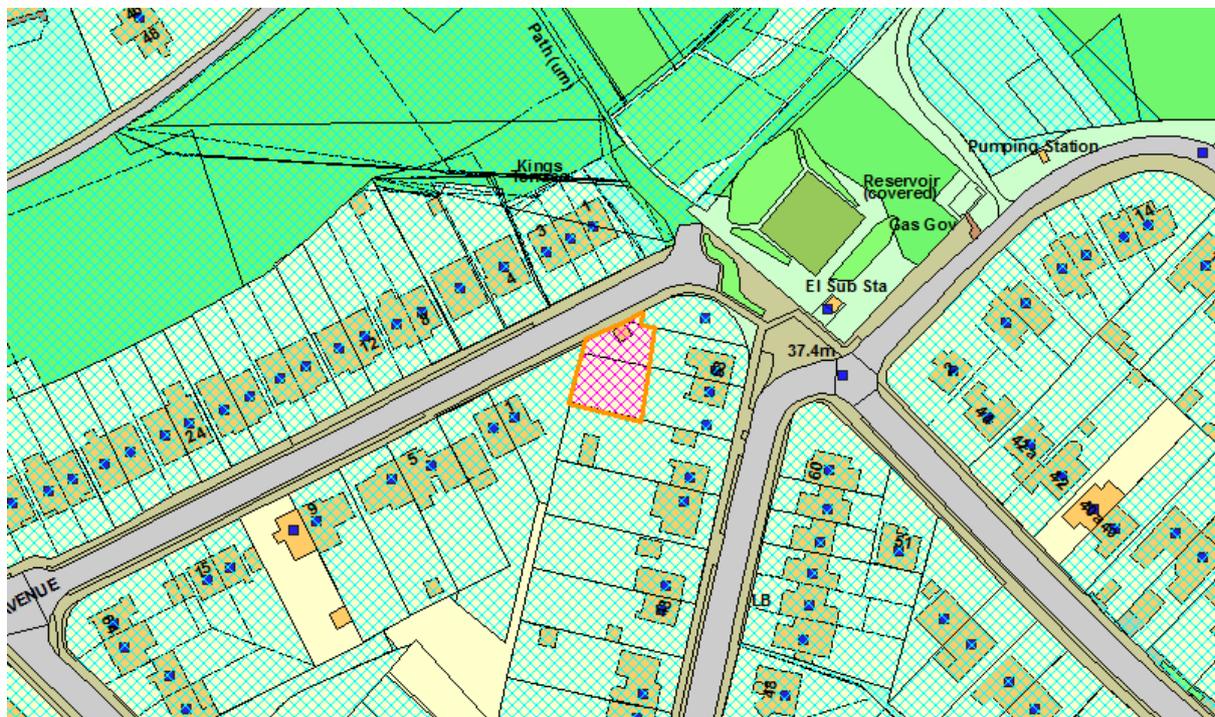


Report to: Planning Applications Committee
Date: 9 June 2021
Application No: LW/20/0897
Location: Rear of 51 and 53 Station Road, Denton, BN9 0NN
Proposal: Proposed erection of a detached two-bedroom bungalow.
Applicant: Mark Saxby
Ward: Newhaven North
Recommendation: Grant planning permission.
Contact Officer: **Name:** Julie Cattell
E-mail: julie.cattell@lewes-eastbourne.gov.uk

IMPORTANT NOTE: This scheme is CIL Liable.

Map Location:



1. **Executive Summary**

1.1 The proposal has satisfactorily addressed the reasons for refusal for previous application and now meets all relevant national and local planning policies.

1.2 Approval is recommended, subject to conditions.

2. **Relevant Planning Policies**

2.1 National Planning Policy Framework

- Achieving sustainable development
- Delivering a sufficient supply of homes
- Promoting sustainable transport
- Making effective use of land
- Achieving well designed places
- Meeting the challenge of climate change, flooding and coastal change

2.2 Lewes District Local Plan

- LDLP: – SP2 – Distribution of Housing
- LDLP: – CP2 – Housing Type, Mix and Density
- LDLP: – CP11 – Built and Historic Environment & Design
- LDLP: – CP12 – Flood Risk, Coastal Erosion and Drainage
- LDLP: – CP13 – Sustainable Travel
- LDLP: – CP14 – Renewable and Low Carbon
- LDLP: – DM1 – Planning Boundary
- LDLP: - DM21 - Land Contamination
- LDLP: – DM25 – Design
- LDLP: - DM26 – Refuse and Recycling
- LDLP:- DM30 - Backland Development

