# Development Management - Delegated Officer Report

**Application Number: AWDM/1478/21 Recommendation – Approve**

**Site: Marquis Of Granby, West Street, Sompting**

**Proposal: Demolition of existing structure and erection of nine dwellings within a two / two and half storey building with accommodation within the roofspace consisting of 8no. 2 bed and 1no. 3 bed apartments, with roof terraces on the second floor and associated car parking, bin and cycle store, access, landscaping and boundary treatment.**

**Date of site visit: 27 August 2021**

**Neighbours checked: Y**

**Additional neighbour notifications: N**

**Proposal, Site and Surroundings**

The application relates to the Marquis of Granby public house which is located adjacent to the junction of West Street and Church Lane, within the Sompting Conservation Area. It is currently vacant.

It occupies a prominent position within the Conservation Area and has a large area of hardstanding to the front. There is a long pub garden at the rear which runs along the rear of several properties in West Street. There is a detached house immediately to the west, Fairmead, and a pair of semi detached cottages to the north, 1-3 Church Lane Cottages, which are set back behind the line of the pub building.

The pub has a two storey central section with a pitched roof behind a parapet, and single storey wings at both ends.

The application has been amended since its original submission. As first submitted, it was proposed to demolish the existing building and erect 7no, 2-3 bedroom apartments within a new two / three storey building. A semi detached dwelling was proposed on the north side of the building with a 3 bedroom bungalow located to the rear of the site.

Following concerns from Officers about the design and layout, and at the proposed dwelling to the rear, the scheme has been revised to remove the rear dwelling and to construct 9no. flats within a two / two and half storey building with accommodation within the roofspace consisting of 8no. 2 bed and 1no. 3 bed apartments.

The building is to be constructed using a mix of red stock bricks with feature banding and elements of traditional flint construction with the central part of the building. Slate is proposed for the roof. Chimneys have been added. Roof terraces are proposed on the flat roofs of the side wings, hidden behind a

roof/parapet. The building has been pushed further back than originally proposed, with the main façade of the building approximately 1.5m forward of the existing pub, with more soft landscaping proposed to the front of the building, as well as car parking. An existing flint wall in the north east corner of the frontage is to be retained and a new 1.1m high brick and flint wall is proposed along the frontage. Improvements to the existing bus stop on the site frontage are also proposed.

The site is outside of the built up area, within the Local Green Gap and countryside.

**Relevant Planning History**

Various, relating to the pub

**Consultations**

**West Sussex County Council: The Highways Authority**: **Comments on amended plans**: The separate bungalow dwelling to the rear has been omitted and thus parking on site reduced. The building with 8 x 2-bed and 1 x 3-bed apartments will be served by 10 x parking spaces with 2 x spaces for plot 1 and 1 x space each for plots 2-8. WSCC Guidance on Parking at New Developments advises 1.7 spaces per 2-bed and 2.2 spaces per 3-bed unit, a total demand for up to 16 x spaces plus 2 x visitor spaces. The parking provision is therefore short by 6 spaces for the residential element with no dedicated visitor parking proposed.

As per previous comments dated 31 August 2021 there is limited space on site for additional parking. Previously the applicant offered a Residential Travel Pack to promote sustainable transport modes and reduce single occupant vehicle use. It is advised this is secured by condition. The LPA may wish to consider the impact on the shortfall of parking from an amenity perspective. Previously proposed landscaping on the southern border is replaced with a pedestrian access path and improvements to bus stop hardstanding. This remains within privately maintained/ applicant land with no changes proposed to existing access points with the public highway. Please refer to previous comments in respect to access, visibility, trip generation and sustainable transport and conditions advised.

**Original comments**: **Access Arrangements** There are 2 existing access points (one to Church Lane and one to West Street). These will be re-used for the development. Whilst visibility splays have not been demonstrated for the two access points, the LHA are mindful that these are existing access points with no evidence of highway safety concern. Furthermore, as outlined below, an overall reduction in vehicle trips to and from the site is expected. To ensure the planting inbetween the two accesses does not impact visibility, the LHA advises that a landscaping condition is secured, to ensure planting in splay is kept below 0.6m. Swept path tracking has been provided to demonstrate a fire tender can reach plot 9 and turn on site and that cars can manoeuvre in the parking courtyard area.

