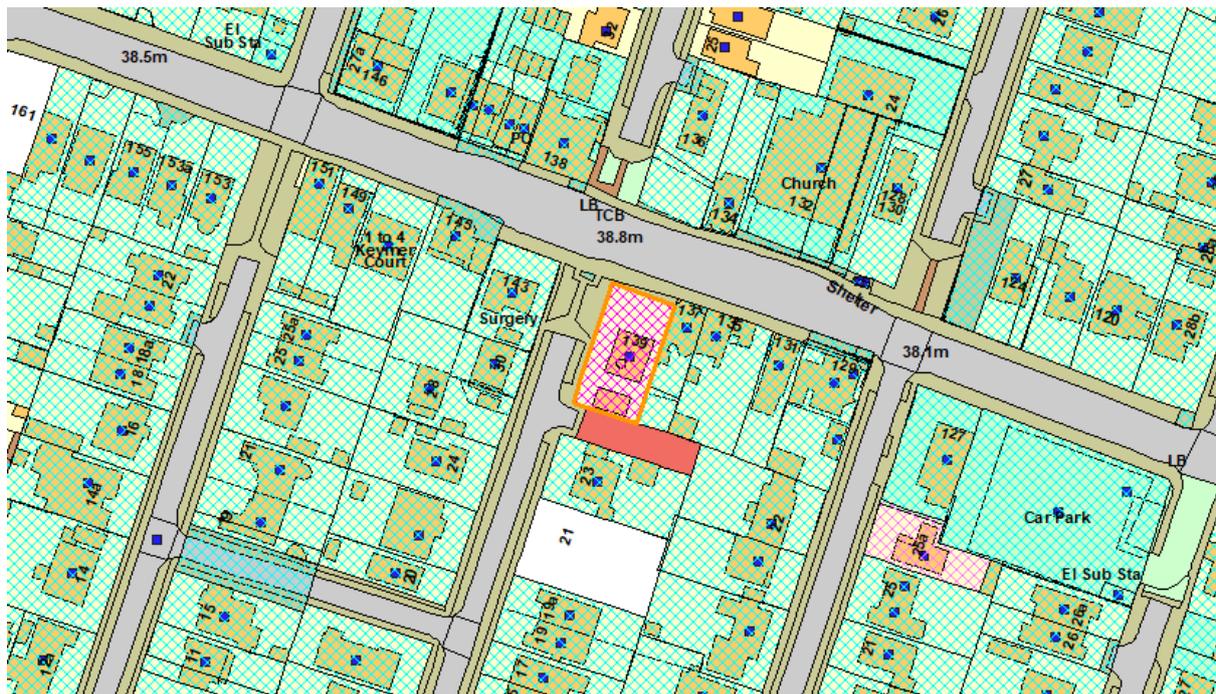


Report to:	Planning Applications Committee
Date:	7 July 2021
Application No:	LW/20/0616
Location:	139 South Coast Road, Peacehaven, BN10 8NL
Proposal:	Demolition of existing chalet bungalow and garage and construction of a block of 5 flats with associated car parking, refuse/recycling store and bicycle store.
Applicant:	Daniel Ives
Ward:	Peacehaven East
Recommendation:	Grant planning permission.
Contact Officer:	Name: Julie Cattell E-mail: julie.cattell@lewes-eastbourne.gov.uk

IMPORTANT NOTE: This scheme is CIL Liabile.

Map Location:



1. **Executive Summary**

1.1 The proposed development as amended is considered to be acceptable and to meet all relevant national and local plan 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: – 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: – DM25 – Design
- LDLP: – DM26 – Refuse and Recycling

2.3 Neighbourhood Plan

- Peacehaven does not have a Neighbourhood Plan.

3. **Site Description**

3.1 The site is located on the south side of South Coast Road, Peacehaven, at the junction with Slindon Avenue, which is a cul-de-sac at this end.