2.3 Newhaven Neighbourhood Plan

- Policy H1 – A Spatial strategy for Newhaven
- Policy D1 – Promoting good design
- Policy D2 – Design and climate change

3. **Site Description**

3.1 The application site is located on the south side of Kings Avenue, Denton, north of Newhaven. Roughly rectangular in shape, the site covers an area of 272²/0.0272 hectares. The frontage to Kings Avenue measures 13.77m.

- 3.2 There are no mature trees or other significant vegetation on the site and it has been used by the applicant as a compound for the construction of new properties on Station Road.
- 3.3 The plot has been formed from the rear section of gardens to numbers 51 and 53 Station Road, which lies to the south-east of Kings Avenue.
- 3.4 Kings Road is a cul-de-sac, with a turning head the eastern end. A banked pedestrian access links it with Station Road, which lies approximately 5m higher than Kings Avenue. Due to this difference in levels, the site presently slopes down towards Kings Avenue.
- 3.5 The wider area is almost wholly residential in character. Properties on the southern side of Kings Avenue are two storey semi-detached houses in plots approximately 12m wide. On northern side, the two storey semi-detached house plots are narrower and due to the topography of the land, some appear as single storey from the street view. Building types and finishes are mixed – brick, pebble dash and rendered external walls, some with feature cladding in feature panels, and concrete roof tiles.

4. Proposed Development

- 4.1 The application seeks planning permission for the construction of a two bedroom/four-person bungalow on the site. The site will be excavated so that the land will be approximately 500mm above the pavement level of Kings Avenue.
- 4.2 The new bungalow would be oriented in a roughly north-south axis to face Kings Avenue and would align with the frontage of number 1 Kings Avenue, the established building line.
- 4.3 The proposed bungalow would be 'L' shaped, with a shallow pitched and hipped roof and overall floor area of 79m². The two double bedrooms (14.4m² and 11.75m²) would be located to the front and the living/kitchen/dining area and bathroom to the rear. The living room would have bi-fold doors leading to a patio area and the garden beyond. The west facing garden is mainly located to the side, with an overall area of approximately 140m².
- 4.4 One off-street car parking space, measuring 5.72 deep x 3.28 wide with electric charging socket, would be located alongside the east facing wall, to be accessed by a newly created dropped kerb/crossover. Beyond the parking space, there is room for store for cycles, refuse and recycling bins.
- 4.5 Proposed materials are white painted rendered walls, dark grey Interlocking concrete roof tiles and white uPVC windows.

5. Relevant Planning History

- 5.1 As noted above, the plot has been formed from part of the rear gardens of numbers 51 and 53 in Station Road, originally a pair of semi-detached houses at the northern end of the road, with gardens backing onto Kings Avenue; the garden to number 53 extended to the side and rear. A new detached house has been built on part of this garden and a new house attached to number 51, forming a terrace of three. All of these developments have been carried out by the applicant. For details see below.

5.2 51 Station Road

- LW/19/0907 Creation of new attached dwelling with pitched roof and single storey rear extension to the existing dwelling – approved 28 February.

5.3 53 Station Road

- LW/19/0888 Proposed erection of a pitched roof two storey detached dwelling – approved 6 February 2020.

5.4 Application site

- LW/20/0340 - Proposed erection of a pair of semi-detached two-bedroom dwellings – Refused 28 July 2020 for the following reasons:

Due to the siting, height and massing the proposal would constitute an overbearing and unneighbourly development to the existing properties of Station Road contrary to policies DM25 and DM30 of the Lewes Local Plan Part 2 2020 and paragraph 127 of the National Planning Policy Framework 2019.

Due to the siting, layout, density and massing the development would constitute an overdevelopment of the site and would fail to respond sympathetically to, and would be out of character with, the surrounding pattern of development in the area contrary to policy DM25 of the Lewes Local Plan Part 2 2020 and Paragraph 127 of the National Planning Policy Framework 2019.