**Trip Generation** TRICs has been used to estimate the anticipated change in vehicle and person trips to and from the site. The LHA note that a multi-modal

assessment has been carried out and that flats only have been assessed with Greater London included on the existing trip assessment. The LHA have assessed trip rates from the TRICs data in terms of 'total vehicles' and carried out an in-house assessment for comparison, excluding Greater London. It was found that the resulting trip rates were broadly similar. The TS states this as daily vehicle movements of 185 and traditional AM peak hour 0, PM peak hour 18 two way trips for existing use. Proposed dwellings could result in 34 daily trips with 4 in AM and 3 in PM peak hours. Whilst there is a small increase in the AM peak hour, the PM peak hour and total daily trips is anticipated to reduce from what could currently be supported by the existing permitted pub/restaurant use.

**Parking** A total of 14 x car parking spaces are proposed. This includes 2 x allocated spaces for each 3 bed unit and 1 x allocated space per plots 1-7. Additionally, 2 x unallocated visitor spaces are proposed. WSCC Guidance on Parking at New Developments would require a total of 17 x spaces for the development, plus an additional 2 x visitor spaces. Whilst 2 x visitor spaces are provided, the resident parking is short by 5 x spaces. Whilst additional parking on site may be beneficial, there appears to be limited space for this. Furthermore, the applicant is offering a Residential Travel Pack to promote sustainable transport modes and reduce single occupant vehicle use, details of which can be secured by condition. The LPA may wish to consider the impact on the shortfall of parking from an amenity perspective. Secure and covered bicycle storage will be provided in a communal facility for the shared building (14 x spaces) and in a shed for the bungalow (2 x spaces). WSCC Guidance requires 2 x spaces per 2 x 3 bed houses (4 total) and 0.5 spaces in communal facility for each flat (4 x spaces total). A total requirement of 8 x spaces. As 14 are proposed the LHA are satisfied with the provision.

**Sustainable Transport** Whilst there are no dedicated cycle facilities in the immediate vicinity, cycling can take place alongside other road users and Lancing Train Station is 1.7mile cycle ride distant. The nearest grocery retail/local services with continuous footway link are in Sompting to the east (0.7 mile, 15 min walk). The nearest bus stop is immediately outside the site on West Street and provides services between Lancing and High Salvington, Lancing and West Tarring. As no changes are proposed to the access points it is anticipated that the low level kerb to assist pedestrians to the bus stop will remain.

**Conclusion** The Local Highway Authority does not consider that the proposal would have an unacceptable impact on highway safety or result in ‘severe’ cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 111), and there are no transport grounds to resist the proposal.

**Adur and Worthing Councils: Public Health:** I would recommend a demolition and construction management plan condition, require details of any external lighting or agree this through condition. I would recommend the Building Act informative for demolition and that electrical car charging points are provided for the development.

**Private Sector Housing**: No objections on PSH grounds

**Technical Services:** Flood risk- The application is within flood zone 1, and is not shown to be at risk from surface water flooding. Areas directly adjacent to the site are shown to be at risk from surface water flooding. We have no objections on flood risk grounds. Surface water drainage- the application includes a surface water drainage strategy which outlines proposals to utilise infiltration in the form of permeable paving if possible. This is acceptable in principle, infiltration will hopefully work in this location. Winter groundwater monitoring and winter infiltration testing will be required to support detailed design. If you are minded to approve this application please DO NOT list the surface water drainage strategy as approved, and please apply pre commencement drainage conditions to ensure that the site will adequately drain now and in the future and will not increase flood risk

**Planning Policy**: The site is outside the BUAB and therefore is considered countryside in policy terms, and is also within the Local Green Gap. The site also lies within the Sompting Conservation Area. Policy 10 of the Adur Local Plan 2017 also applies; this makes clear that Sompting village should not be expanded or intensified due to its linear and historic character, and location within the countryside and gap.

The original application included additional development to the rear of the pub building, which served to intensify development on the site, contrary to policy. However I understand this element has now been removed, and the proposed development is therefore broadly within the area of the former pub (and therefore a brownfield site). As such I'm no longer concerned as to any conflict with Policies 2, 10, 13 or 14.

From the viability information provided, it appears that the loss of the pub is also acceptable in principle, and there is no conflict with Policy 33 of the Local Plan. If you are happy that the design and materials respect and enhance the character and appearance of the conservation area in accordance with Policy 17 of the Adur Local Plan 2017 I have no policy objections to the revised proposal.