3.2 The site currently accommodates a detached chalet bungalow with detached garage at the rear facing Slindon Avenue. The property is set back 10.5m from its South Coast Road frontage. The site is rectangular, 15m wide and 28.6m deep, covering an area of 429m²/0.0429ha. This would generate a residential density of 116dph.

3.3 At the rear of numbers 139-135 is a piece of land accessed via Slindon Road, adjacent to the rear of the application site. There are two buildings on this site which appear to be in storage or garage use.

3.4 Adjacent to the site to the east is a row of one and two storey properties. Number 137 is in residential use; the others are commercial. The property to

the west of the site, across the stub end of Slindon Avenue, is two storeys in height and is in commercial use.

- 3.5 Properties in Slindon Avenue are predominantly detached bungalows, most of which have off-street parking.
- 3.6 Looking at the wider context of the site, the Peacehaven stretch of South Coast Road displays variety of building styles and types with no one style prevailing. A number of new developments have taken place over the last 15 years, introducing more contemporary designs and higher site densities.

4. Proposed Development

- 4.1 As originally submitted, the proposal was for 6 flats. Following discussions with the case officer, the number of flats was reduced to 5 in order to minimise the impact on the rear garden of number 137.
- 4.2 As amended, the application seeks full planning permission to demolish the existing bungalow and garage and to construct a three-storey block of 5 flats, 4 x 2 bed and 1 x 1 bed, with associated car parking and cycle storage to the rear. Vehicle and pedestrian access to the flats is from Slindon Avenue.
- 4.3 At ground floor, there is a one bed/two person flat at the rear and a two bed/three person flat at the front. At first floor, there are two, two bed/three person flats. At second floor is a two bed/four person flat with south facing roof terrace. The second floor has a flat roof and is set back from the front elevation by approximately 1.2m. The roof plan includes PV panels.
- 4.4 The design of the block is contemporary, with a light-coloured brick finish to the ground and first floors, painted render to the second floor and contrasting panels between ground and first floor windows on the north and west facing elevations.

5. Relevant Planning History

- 5.1 There is no relevant planning history.

6. Consultations

6.1 Environmental Health

6.1.1 No objection subject to conditions and informatives -

- 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.
- 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.

- No development shall take place until a Construction Environment Management Plan has been submitted to and approved in writing by the Planning Authority. The approved plan shall set out the arrangements for managing all environmental effects of the development during the construction period, including traffic (including a workers' travel plan), temporary site security fencing, artificial illumination, noise, vibration, dust, air pollution and odour, site illumination and shall be implemented in full throughout the duration of the construction works, unless a variation is agreed in writing by the Planning Authority.
- The applicant is reminded of the Control of Asbestos Regulations 2012 when carrying out the works, including demolition of the existing building.
- All waste material arising from any site clearance, demolition, preparation and construction activities should be stored, remove from the site and disposed of in an appropriate manner. It is offence to burn trade waste. So, there should be no bonfires onsite.

6.2 ESCC SuDS

- 6.2.1 We note the applicant proposes to demolish the existing dwelling to build 6 flats in its place. The applicant also proposes the use of soakaways to manage the surface water runoff from the development. BGS data indicated that the underlying bedrock of the site is Tarrant Chalk Member which is indicated to be freely draining. However, BGS data also indicates that there is a 'limited potential for groundwater flooding' at the application site.
- 6.2.2 Therefore, the expected groundwater levels during autumn and spring should be established at the very least to assess the potential impact of groundwater on soakaway/infiltration systems. In addition, proposals to use infiltration testing should be completed in accordance with BRE365 at locations of and depths commensurate to the proposed infiltration feature.
- 6.2.3 There are no watercourses or public surface water or combined sewers adjacent to the application site. However, the application site is brownfield with existing impermeable area. It is most likely that there is an existing surface water drainage system on site, which can be used. Nevertheless, an investigation into this drainage system should be carried out including its location, condition and assessment of its previous performance and whether it has enough capacity to receive surface water runoff from proposed development.
- 6.2.4 If the Local Planning authority is minded to grant planning permission, we would request the following comments act as a basis for conditions to manage the surface water runoff from the development
- Drainage design and detailed hydraulic calculations supporting the design and showing no increase in flood risk

for all rainfall events including those with a 1 in 100 (plus 40% for climate change) shall be submitted to and approved in writing by the Local Planning Authority. These shall be supported by a site investigation which incorporates the following:

