did state that appropriate licencing for the generator would be required. A condition will be used to obtain confirmation that all relevant permits for the generator have been issued and it is being operated in accordance with them.</p>
<p>8.8</p>	<p><u>Sustainability</u></p> <p>The site falls partially within flood zones 2 and 3, indicating a susceptibility to tidal and fluvial flooding. The Environment Agency raised no objection to the conversion of the building to educational use subject to a condition securing the installation of appropriate flood barriers. Details of acceptable barriers were approved under application LW/14/0682/CD and were installed.</p> <p>Uses falling within class E have are less vulnerable to flooding then class F uses as per the ranking provided in annex 3 of the NPPF. The works associated with the development do not interfere with any of the flood defence measures and, as such, it is considered that the development does not result in any of the occupants of the building being at unacceptable risk of harm due to flooding nor would it present any exacerbation of flood risk off site.</p> <p>As stated in section 8.2 and 8.5 of this report, the submitted scheme would allow for a more flexible use of an existing Grade II Listed building which has been historically under-utilised despite being in a highly sustainable location. It is considered that the increase in the flexibility of the use would therefore enhance sustainability by providing floorspace for a wider range of uses in a sustainable location, introduce footfall in the town centre that would boost its viability and vitality and would improve the likelihood that the Grade II listed Building would continue to remain in use and, therefore, continue to be conserved.</p>
<p>8.9</p>	<p><u>Biodiversity</u></p> <p>Following amendments to the Town and Country Planning Act made through the Environment Act of 2021, there is a mandatory requirement for the development to deliver a minimum of 10% biodiversity net gain over the site baseline level. Although there is no specific exemption from these requirements for applications involving change of use of a site/building, para. 004 of the Planning Practice Guidance for Biodiversity Net Gain sets out an exemption for 'de minimis' development where:-</p> <ul style="list-style-type: none"> <li>• the development does not impact on any onsite priority habitat; and</li> <li>• if there is an impact on other onsite habitat, that impact must be on less than 25 square metres (e.g. less than a 5m by 5m square) of onsite habitat with a biodiversity value greater than zero and on less than 5 metres of onsite linear habitat (such as a hedgerow)</li> </ul> <p>This exemption is confirmed to include change of uses to development where there is no or only a de minimis impact on onsite habitat. It also</p>

	<p>confirms that, in cases where the development would be smaller than 25 square metres, the description of development, existing and proposed site plans, and the development's area size (in square metres) may be sufficient evidence that an application is de minimis. This is considered to be the case for the submitted scheme.</p> <p>It is therefore considered the submitted scheme does not require the inclusion of biodiversity net gain.</p>
8.10	<p><u>Human Rights Implications:</u></p> <p>The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been considered fully in balancing the planning issues; and furthermore, the proposals will not result in any breach of the Equalities Act 2010.</p>
8.11	<p><u>Conclusion.</u></p> <p>It is considered that change of use of parts of the building would not lead to an unacceptable loss of educational space, the physical works do not unacceptably harm the significance of the heritage asset and that the increase in the flexibility of the use of the building is beneficial to the ongoing conservation of the listed building, the local economy and the general principles of sustainable development.</p>

<b>9.</b>	<b>Recommendations</b>
9.1	That planning and Listed Building Consent be granted subject to the recommended conditions.

<b>10.</b>	<b>Conditions</b>
10.1	<p><b>BACKUP GENERATOR:</b></p> <p>Within 28 days of the date of this permission, details of all necessary environmental permits for the backup generator shall be submitted to the Local Planning Authority and the generator thereafter maintained in accordance with the terms of those permits. Please see <a href="https://www.gov.uk/guidance/medium-combustion-plant-when-you-need-a-permit#permitting-and-compliance-dates">https://www.gov.uk/guidance/medium-combustion-plant-when-you-need-a-permit#permitting-and-compliance-dates</a></p> <p>Reason: In the interest of environmental amenity in accordance with LLP1 policy CP11, LLP2 policies DM23 and DM25 and para. 174 and 185 of the NPPF</p>
10.2	<p><b>TRAVEL PLAN</b></p> <p>Within 8 weeks of the date of this permission. a Travel Plan shall be submitted to and approved by the Local Planning Authority, to help ensure</p>

that private car trips to and from the site are reduced. The detailed Travel Plan will require a baseline survey, shall include targets and a monitoring programme using the TRICS SAM methodology, to ensure these targets are met at years 1, 3 & 5 after occupation. The Travel Plan shall also include the following details:

1. Measures to encourage those who travel by car to park within the Town Centre car parks.
2. Publicity arrangements in respect of advising that there is no formal on site car parking, other than 3 disabled spaces.
3. Publicity arrangements in respect of parking restrictions in the vicinity of the building including that there should be no parking on the approaches to the Ferry Terminal or within the Ferry Terminal car parks.
4. Pedestrian routing to and from the building.
5. An Information Strategy for the publicity of travel details and advice on occupant behaviour.
6. Delivery and servicing management plan.

The Travel Plan shall remain in place for the lifetime of the development.

Reason: In order to encourage the use of sustainable modes of transport and reduce impact upon the local highway network in accordance with LLP1 policies CP11 and CP13 and para. 109, 114 and 116 of the NPPF.

**10.3 USE CLASS RESTRICTION**

The areas subject to the approved change of use shall be used only for uses that fall within subsections b-g inclusive of use class E and for no other purposes.

Reason: In order to control the use of the building in the interest of supporting the viability and vitality of Newhaven Town Centre and in order to prevent uses that may generate increased levels of traffic in accordance with LLP1 policies CP4 and CP6 and para. 90 of the NPPF.

<b>11.</b>	<b>Plans:</b>		
11.1	This decision relates solely to the following plans: -		
	<u>Plan Type</u>	<u>Date Received</u>	<u>Reference:</u>
	Location and Block Plan	09/02/2024	2002B-101
	Proposed Usage/Occupation Ground Floor	21/08/2024	2002B-617 Rev E

	Proposed Usage/Occupation First Floor	21/08/2024	1570-622
	Proposed Usage/Occupation Second Floor	21/08/2024	2002-620 Rev B
	Proposed Usage/Occupation Third Floor	21/08/2024	2002B-621 Rev B
	Proposed Roof Plan	09/02/2024	2002E-115
	Generator Site Plan	09/02/2024	2002E-116
	Generator Base Slab	09/02/2024	E13856 / 01

<b>13.</b>	<b>Appendices</b>
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13.1	None.
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<b>14.</b>	<b>Background Papers</b>
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14.1	None.
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