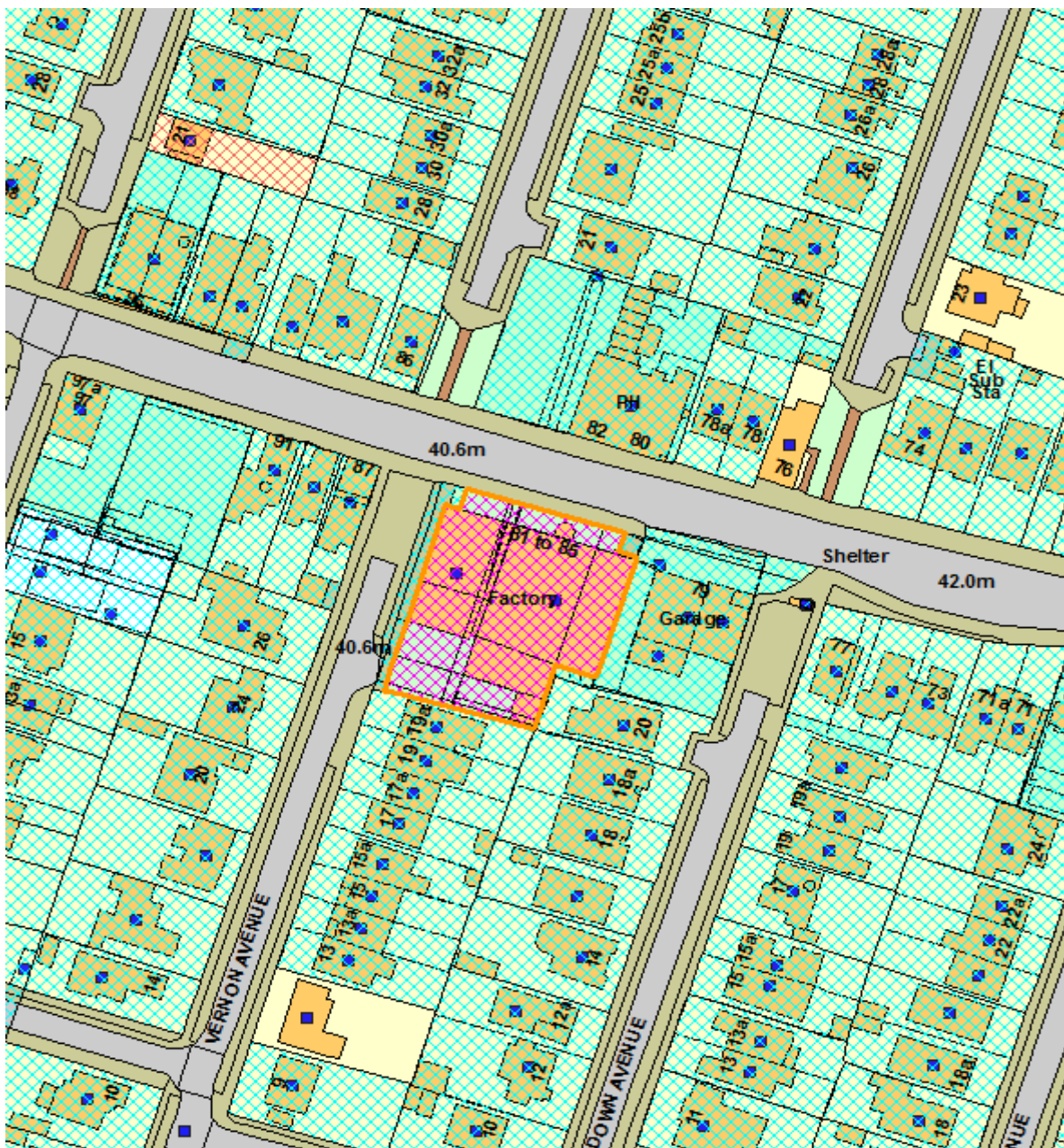


APPLICATION NUMBER:	LW/18/0366		
APPLICANTS NAME(S):	South Coast Home Improvements	PARISH / WARD:	Peacehaven / Peacehaven East
PROPOSAL:	Planning Application for Demolition of 81-83 South Coast Road and construction of 3 storey mixed-use development with ground floor retail unit (A1) and 10 flats (C3), refurbishment of 85 South Coast Road (A1) and construction of 1st floor offices (B1a), new hard and soft landscaping throughout the site together with off-street car parking, cycle parking and refuse/recycling storage		
SITE ADDRESS:	81 - 85 South Coast Road Peacehaven East Sussex BN10 8QS		
GRID REF:			



1. SITE DESCRIPTION / PROPOSAL

1.1 The site is located at the corner of South Coast Road and Vernon Avenue, and on the southern side of South Coast Road. It comprises a large two storey structure with high volume single storey elements to the rear and to No. 85. The building consists of a ground floor retail showroom/storage and offices over to Nos. 81 and 83, as well as ground floor retail showroom/storage to No. 85. The application site is within the Peacehaven Planning Boundary but is not subject to any site specific policies.