The proposed layout results in substandard car parking spaces, and an awkward access which would likely result in overhanging vehicles detrimental to highway safety and inaccessible bin storage contrary to policy DM26 and DM30 of the Lewes Local Plan Part 2 2020.

- LW/20/0564 Erection of detached 4-bedroom chalet style bungalow – Refused 21 October 2020 for the following reasons:

Due to its scale and the limited separation distance involved, the proposed chalet bungalow would be overbearing to occupants of adjoining properties on Station Road to the detriment of their enjoyment of their external amenity space contrary to CP11 of Lewes District Local Plan Part 1 Joint Core Strategy 2010-2030; DM25 and DM30 of Lewes Local Plan Part 2 2020; and the NPPF 2019.

Due to its siting, layout and scale, the proposed development would be cramped and incongruous in the Kings Avenue street scene. It would not constitute high quality design and would fail to respond sympathetically to the characteristics of the development site and its immediate surroundings contrary to the objectives of CP11 of Lewes District Local Plan Part 1 Joint Core Strategy 2010-2030, DM25 of Lewes District Local Plan Part 2 Site Allocations and Development Management Policies 2020, D1 of Newhaven Neighbourhood Plan 2019 and the NPPF 2019.

The cramped layout proposed would fail to provide sufficient space for parking and access resulting in compromised visibility; the likelihood that vehicles would overhang the public footpath; and inconvenient access to the dwelling and bin store.

The proposal would compromise highway safety and fail to provide safe and/or convenient access and bin storage contrary to policies CP11 of Lewes District Local Plan Part 1 Joint Core Strategy 2010-2030; DM25, DM26 and DM30 of Lewes Local Plan Part 2 2020; and D1 of Newhaven Neighbourhood Plan 2019.

6. Consultations

6.1 Environmental Health

6.1.1 If LPA is minded to grant a planning permission, then considering the sensitive use of the site and site surroundings I recommend conditions and an informative.

6.2 ESCC Highways

6.2.1 The site is located off of Kings Avenue; the area is mostly residential in nature. The site is located approximately 2.1km northeast of the Newhaven town centre. The nearest bus stop to the site is located within a 4-minute walk of the site which provides services to South Highton. The nearest train station to the site is located 1.4km southwest of the site access. Therefore, it is considered that the site is located in an accessible location.

6.2.2 The applicant has not submitted any TRICS database to estimate the expected vehicle trip rates for the development. However, a development of this small scale is not expected to have a material impact on the operation of the local highway network.

6.2.3 The expected car parking demand as estimated by the ESCC parking demand calculator is 1.55 vehicles. The applicant is proposing 1 car parking space for this development. The size of the car parking spaces is approximately 3m x 5.8m. This is considered acceptable. The development is also required to provide two cycle parking spaces, as per ESCC guidance for parking at residential developments. The applicant is proposing a cycle shed in the garden. This is considered acceptable. The proposal includes a location for bins, located on the driveway and within 6m of the road. This is considered acceptable.

6.2.4 Mindful of the above, the County Council has no objection to the proposals subject to the inclusion of the following conditions:

- No development shall be occupied until the vehicular access serving the development has been constructed in accordance with the approved drawing 1412020/.01

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

- The development shall not be occupied until a parking area has been provided in accordance with the approved plans and the area shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

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

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

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

- The development shall not be occupied until cycle parking area has been provided in accordance with the approved plans (plan no. 1412020/.01) and the area shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development

- Prior to the commencement of development, details of the proposed surface water drainage to prevent the discharge of surface water from the proposed site onto the public highway and, similarly, to prevent the discharge of surface water from the highway onto the site shall be submitted to the Local Planning Authority for approval in consultation with the Highway Authority.

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

- The completed access shall have maximum gradients of 4% (1 in 25) from the channel line, or for the whole width of the footway/verge whichever is the greater and 11% (1 in 9) thereafter.

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

Informatives

- *Section 184 Agreement of Highways Act, 1980 – New Access*
The applicant will be required to enter into a Section 184 Licence with East Sussex Highways, for the provision of a new vehicular access. The applicant is requested to contact East Sussex Highways (0345 60 80 193) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the licence being in place.
- *Roadworks Permit*

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.