**Southern Water**: Requires details of foul and surface water drainage

**ADCAG**: Approve

**Sompting Parish Council**: **Comments on original plans**: Regrets the loss of a local amenity but is broadly supportive of the sympathetic nature of the development. It would be supportive also if a small retail unit could be part of the development. We note that the proposal includes terraces which could impinge on neighbouring properties. This development would lend itself to sustainable heating systems such as ASHP (air source heat pumps) and solar thermal water heating.

**Comments on amended plans**: We are pleased to see the local resident's objection has been addressed effectively; we welcome this taking place on a brownfield site; and we welcome the revised thoughtful design of this development.

**Representations**

**Original Plans**: 10 letters of objection received, mainly to the proposed bungalow in the rear garden:

- Proposed bungalow harmful to character of the Conservation Area, Local Green Gap and neighbouring residents
- Increased traffic on already congested West Street
- Increased noise disturbance
- Overlooking, loss of privacy and light
- Overdevelopment
- Support redevelopment but concerned at loss of privacy from proposed roof terraces
- Dangerous access onto roundabout
- Too close to road/loss of openness

**Amended Plans**: 1 letter received

- Amended design is pleasing
- Inadequate car parking provision

**Relevant Planning Policies**

Adur Local Plan 2017 Policies 2, 3, 10, 13, 14, 15, 17, 18, 19, 20, 22, 28, 33, 34, 35, 36
'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats'
Sustainable Energy SPD (August 2019)
Adur Planning and Climate Change Checklist (June 2021)
Sompting Conservation Area Report (ADC 1992)
WSCC Guidance on Parking at New Developments (Sept 2020).
National Planning Policy Framework (July 2021)
Technical Housing Standards – nationally described space standard (DCLG 2015)

**Planning Assessment**

**Principle of Development**

The site lies outside of the built up area, within the Local Green Gap and the Conservation Area. Policy 10 of the Adur Local Plan states that "*Sompting village will not be expanded or intensified due to its linear and historic character, and countryside location within the Local Green Gap*."

Policy 13 states:

*"Outside of the Built Up Area Boundary (as shown on the Policies Map), development will only be permitted where the need for a countryside location is essential; it is for quiet informal recreation or the essential needs of agriculture or horticulture, flood management, or is otherwise consistent with this Local Plan (or subsequent DPDs). Improvements to green infrastructure, including enhanced pedestrian, cycle, and equestrian access (where appropriate), and better access for those with mobility difficulties will be supported. The extension*

*of isolated groups of buildings or the consolidation of linear or sporadic development will not be permitted*."

In this case, the proposal is not extending development onto undeveloped land, or consolidating sporadic or linear development. It is seeking to redevelop on an existing brownfield site. Subject to consideration of the principle of the loss of the pub and the impact on the character of the Conservation Area, there is not considered to be a policy objection in principle of the redevelopment of the site.

**Principle of loss of pub**

Policy 33 of the Local Plan states that:

*"The Council will protect, and support improvements to, social and community facilities. Development which would result in the loss of existing social or community facilities will only be permitted where:*

- *It can be demonstrated there is no demand for the facility within the area and the premises have been marketed for a reasonable period of time; or*
- *There is alternative provision available locally that is accessible, and at least equivalent in terms of quality; or*
- *The proposed development would provide an alternative social and community facility*."

The application is supported by a Viability Study. It states:

*"Even before Covid19 restrictions, customers are increasingly staying at home to drink but going out to eat and the resulting level of decline is not unusual for this type of operation. Businesses such as the one run at the Marquis of Granby have been unable to compete in the current market due to the lack of a food offering and declining wet sales resulting in the business as loss-making. These factors are considered essential for a business to be able to compete satisfactorily. The trade at the public house therefore 'paints a clear picture' that the business has been struggling for some time and given Star Pubs & Bars could not re-open the pub, this also suggests that the pub is not viable. I would therefore consider the business to be unviable in the short term to long term on the basis of a tied tenanted operating format."*

The report also identified that the pub is in poor condition and rather dated in terms of its accommodation. The cost of work to upgrade the pub is prohibitive.

There are 14 pubs identified within 3 miles of the site, including the Gardeners Arms in West Street, just 0.1 mile away.

The pub has been marketed since March 2021 but with no interest received in its future use as a pub.

The report concludes that:

*"The Property historically relied heavily on trade from 'local regulars' and with a limited food offering, the business will fall short to its nearby pub competitors*

*combining both wet and dry sales. The Gardeners Arms which is approximately 200m away is certainly capable of servicing the needs of the immediate local population and has been doing so successfully for the last couple of years. In our opinion and in a post pandemic world the level of competition locally would be too great to sustain a facility of this limited scale in a village served by another facility……Based on the above I am of the opinion that the Property is not commercially viable now and in the longer term."*

The detailed report makes it clear that the pub is not a going concern and that the first two criteria of Policy 33 have been met. The loss of the pub is therefore considered to be acceptable in principle.