1.2 This application seeks planning approval for erection of a mixed use development of retail units and 9no. self-contained apartments on site of an existing retail showroom with associated parking and landscaping, ancillary storage and offices. It is intended that one of the occupiers will remain on site albeit in an adjacent unit.

1.3 The existing showroom, offices and storage warehouses will be demolished to create a new building. This would consist of an A1 Retail unit on ground floor along South Coast Road. On the site of 85 South Coast Road the existing building is to be retained and refurbished, retaining the retail use on the ground floor. An additional storey will be built above this to provide 2no. A2 office units with separate access. On the south side of the ground floor and on the first and second floor new residential units will be created, consisting of 1 x 1 bed, 6 x 2 bed units and 2 x 3 bed units

1.4 The proposed footprint would cover less space than the existing building footprint on site, and would not go beyond the existing principle elevation wall at the front. The yard to the rear would be used refuse storage and bike storage for both buildings.

2. RELEVANT POLICIES

LDLP: – ST03 – Design, Form and Setting of Development

LDLP: – SP2 – Distribution of Housing

LDLP: – CP1 – Affordable Housing

LDLP: – CP2 – Housing Type, Mix and Density

LDLP: – CP7 – Infrastructure

LDLP: – CP9 – Air Quality

LDLP: – CP11 – Built and Historic Environment & Design

LDLP: – CP13 – Sustainable Travel

LDLP: – CP14 – Renewable and Low Carbon Energy

3. PLANNING HISTORY

LW/17/0113 - Outline application for 38 flats and 5 shop units - **Withdrawn**

LW/18/0366 - Demolition of 81-83 South Coast Road and construction of 3 storey mixed-use development with ground floor retail unit (A1) and 10 flats (C3), refurbishment of 85 South Coast Road (A1) and construction of 1st floor offices (B1a), new hard and soft

landscaping throughout the site together with off-street car parking, cycle parking and refuse/recycling storage -

E/55/0216 - Outline Application to erect industrial premises. - **Approved**

E/55/0611 - Planning and Building Regulations Applications for proposed industrial premises. Building Regulations Approved. - **Approved**

LW/87/0298 - New shop front. - **Approved**

LW/85/1555 - Use of part as a retail sales shop. - **Approved**

LW/99/1838 - Conservatory at the front for advertising purposes - **Refused**

LW/01/0035 - Conservatory at the front for advertising purposes - **Refused**

LW/00/0370 - Conservatory at the front for advertising purposes - **Refused**

LW/17/0113 - Outline application for 38 flats and 5 shop units - **Withdrawn**

LW/18/0366 - Demolition of 81-83 South Coast Road and construction of 3 storey mixed-use development with ground floor retail unit (A1) and 10 flats (C3), refurbishment of 85 South Coast Road (A1) and construction of 1st floor offices (B1a), new hard and soft landscaping throughout the site together with off-street car parking, cycle parking and refuse/recycling storage -

E/51/0073 - Continued use of premises for light industrial purposes. Restrictive Planning Condition No. 1. Temporary permission expires 31/12/1960. Approved Conditionally 01/06/1964. Restrictive Planning Condition No. 1. Temporary permission expires 31/12/1967. - **Approved**

E/55/0611 - Planning and Building Regulations Applications for proposed industrial premises. Building Regulations Approved. - **Approved**

E/68/1108 - Planning and Building Regulations Applications for demolition of existing building and extension to factory. Restrictive Planning Condition No. 3. Building Regulations. Approved. Completed. - **Approved**

APPEAL/01/0035 - Development Appeal - **Allowed**

4. REPRESENTATIONS FROM STANDARD CONSULTEES

British Telecom – No comment

Environmental Health – Historic data indicates that the site was used as factory.