6.3 District Services

6.3.1 No comments received.

6.4 Trees and Landscape officer

6.4.1 No comments received.

6.5 Southern Water

6.5.1 The attached plan shows that the proposed development will lie over an existing public sewer, which will not be acceptable to Southern Water. The exact position of the public apparatus must be determined on site by the applicant before the layout of the proposed development is finalised. It might be possible to divert the sewer, so long as this would result in no unacceptable loss of hydraulic capacity, and the work was carried out at the developer's expense to the satisfaction of Southern Water under the relevant statutory provisions.

6.5.2 Furthermore, it is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site. In order to divert public sewer, Southern Water requests that if consent is granted, the following condition is attached to the planning permission; The developer must agree with Southern Water, prior to commencement of the development, the measures to be taken to divert the public sewer. Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer. The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development.

6.6 Town or Parish Council

6.6.1 The Committee objected to this application on the following points and requested that this be called in for LDC Planning Committee consideration.

6.6.2 Despite repeated applications regarding this site, an apparent 3% reduction in building plan/footprint still constitutes overdevelopment, with little or no amenity space provided.

6.6.3 The Design & Access Statement continues to contain several material inaccuracies.

6.6.4 Parking provision is inadequate and still likely to exacerbate on-street surface water run-off.

7. Neighbour Representations

7.1 Representations have been received from 18 local residents, 15 objecting to the application and 3 in support.

7.2 The objections are summarised as follows:

- Overdevelopment
- Too many applications on same site
- Cross over will reduce parking on street
- Road safety
- Poor visibility for access
- Water drain off from crossover
- Parking space not big enough
- Loss of open space and impact on wildlife
- Increase in traffic noise and pollution
- Potential loss of light

7.3 The supporting representations are summarised as follows:

- Many properties in Kings Ave have off street parking
- Ample room for additional parking
- Will improve the look of the area
- Area needs new housing

8. Appraisal

8.1 Principle

8.1.1 The site is located within the Newhaven planning boundary, so development on this site is supported by policies DM1 and H1.

8.1.2 Policy CP2 encourages the provision of smaller units and higher site densities in the range of 47-57dph. Although the density of this new development would be 36dph, the density of the wider site – i.e. 51-53 Station Road, with a total of 5 dwellings, would be 53dph. It is considered therefore that the proposal for a two-bedroom bungalow on a plot that is part of a wider site, meets the aspirations of policy CP2.

8.2 Design

8.2.1 The simple design of the proposed bungalow is considered to be appropriate in this location in the street scene, with the building set away from its neighbour and on the end plot.

8.2.2 The materials palette matches that of the recently built houses in Station Road, which will form the backdrop for the new bungalow, as well as echoing the variety of finishes in the wider area.

8.2.3 In respect of design, the proposal meets the relevant aspects of policies CP11, DM25 and D1.

8.3 Amenity

8.3.1 As the site will be levelled and the new bungalow set down at the street level of Kings Avenue, there will be no mutual overlooking with the properties in Station Road. There is one first floor window in the side wall of 1 Kings Avenue, facing the site and the garden; however, this is not considered to be so significant as to warrant refusal. The new bungalow would not overshadow any of its neighbours.

8.3.2 Vehicular access to the site is directly from Kings Avenue, so will not cause any adverse disturbance to residents of the 'host' or adjacent properties.

8.3.3 The overall floorspace exceeds the Nationally Described Space Standard, as do the two double bedrooms. The living area is oriented to the south and west facing garden, which is of a generous size. Overall it is considered that the new bungalow would provide a good standard of accommodation for future occupants.

8.3.4 The proposal includes space for refuse and recycling.

8.3.5 The impact of disturbance arising from the construction process, including hours of operation, can be mitigated by conditions.

8.3.6 Overall, it is considered that the proposal satisfies the amenity aspects of policies CP11, DM25 and DM30.

8.4 Transport and parking

8.4.1 ESCC parking calculator indicates that the proposal would generate a parking demand for 1.55 spaces. The off-street parking space, at 5.72 deep x 3.28 wide, meets ESCC standard for open car parking spaces adjacent to walls. An electric car charge point is indicated on the plans, details of which can be secured by condition.

8.4.2 There are no parking restrictions in Kings Avenue and the nearby streets and all properties in Kings Avenue have off-street parking. Kings Avenue is relatively narrow and on-street parking tends to be on the south side where the spacing between properties is wider. There is capacity in the street for visitor and servicing parking.