- Infiltration testing should be completed in accordance with BRE365 at locations and depth commensurate to the proposed infiltration features.
- Groundwater monitoring during autumn and spring

The proposed soakaways/infiltration system shall have a 1m unsaturated zone between its base and the highest recorded groundwater level. If this cannot be achieved, an alternative point shall be investigated.

- If the infiltration is found not to be feasible and utilising the existing drainage system is proposed, a detailed investigation shall be completed. This should include a CCTV survey determination of location, size and discharge point. This shall include an assessment of its previous performance and whether it has enough capacity to receive surface water runoff from the proposed development. Any upgrade, maintenance or rehabilitation should be carried out if required.
- Prior to occupation, evidence (including photographs) should be submitted showing that the drainage system has been constructed as per the final agreed detailed drainage design.

6.3 ESCC Highways

- 6.3.1 Adequate on-site car and cycle parking spaces are to be provided. The application includes the submission of a Transport Report (TR) including a parking survey. I have no objection to the proposal subject to highway conditions as detailed at the end of this report.
- 6.3.2 The site is located on the southern side of the South Coast Road (A259) on the eastern side of Slindon Avenue at its junction with A259. The Annual Average Daily Traffic flows along this section of the A259 was 20,561 vehicles in 2019.
- 6.3.3 This southern section of Slindon Avenue has no vehicular access onto the South Coast Road (A259) being a cul - de - sac at this point with pedestrian connectivity only. There is a signalised pedestrian crossing on the A259 along the site frontage with bus stops in the immediate vicinity on the A259. Vehicular and pedestrian access is onto Slindon Avenue with an existing garage and parking space for 1 vehicle.
- 6.3.4 The existing pedestrian access is shown to be relocated slightly to the north on Slindon Avenue. The existing vehicular access onto Slindon Road would be altered/widened on its northern side to approximately 10 metres.
- 6.3.5 The nearest bus stops on the A259 both west and eastbound are less than 100m from the site (known as Slindon Avenue stops).

These stops have regular services to Saltdean, Brighton and Hove, Newhaven/Eastbourne as well as the surrounding Peacehaven area.

- 6.3.6 The Highway Authority is satisfied that there is sufficient footway provision to and from the site. As such, the site is considered to be in an accessible location.
- 6.3.7 In accordance with ESCC's parking demand calculator (October 2017) a total of 5.16 unallocated car parking spaces should be provided. The TR states that 4 parking spaces would be provided, and these are shown on the layout plans. In order to justify the shortfall of 1 space the applicant has provided within the TR a copy of a parking survey carried out on the surrounding residential roads. This has been done in accordance with the Lambeth methodology carried out during the night/very early hours of the day. This reveals that there is some space capacity on street to accommodate the small shortfall in parking with this proposal. Given this fact and the good location to public transport I confirm that the 4 number of car parking spaces would be acceptable. The parking spaces for private motor cars should also be 2.5m x 5m to meet current day standards with an extra 50cm being provided where spaces abut walls/fences/hedges.
- 6.3.8 Cycle parking would also need to be provided in accordance with ESCC's parking guidelines – 1 and 2 bed flats 0.5 spaces if communal store, 1 space if individual stores. These parking areas should be covered, secure and in a conveniently accessible location for all users. The proposal includes such a communal area for 6 cycles which is therefore acceptable.
- 6.3.9 As Slindon Avenue is a cul-de-sac all construction traffic to and from this site will impact on Mayfield Avenue and Capel Avenue. Therefore, in order to ensure impact on these roads is kept to a minimum and to ensure no adverse effect occurs on the South coast Road a Construction traffic management plan would need to be provided and can be dealt with by condition.
- 6.3.10 Application can be approved subject to Conditions and informatives.