If LPA is minded to grant a planning permission, then considering the historic use, demolition activities and sensitive uses of the site following conditions are pertinent:

Condition 1 Land contamination

(1) Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks

associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- (a) A preliminary risk assessment which has identified:
 - (i) all previous uses
 - (ii) potential contaminants associated with those uses
 - (iii) a conceptual model of the site indicating contaminants, pathways and receptors
 - (iv) potentially unacceptable risks arising from contamination at the site.
- (b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- (c) The site investigation results and the detailed risk assessment (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- (d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Condition 2 Unsuspected contamination

If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with.

Condition 3 Verification report

Prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

Reason (for all) : To ensure that risks from any land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with National Planning Policy Framework, sections 120 and 121].

Condition 4: Construction Environment Management Plan

No development shall take place, including any works of demolition, until a Construction Environment Management Plan has been submitted to, and approved in writing by the local planning authority. The Construction Environment Management Plan shall provide for:

- i) traffic management in the adjoining highways;
- ii) site operatives' travel plan;
- iii) the parking of vehicles of site operatives and visitors;
- iv) loading and unloading of plant and materials;
- v) storage of plant and materials used in constructing the development;
- vi) the erection and maintenance of security hoarding;
- vii) measures to control all environmental effects of the development including artificial illumination, noise, vibration, dust, air pollution and odour, including the effects of decontamination, and site illumination during construction.

The approved Construction Environment Management Plan shall be adhered to throughout the construction period for the development.

Reason: In the interests of amenity of the locality

Further to above, my current understanding is that the asbestos survey related to demolition work will be covered by other legislation such as HSE.

Any sound insulation related condition (because of mixed use development) will be addressed by other officers.

ESCC Highways – No objection to the scheme as amended subject to conditions.

Environmental Health – No objection to the proposed design, which appears to be well considered. There is likely concern about the proximity from fuel vent pipes at the neighbouring filling station of the first floor overhang/ balcony at the NE corner of the proposed building, as this may result in human expose to fuel gases.

Planning conditions were recommended to help protect neighbouring residents from impacts associated with the demolition and construction of the site. Also, there was suggested an acoustic assessment to ensure that any internally and externally located plant fitted to the new non-residential premises (such as air condition fan units) do not cause significant impacts to existing residents and residents living within the proposed residential units at 81-83. Hours of deliveries and collections to and from the proposed A1 and B1 uses should be restricted to avoid disturbance to residents at sensitive hours. Finally, there was requested an advisory comment in respect of demolition/construction related waste management.

Environment Agency – no comments received.

Tree & Landscape Officer Comments – I don't have any comments to make on this application. There are no existing trees to be concerned about, and the soft landscaping is cursory only.

Main Town Or Parish Council – Objection - queried parking spaces and plans not showing enough detail. Objection to density of layout, overdevelopment, too large for plot, absence of car parking may congest the side roads which are already over subscribed, exacerbate existing parking issues, highway safety and no turning space

5. REPRESENTATIONS FROM LOCAL RESIDENTS

2 letters of objection have been received. The grounds for objection are:

- Highway Hazards
- Inadequate Access

- Loss of Light
- Noise and Disturbance
- Over-development
- Overlooking, Loss of Privacy
- Overshadowing
- Parking Issues
- Smell/Fumes
- Traffic Generation
- Traffic on A259

6. PLANNING CONSIDERATIONS

6.1 An outline permission ref. LW/17/0113 was submitted for 38 flats and 5 shop units in February 2017. The application was withdrawn in March 2017 as insufficient information was submitted for an outline proposal, hence a full application including all details was requested. The current proposal is significantly scaled down from that original application.

Principle

6.2 The application site is within the Planning Boundary of Peacehaven and located in a mixed use area where they are commercial premises and residential uses along South Coast Road and where the side streets are predominantly residential in character. In principle, the residential development of this site is acceptable and compliant with retained policy CT1 and Spatial Policy 2 of the Joint Core Strategy, the site constituting an unidentified previously developed (brownfield) site within the existing Planning Boundary and providing much needed additional housing whilst retaining commercial use.

6.3 The Council Plan (2016-2020) sets out its priorities over the next few years and has been informed and developed in consultation with our residents, partners and other stakeholders, and recognises the importance of inward investment and the important role the Council have to play in enabling new and developing businesses.

6.4 This application appears to partially fit with the Council's economic targets. Whilst the development would result in a net loss of employment space in Peacehaven, that loss of employment space will be storage space at the rear of the site associated with the existing businesses. Additionally, the proposed scheme will result in an increase in employment numbers and an improvement in the quality of the floorspace.