8.4.3 The site is well located in relation to public transport links and is in an accessible and sustainable location.

8.4.4 Cycle storage has been indicated on the plans, details of which can be secured by condition.

8.4.5 Crucially, ESCC Highways has not objected to the proposal, subject to conditions.

8.4.6 It is considered that the proposal meets the objectives of policy CP13.

8.5 Sustainability, flood risk and contamination

- 8.5.1 Although the application was not accompanied by a Sustainability Statement or Energy Strategy, reference to broad design measures in response to the issue is made in the Design and Access Statement. More detailed measures can be secured by condition in order to comply with policies CP14 and D2.
- 8.5.2 The site is located within an area of low risk of flooding so no action is required in relation to policy CP12.
- 8.5.3 The EH officer has recommended a condition to cover previously unidentified soil/land contamination in response to policy DM21.

8.6 Response to previous reasons for refusal

- 8.6.1 The key issues arising from the previous refusals can be summarised as follows:
- Cramped appearance and incongruous in the Kings Avenue street scene
 - Failure to respond to the character of the site and immediate surroundings
 - Out of character with the prevailing pattern of development
 - Overbearing impact on adjoining properties on Station Road
 - Substandard parking space, compromised visibility
 - Inaccessible bin storage
- 8.6.2 The current proposal is oriented to Kings Avenue and respects the established building line and as such would be more in keeping with the prevailing pattern of development.
- 8.6.3 The site will be excavated to the Kings Avenue Street level and will not impact on the adjacent properties in Station Road.
- 8.6.4 The parking space meets ESCC standards and would have satisfactory visibility.
- 8.6.5 There is adequate space for storage and moving of refuse and recycling bins.
- 8.6.6 All of the reasons for refusal have been satisfactorily addressed.

8.7 Conclusion

- 8.7.1 The site is located in a sustainable location within the development boundary. The principle of residential development on the site is supported by local plan policies and NPPF objectives - Achieving Sustainable Development; Delivering a Sufficient Supply of Homes; Promoting Sustainable Transport; Making Effective Use of Land; Achieving Well-Designed Places and Meeting the Challenge of Climate Change, Flooding and Coastal Change.
- 8.7.2 The current proposal has satisfactorily addressed the reasons for refusal for previous schemes for the site and has demonstrated compliance with all relevant Development and Neighbourhood Plan policies.

8.7.3 Finally, the proposal will make a small but nonetheless important contribution to LDC's housing supply, on this windfall site.

9. **Human Rights Implications**

9.1 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 taken into account fully in balancing the planning issues; and furthermore the proposals will not result in any breach of the Equalities Act 2010.

10. **Recommendation**

10.1 In view of the above the proposed development is considered to be acceptable and approval is recommended subject to conditions.

10.2 Conditions

1. No development shall commence until details of finished floor levels in relation to the existing ground levels have been submitted to and approved by the Local Planning Authority. The works shall then be carried out in accordance with these details.

Reason: In the interest of residential amenity and the character of the locality having regard to policies CP11 and DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

2. No development shall commence, 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 method of access and egress and routeing of vehicles during construction;
- the parking of vehicles by site operatives and visitors; 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;
- details of the precautions and facilities put in place to guard against the deposit of mud and substances from the application site on the public highway, to include washing facilities by which vehicles will have their wheels, chassis and bodywork effectively cleaned and washed in order to be free of mud and similar substances prior to entering the public highway; 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;
- measures to control the emission of dust, dirt, air pollution and odour during demolition and construction;
- temporary lighting for construction and security;
- public engagement both prior to and during construction works;
- means of safeguarding public rights of way or providing temporary diversions;
- details outlining the proposed range of dust and dirt control measures and noise mitigation measures during the course of construction of the development, having regard to Section 61 consent under the Control of Pollution Act 1974;
- details of off-site monitoring of the CEMP; and
- assurance that the construction will be undertaken in accordance with the Considerate Constructor's Scheme

The approved CEMP shall thereafter be implemented and adhered to throughout the entire site preparation and construction period.

Reason: In the interests of highway safety and the environmental amenities of the area, having regard to guidance within the National Planning Policy Framework.

3. No development shall commence until details of the proposed surface water drainage to prevent the discharge of surface water from the proposed site onto the public highway and, similarly, to prevent the discharge of surface water from the highway onto the site have been submitted to the Local Planning Authority for approval in consultation with the Highway Authority.