6.4 Planning Policy

- 6.4.1 This planning application should be considered against the adopted 2016 Lewes District Local Part 1 Joint Core Strategy (LPP1) and 2020 Local Plan Part 2: Site Allocations and Development Management Policies. The proposal should also be considered against the National Planning Policy Framework.
- 6.4.2 The site is within the Peacehaven and Telscombe planning boundary and therefore in accordance with Policy DM1 of the LPP2, re-development of the site to create additional residential units is generally considered acceptable provided that the proposal is in accordance with other policies in the development plan which is for consideration by the Case Officer.

6.5 Town or Parish Council

6.5.1 6 flat and only 4 car park spaces, dead end road. Limited parking in the street as Residential area, the location is on a dead end, so the end needs to be free for cars to turn. Inadequate parking, poor access as dead end. Object for the following reasons:

- Out of keeping with street scene, impairment of the street scene changing the character and appearance, detrimental to it, will spoil the ambience of the Road/Avenue, unfriendly.
- Loss of privacy – overlooking, causing loss of privacy or light, too close.
- Absence of car parking facilities – provision for pedestrians, wheelchairs and prams
- Increase of traffic & congestion – is there an alternative
- Exacerbate existing parking problems
- Inadequate local infrastructure – including A259, surgeries, schools

7. **Neighbour Representations**

7.1 Representations have been received from 2 local residents, objecting to the application for the following reasons:

- Insufficient parking on the site, will increase pressure for parking on street which could lead to animosity
- Will increase traffic and pollution
- Will overlook and overshadow number 137
- Too many flats in the area
- Will affect property values
- No infrastructure to support the development
- Developers do not live in the area and have no consideration for local people

8. **Appraisal**

8.1 Key Considerations

8.1.1 The main considerations are principle, design, parking, and impact on the residential amenity of adjoining and nearby properties.

8.2 Principle

8.2.1 The site falls within the development boundary of Peacehaven; the principle of development is supported by policy DM1.

8.2.2 Policy CP2 supports proposals that offer smaller units as well as an increase in site density.

8.3 Design

- 8.3.1 The simple, contemporary design is not dissimilar to several other recently completed developments along the Peacehaven stretch of South Coast Road and the proposed palette of materials is acceptable. The flat roof would be less than a metre higher than the apex of the roof of the adjacent property. The form, height and bulk are a suitable approach for a corner site. The location of the building towards the front of the site to meet the established building line is an improvement to the streetscene.
- 8.3.2 Overall, the proposal meets the design criteria in policies CP11 and DM25.

8.4 Amenity

- 8.4.1 The main impact of the proposed development would be on daylight and sunlight to the garden and rear windows of the adjoining residential property at number 137. The applicant was asked to provide a Daylight and Sunlight Report based on the Building Research Establishment (BRE) guidelines.
- 8.4.2 The Report concludes that the minimal changes to daylight and sunlight resulting from the proposed development would be within the BRE guidelines.
- 8.4.3 The terrace to the second-floor flat is set back and the glazed balustrade raised at the sides to prevent overlooking to the garden of number 137.
- 8.4.4 For the future residents, the new flats all meet the Nationally Described Space Standard. Only the top floor has access to outdoor amenity space. However, the site is a 5-minute walk from the seafront and local open green space.
- 8.4.5 The proposal meets the amenity criteria of policies CP11 and DM25.
- 8.4.6 The application includes details of a store for refuse and recycling in compliance with policy DM27.

8.5 Transport and parking

- 8.5.1 The site is in an accessible location, close to good public transport networks and local facilities.
- 8.5.2 Using the ESCC Parking Calculator, the amended proposal would generate a demand for 4.87 spaces. Four spaces are to be provided. The Transport Report submitted with the application includes a Parking Beat Survey, which revealed that there is capacity in Slindon Avenue to absorb any potential overspill. The Highways Team is satisfied that the parking provision is acceptable and has raised no objection.
- 8.5.3 The parking area will be provided with electric car charge facilities, details of which will be secured by condition.
- 8.5.4 The application includes details of a cycle store showing capacity for 6 cycles, which exceeds ESCC requirements for a development of this size.