6.5 The current scheme makes greater provision for retention of employment space than the previous submission. Despite the overall reduction in employment floorspace, the proposed scheme will result in an increase in employment numbers. As such, the proposal is supported by the Council's Regeneration Team. They would like to see a commitment from the applicant to work with new commercial occupiers to recruit locally for any new employment and apprenticeship opportunities to maximise local benefit. This has been made the subject of an informative.

6.6 The proposed scheme as originally submitted was for 10 residential units, however, revisions have been undertaken to the design and scale of the new building and as a result the overall number of residential units has been reduced to 9 flats. In view of this, the development will not be required to provide affordable housing. Both of the commercial units proposed on the ground floor are considered to be an acceptable size for this location and have sufficient space for office and storage as well as displays and customer areas, thereby ensuring their viability and usability. The layout is such that their operation would not prejudice the amenity of the residential occupiers.

Design

6.7 The buildings which front South Coast Road, the main A259 route into and out of Peacehaven, are generally taller than the properties which characterise the residential areas set further back off the side roads, which are consist of bungalows, chalet bungalows and 2 storey housing.

6.8 The building on the site of 81-83 will be 3 storeys in height, flat roofed, with a stepped design at the rear and side to articulate the mass and reduce the impact on the neighbours to the rear. Part of the front is also cantilevered to add interest and reduce the perceived mass of the structure. Inset balconies with glazed guarding are on both the front and rear elevations, whilst those to the rear have privacy screens to the balconies to reduce overlooking to neighbouring properties. The windows have deep reveals which add depth and interest to the facades. The building will be flat roofed and finished in a mix of render and light brickwork broken up with elements of metal cladding. Windows and doors will be powder coated aluminium frames.

6.9 The building at number 85, which is currently single storey will have a first floor added, in a similar style to the larger building. The new shopfronts will have large expanses of glazing which will enhance the parade and create a more active and open frontage to the street. It is considered that the design, form, scale and massing of the development is appropriate for this location and that contemporary design of the building will enhance the street scene.

6.10 Paragraph 130 of the National Planning Policy Framework concerns the design of the developments. "Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, (..)" . The proposed building is shown to employ a high standard of design that would not appear incongruous or discordant within the wider street scene. Also, in response to comments from Sussex Police further details relating to Secure by Design have been added to Section 10 of the Design and Access Statement.

Amenity

6.11 The nearest neighbouring properties to the application site which are likely to be affected by the proposed development include 19a Vernon Avenue, adjacent garage (No. 79 South Coast Road), and Nos. 20-18a Southdown Avenue.

6.12 The revised plans and elevations show full height opaque glazed screening on the balconies to the rear and which are south facing. The screens will be located on the south east side of the balconies to limit the direct overlooking of the neighbouring gardens which are located to the south and east of the site. Some overlooking from the back of the proposed flats to the gardens of 19a Vernon Avenue and Nos. 20-18a Southdown Avenue, which are locate 18 and 10m respectively from the rear elevation of the flats, would still occur but in this built-up location it is not considered that this separation distance would justify refusal of the application. The proposal is not considered to result in any loss of light.

6.13 In response to comments received from the Environmental Health Officer, the applicant confirmed that the petrol filling station vent pipes are over 4 metres away from the nearest point of the proposed building which together with a prevailing SW wind direction should not result in a nuisance to the future occupiers of the development.

6.14 All the flats comply with the DCLG 'Technical housing standards - national described space standards'.

Accessibility and sustainability

6.15 The application site is easily accessed by bus with several bus stops in the vicinity. Travel to and from the application site by bus will be straightforward, with frequent bus services to Brighton, Seaford and Eastbourne, as well as Newhaven where there is also a mainline railway station. The area is also well served with convenience shops and food outlets along South Coast Road. For these reasons future residents of the proposed development would not need to be reliant on private car use for all of their journeys, and indeed less car use would help to reduce the impact on congestion of the A259 which occurs at peak periods and which objectors have highlighted in their comments on the planning application.

6.16 Ten unallocated parking spaces would be provided for the nine flats and one for a member of staff to the office/retail use of the site during office hours and made available to be used by the residential occupants during evenings and weekends. This would be accessed to the west from Vernon Avenue. The amended plans also show the parking forecourt onto South Coast Road [A259] altered to provide 9 car parking spaces provided clear of the signalised pedestrian crossing on the A259 and the altered pedestrian entrance to the site.