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

4. No development above ground floor slab level shall take place until details of how the development will incorporate measures to reduce carbon energy use, facilitate renewable energy installations, and lower household water consumption, have been submitted to and approved in writing by the local planning authority. The approved measures shall be put in place prior to the first occupation of each of the residential units, and shall be retained as such thereafter.

Reason: In order to reduce locally contributing causes of climate change in accordance with policy CP14 of the Lewes District Local Plan Part One: Joint Core Strategy and the National Planning Policy Framework.

5. No development shall take place above ground floor slab level until details for the provision of the electric car charging point has been submitted to and approved in writing by the Local Planning Authority

and shall be implemented in accordance with that approval prior to the first occupation.

Reason: To promote sustainable ways of transport in accordance with policies CP13 and CP14 of the Lewes District Joint Core Strategy National Policy Guidance contained in the National Planning Policy Framework.

6. The development hereby approved shall not be occupied until the car parking facilities as shown on the approved plan have been made ready for use.

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

7. The development hereby approved shall not be occupied until full details of covered and secure cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. These areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles associated with residents and visitors to the development hereby permitted.

Reason: To promote sustainable ways of transport in accordance with policies CP13 and CP14 of the Lewes District Joint Core Strategy to comply with National Policy Guidance contained in the National Planning Policy Framework.

8. The development hereby approved shall not be occupied until full details of storage for refuse and recycling bins have been submitted to and approved in writing by the Local Planning Authority. These areas shall thereafter be retained.

Reason: To ensure that the facilities are available having regard to policy DM26 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

9. The development hereby approved shall not be occupied until the vehicular access serving the development has been constructed in accordance with the approved drawing 1412020/01.

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

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

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

11. The completed access shall have maximum gradients of 4% (1 in 25) from the channel line, or for the whole width of the footway/verge whichever is the greater and 11% (1 in 9) thereafter

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

12. Hours of work at the site shall be restricted to 08:00 to 18:00 hours Monday to Friday and 09:00 to 13:00 hours on Saturday. No working is permitted at any time on Sunday or Bank Holidays.

Reason: In the interest of the amenities of the adjoining residents having regard to policies CP11 and DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

13. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, 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 having regard to policy DM21 of the Lewes District Local Plan to guidance contained in the National Planning Policy Framework.

14. Notwithstanding the provisions of the Town and Country (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no development described in Part 1 and Part 2 of Schedule 2, other than hereby permitted, shall be undertaken unless the Local Planning Authority otherwise agrees in writing.

Reason: A more intensive development of the site would be likely to adversely affect the appearance and character of the area having regard to policies CP11 and DM25 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.

15. The development hereby permitted shall be carried out in accordance with the following approved drawings:

PLAN TYPE	DATE RECEIVED	REFERENCE
Design & Access Statement	24 December 2020	Design & Access Statement
Proposed Section(s)	24 December 2020	1412020/01
Proposed Elevation(s)	24 December 2020	1412020/01
Proposed Roof Plan	24 December 2020	1412020/01
Proposed Floor Plan(s)	24 December 2020	1412020/01
Proposed Layout Plan	24 December 2020	1412020/01
Proposed Section(s)	24 December 2020	1412020/02

PLAN TYPE	DATE RECEIVED	REFERENCE
Location Plan	24 December 2020	1412020/02
Proposed Block Plan	24 December 2020	1412020/02

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

10.3 Informatives:

1. All waste material arising from any site clearance, demolition, preparation and construction activities at the site should be stored, removed from the site and disposed of in an appropriate manner.
2. It is also advised that the site is lying on a Class 3 Radon affected area. Basic radon protection measures are required.
3. The applicant will be required to enter into a Section 184 Licence with East Sussex Highways, for the provision of a new vehicular access. The applicant is requested to contact East Sussex Highways (0345 60 80 193) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the licence being in place.
4. The applicant will be required to obtain a permit for any highway works in accordance with the requirements of the Traffic Management Act, 2004. The applicant should contact East Sussex Highways (0345 60 80 193) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the permit being in place.
5. The developer must agree with Southern Water, prior to commencement of the development, the measures to be taken to divert the public sewer. Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer. The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed.

11. **Background Papers**

- 11.1 None.