8.5.5 The proposal is in compliance with policy CP13.

8.6 Sustainability, drainage, and flood risk

8.6.1 The provision of PV panels, as indicated on the drawings and supporting statements, is estimated to bring about a reduction of carbon emissions beyond the level required by Building Regulations. A post construction report on the exact levels will be secured by condition to demonstrate compliance with policy CP14.

8.6.2 The SuDS Team at ESCC has no objections to the proposal subject to conditions. The site is in an area of “very low risk” of flooding.

8.6.3 With regard to drainage and flooding, the proposal complies with policy CP12.

8.7 Comments on objections

8.7.1 The application, if approved will be liable for CIL contributions to mitigate the increased demand on local infrastructure.

8.7.2 Property values are not a planning consideration.

8.8 Conclusion

8.8.1 The proposal as amended from 6 to 5 units, meets all relevant national and local planning policies, and will contribute towards the District Council's housing supply.

8.8.2 Approval is therefore recommended subject to conditions.

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

PLAN TYPE	DATE RECEIVED	REFERENCE
Location Plan	11 September 2020	1277_01 Site Location Plan
Proposed Layout Plan	15 June 2021	1277_02A Block and Site Location Plan
Other Plan(s)	11 September 2020	1277_07 Bike and Refuse Store Elevation and Floor Plan

PLAN TYPE	DATE RECEIVED	REFERENCE
Street Scene	4 June 2021	1277_06B Proposed Street Scene Elevations
Proposed Elevation(s)	4 June 2021	1277_05B Proposed Elevations
Proposed Floor Plan(s)	4 June 2021	1277_04B Proposed Second Floor and Roof Plans
Proposed Floor Plan(s)	4 June 2021	1277_03B Proposed Ground Floor and First Floor Plans
General	11 September 2020	1277 Electric Vehicle Charging Statement 100920
Design & Access Statement	4 June 2021	1277 Design and Access Statement 040621
Transport Assessment	23 October 2020	Transport Plan
Additional Documents	21 May 2021	Daylight _ Sunlight Report

- Reason: For the avoidance of doubt and in the interests of proper planning.
2. No development shall commence, including demolition, until details/samples of all external materials have been submitted to and approved in writing by the Local Planning Authority and carried out in accordance with that consent.
 - Reason: To ensure a satisfactory development in keeping with the locality having regard to policies CP11 and DM25 of the Lewes District Local Plan and having regard to the National Planning Policy Framework.
 3. 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 method of access and egress and routeing 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
 - 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.
4. No development shall commence, including demolition, until drainage design and detailed hydraulic calculations supporting the design and showing no increase in flood risk for all rainfall events including those with a 1 in 100 (plus 40% for climate change) have been submitted to and approved in writing by the Local Planning Authority. These shall be supported by a site investigation which incorporates the following:
- Infiltration testing should be completed in accordance with BRE365 at locations and depth commensurate to the proposed infiltration features.
 - Groundwater monitoring during autumn and spring

The proposed soakaways/infiltration system shall have a 1m unsaturated zone between its base and the highest recorded groundwater level. If this cannot be achieved, an alternative point shall be investigated. If the infiltration is found not to be feasible and utilising the existing drainage system is proposed, a detailed investigation shall be completed. This should include a CCTV survey determination of location, size, and discharge point. This shall include an assessment of its previous performance and whether it has enough capacity to receive surface water runoff from the proposed development. Any upgrade, maintenance or rehabilitation should be carried out if required.