6.17 Vernon Avenue can be heavily parked and the concern of local residents about the ability of vehicles to travel along it is understood, but it is not considered that traffic generation from the proposed development would materially add to existing access and parking conditions in the road. The County's Highway raised no objection to the proposed works subject to planning conditions.

6.18 The proposals therefore accord with the aims of Core Policy 13 of the adopted Joint Core Strategy, which seeks to encourage more sustainable methods of transport whilst in turn reducing congestion, or not materially adding to existing congestion, and reducing harmful emissions and pollution. It is acknowledged that local residents may consider this to be an unusual or inappropriate approach, but the provision of alternative means of transport and encouraging behavioural change is necessary to address the issues of pollution and congestion in the long-term.

6.19 The building will be air tight with will eliminate heat loss. It will exceed current building regulation standards. The southern aspect for many of the flats will provide passive solar gain. Electric vehicle charging points for the car park will be conditioned. Cycle storage will be provided and also conditioned.

Conclusion

6.20 The objection from Peacehaven Town Council is acknowledged and the impact of the proposed development on the highway, parking, neighbour amenity and the appearance and character of the area have been considered.

6.21 The development is considered to be well designed, retains commercial floorspace whilst maximising the potential for this brownfield site by creating 9 new residential units. The building will enhance the streetscape and maintain the vitality of this part of South Coast Road without having an undue impact on residential amenity.

7. RECOMMENDATION

That planning permission is granted.

The application is subject to the following conditions:

1. No development shall take place above ground floor slab level until details and samples of all external materials including the fenestration; hard surfaces; roof materials and external finishes to the walls, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and samples and retained as such thereafter.

Reason: To ensure a satisfactory development in keeping with the locality having regard to policy ST3 of the Lewes District Local Plan, policy CP11 of the Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

2. The development hereby permitted shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected within and, where necessary, around the perimeter of the application site. The boundary treatment shall be completed in accordance with the approved details prior to the occupation of the dwelling units or commercial units, whichever is the sooner, and retained as such thereafter.

Reason: To enhance the general appearance of the development having regard to retained policy ST3 of the Lewes District Local Plan, Core Policy 11 of the Lewes District Local Plan Part One: Joint Core Strategy, and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

3. No development shall take place until details of electric vehicle charging points have been submitted to and approved in writing by the local planning authority. The electric vehicle charging points shall be installed in accordance with the approved details prior to the first residential occupation of the development hereby permitted and retained as such thereafter.

Reason: To encourage the uptake of electric vehicles in the interests of reducing harmful emissions in accordance with policies CP9, CP13 and CP14 of the Lewes District Local Plan Part One: Joint Core Strategy and having regard to the National Planning Policy Framework 2018.

4. No part of the development shall be occupied until the car parking has been constructed and provided in accordance with the approved plans. The areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To provide car-parking space for the development.

5. No part of the development shall be occupied until cycle parking spaces have been provided in accordance with the approved details. The areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

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

- the anticipated number, frequency and types of vehicles used during construction,
- the size of vehicles (contractors and deliveries),

- the routing of vehicles (contractors and deliveries),
- the location of any site huts/cabins/offices,
- traffic management in the adjoining highways,
- site operatives' travel plan,
- the method of access and egress and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- measures to control all environmental effects of the development including artificial illumination, noise, vibration, dust, air pollution and odour, including the effects of decontamination, and site illumination during construction,
- 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),
- details of public engagement both prior to and during construction works.

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

7. No part of the development shall be occupied until such time as the vehicular access has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

8. No part of the development shall be occupied until provision has been made within the site in accordance with plans and details to be submitted to and approved by the Local Planning Authority, to prevent surface water draining onto the public highway.

Reason: In the interests of road safety.

9. No part of the development shall commence until details of:-

a) the footway along the eastern side of Vernon Avenue between the access point on Vernon Avenue and the A259 South Coast Road and; b) bollards to be erected across the western end of the forecourt at the back of the footway on the A259; have been submitted to and approved by the Local Planning Authority and the works shall be completed prior to occupation of the development.

Reason: In the interests of road safety.

10. Any opening fenestration or ventilation inlets incorporated into the design of the replacement building at 81-83 South Coast Road must be a minimum distance of 3 metres from the vent pipes situated at the neighbouring filling station.

Reason: To ensure that the standards set out in Local Air Pollution Prevention and Control (LAPPC) process guidance note PG 1/14 (2013) are maintained.

11. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure that risks from any land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without

unacceptable risks to workers, neighbours and other offsite receptors [in accordance with National Planning Policy Framework, sections 120 and 121].

12. Prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

Reason: To ensure that risks from any land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with National Planning Policy Framework, sections 120 and 121].

13. Hours of operation at the site during any demolition, site clearance, preparation and construction shall be restricted to the hours of 0800 to 1800 Monday to Fridays and 0900 to 1300 on Saturdays. No working is permitted at any time on Sundays or Bank Holidays. No machinery shall be operated, no process shall be carried out and no deliveries or collections shall be made at the site outside of these specified times.

Reason: In the interest of residential amenities of the neighbours having regard to ST3 of the Lewes District Local Plan.

14. An assessment of the acoustic impact arising from the operation of any internally and externally located plant at the completed non-residential premises shall be undertaken in accordance with British Standard 4142: 2014 (Method for Rating and Assessing Industrial and Commercial Sound). The assessment shall be submitted to the Local Planning Authority together with a scheme of attenuation measures to mitigate any adverse impacts identified in the acoustic assessment. The scheme shall be approved in writing by the Local Planning Authority and shall be fully implemented before the use commences. The scheme shall then be tested to confirm that it meets the predictions on completion, and a written report submitted to the LPA for its written approval.

REASON: To protect the amenity of the locality in accordance with policy ST3 of the Lewes District Local Plan.

15. Deliveries and collection to and from all non-residential units (A1 and B1 usage classes) shall be restricted to 07.00 to 18.00 hours Monday to Saturday. No deliveries or collections shall be made outside of these specified hours, or on Sundays and Public Holidays.

REASON: To protect the amenity of the locality in accordance with policy ST3 of the Lewes District Local Plan.

16. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

(a) A preliminary risk assessment which has identified:

- (i) all previous uses
- (ii) potential contaminants associated with those uses
- (iii) a conceptual model of the site indicating contaminants, pathways and receptors
- (iv) potentially unacceptable risks arising from contamination at the site.

(b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

(c) The site investigation results and the detailed risk assessment (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

(d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Reason: To ensure that risks from any land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with National Planning Policy Framework, sections 120 and 121].

17. All demolition and construction work shall be restricted to the hours of 0800 to 1800 Monday to Fridays and 0830 to 1300 on Saturdays and works shall not be carried out at any time on Sundays or Bank/Statutory Holidays.

Reason: In the interest of residential amenities of the neighbours having regard to Policy ST3 of the Lewes District Local Plan.

INFORMATIVE(S)

1. The applicant will be required to enter into a Section 171 Licence with East Sussex County Council, as Highway Authority, for the minor off-site highway works. The applicant is requested to contact the Transport Development Control Team (01273 482254) 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.

2. The applicant is advised of the requirement to enter into discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway. The applicant should contact the Transport Development Control Team (01273 482254).

3. The applicant is advised that the erection of temporary directional signage should be agreed with Transport Development Control Team prior to any signage being installed. The applicant should be aware that a Section 171, Highways Act 1980 Licence will be required.

4. The applicant will be required to obtain a permit for any highway works in accordance with the requirements of the Traffic Management Act, 2004. The applicant should contact East Sussex Highways (0345 60 80 193) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the permit being in place.

5. All waste material arising from any clearance and construction activity at the site should be stored, removed from the site and disposed of in an appropriate manner. It is an offence to burn trade waste, so there should be no bonfires on site.

This decision is based on the following submitted plans/documents:

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Location Plan	8 May 2018	EXG100
Existing Block Plan	9 October 2018	EXG100
Existing Elevation(s)	8 May 2018	EXG102
Existing Elevation(s)	8 May 2018	EXG103
Proposed Floor Plan(s)	24 January 2019	PL100
Proposed Floor Plan(s)	24 January 2019	PL101
Proposed Elevation(s)	24 January 2019	PL102
Proposed Elevation(s)	24 January 2019	PL103
Additional Documents	8 May 2018	DAYLIGHT SUNLIGHT ASSESSMENT
Additional Documents	9 October 2018	DRAINAGE
Flood Risk Assessment	8 May 2018	
Planning Statement/Brief	9 October 2018	
Transport Assessment	9 October 2018	
Design & Access Statement	24 January 2019	