- Reason: To reduce the risk of flooding, both on and off site, to improve and protect the water quality and improve habitat and amenity having regard to policy CP12 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.
5. No development above ground floor slab level of any part of the development hereby permitted shall commence until a report has been submitted to, and approved in writing by, the Local Planning Authority, to include details and drawings to demonstrate how a minimum of 10% of the energy requirements generated by the development as a whole will be achieved utilising renewable energy methods and showing in detail the estimated sizing of each of the contributing technologies to the overall percentage

The report shall identify how renewable energy, passive energy and energy efficiency measures will be generated and utilised for each of the proposed buildings to collectively meet the requirement for the development. The approved details shall be implemented with the construction of each dwelling and thereafter retained.

- Reason: To secure a proper standard of development having regard to policy CP14 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.
6. No part of the development shall be occupied until evidence (including photographs) has been submitted showing that the drainage system has been constructed as per the final agreed detailed drainage design.
 - Reason: To reduce the risk of flooding, both on and off site, to improve and protect the water quality and improve habitat and amenity having regard to policy CP12 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework.
 7. No part of the shall occupied until details of the layout of the reconstructed access and the specification for the construction of the access which shall include details of surface water drainage have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the development shall not be occupied until the construction of the access has been completed in accordance with the agreed specification.
 - Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.
 8. No part of the development shall be occupied until pedestrian visibility splays of 2 metres by 2 metres have been provided either side of the proposed site vehicular access onto Slindon Avenue in accordance with plans and details submitted to These visibility splays shall thereafter be kept free of all obstructions over a height of 600mm and approved in writing by the Local Planning Authority.
 - Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway
 9. No part of the development shall be occupied until details for the provision of electric car charging points, both in the dwellings and for visitors, have been submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with that approval prior to 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.
 10. No part of the development shall be occupied until the cycle storage facilities have been provided as shown on drawing number 1277-07 and made permanently available for that use
 - 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

11. No part of the development shall be occupied until the refuse and recycling storage facilities have been provided as shown on drawing number 1277-07 and made permanently available for that use.
 - Reason: To secure a proper standard of development 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.
12. No part of the development shall be occupied until the access and car parking spaces have been provided in accordance with the approved plan. The areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles. 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.
13. No site clearance or construction works shall take place outside 0800 hours to 1800 hours Mondays to Fridays and 0830 hours to 1300 hours on Saturdays and works shall not be carried out at any time on Sundays or Bank/Statutory Holidays.
 - Reason: In the interests of the amenities of the area, having regard to guidance within the National Planning Policy Framework
14. 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 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 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 Core Policy 11 of the Lewes District Local Plan and the National Planning Policy Framework
15. This decision relates solely to the following plan(s):

PLAN TYPE	DATE RECEIVED	REFERENCE
Location Plan	11 September 2020	1277_01 Site Location Plan
Proposed Layout Plan	15 June 2021	1277_02A Block and Site Location Plan
Other Plan(s)	11 September 2020	1277_07 Bike and Refuse Store Elevation and Floor Plan

PLAN TYPE	DATE RECEIVED	REFERENCE
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Design & Access Statement	4 June 2021	1277 Design and Access Statement 040621
Transport Assessment	23 October 2020	Transport Plan
Additional Documents	21 May 2021	Daylight _ Sunlight Report

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

10.3 Informatives:

1. The applicant is reminded of the Control of Asbestos Regulations 2012 when carrying out the works, including demolition of the existing building
2. All waste material arising from any site clearance, demolition, preparation, and construction activities should be stored, remove from the site and disposed of in an appropriate manner. It is offence to burn trade waste so there should be no bonfires on site.
3. This Authority's requirements associated with this development proposal will need to be secured through a Section (184/171) Legal Agreement between the applicant and East Sussex County Council. 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 agreement being in place.
4. 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 East Sussex Highways (0345 6080193).

5. The applicant is advised that the erection of temporary directional signage should be agreed with East Sussex Highways (01345 6080193) prior to any signage being installed.

6. The applicant should be made aware that the creation/alteration of this access will require the compliance with the Traffic Management Act 2004 and that the contractor will have to book road space with the East Sussex Highways Network Co-ordination team (0845 6080193).

11. **Background Papers**

11.1 None.