**Principle of demolition of building**

A draft Conservation Area Appraisal for Sompting is currently being prepared to replace the currently adopted Conservation Area Report of 1992. The draft Appraisal identifies the public house as a building which contributes positively to the character and appearance of the conservation area, whilst acknowledging the poor condition of the building, and its setting. It also identifies the parking forecourt, and indeed the entire junction area of West Street and Church Lane as a negative space, marred by poor boundary and surface treatments, poor quality and excessive street furniture and signage and poor maintenance.

The Heritage Consultant, who has worked on the preparation of the Appraisal for the Council, was consulted on the application as originally submitted and made a number of comments.

She explained that:

"*The current public house, The Marquis of Granby is located at a prominent entrance point to the Sompting Conservation Area at the junction of West Street and Church Lane. It is visible in approaches from the east, and north where the rural character changes to a more suburban one, although the wider context of Sompting as a village of agricultural origins remains appreciable.*

*The existing building on the site is unlisted, and dates from the interwar period. It replaced a pub of the same name, which is identified on the OS mapping history throughout the 19th century. The former pub fronted West Street, with ancillary buildings arranged around a courtyard. The redeveloped site demolished earlier buildings to provide the current pub which sits at an angle addressing the junction, with a sizeable forecourt. Both the pub, and its forecourt are now in a state of neglect*."

She goes on to state that The Marquis of Granby has a neo-Tudor style which is typical of pubs of this period. She considers that:

"*While the pub is unlisted, it does therefore have some significance as illustrative of this phase of public house development and its aspirational role in reimagining the 19th century drinking dens. In design terms it is restrained, with ornamentation limited to the features such as the curved parapet detailing, the porches, bow windows and the recessed arches over windows*

*and doors. It has a prominence in the conservation area, and is considered to contribute positively to it, in terms of its historical associations and design*."

She concludes that:

"*The national and local policy context seeks to conserve the significance of designated heritage assets (including conservation areas). The Marquis is identified in the current Conservation Area Report, and the emerging Sompting CACA as a building which contributes positively to the character and appearance of the conservation area. As such it is a non-designated heritage asset within a conservation area. Harm to or loss of such assets needs to be justified. It is not considered that the current proposals provide an adequate justification for the loss of the building, which is capable of adaptive re-use. Conversion of the redundant public house, accompanied by a well-considered hard and soft landscaping scheme has the potential to greatly enhance the conservation area here.*

*For the redevelopment of the site to be acceptable, the loss of the building would need to be justified, and the harms identified demonstrably outweighed by other planning benefits (no heritage benefits have been identified). In this scenario, the scheme requires some considerable revisions to be acceptable in design terms."*

The application was supported by a Heritage Statement and supplementary comments were submitted by the applicant's Heritage Consultant in response to the comments above.

The applicant's Consultant considers that "*the current built form displays severe degradation - both internally and externally - resulting in a site that comprises a highly dominant, negative feature within both the conservation area and the settings of a number of statutorily designated structures*."

He goes on to state that *"whilst it is acknowledged this structure is representative of the inter-war public house ethos, this building type is in no way an exemplar. The structure is relatively commonplace in design and construction; thus, it cannot, logically or credibly, be 'considered to contribute positively to it (the conservation area), in terms of its historical associations and design'. Consequently, coupled with the current vacancy and inevitable ongoing site deterioration, the application site cannot, therefore, be considered so significant that it cannot accommodate change*."

In their view, "*the scale of harm or loss - of a severely degraded site - would be considerably outweighed by the numerous benefits that proposals could potentially accrue. Again, in accordance with relevant paragraphs of the NPPF (i.e. 190, 197, & 201), proposals more than amply take account of 'the desirability of new development making a positive contribution to local character and distinctiveness', in turn 'the harm or loss is outweighed by the benefit of bringing the site back into use'. Therefore – and again by virtue of the severely degraded nature of the application site – the wider character and appearance of the conservation area would demonstrably be enhanced, in accordance with the Act."*

Paragraph 202 of the NPPF states that "*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.*"

The demolition of the public house, rather than its retention and conversion, has been carefully considered by Officers. While it is regrettable that the pub is to be lost, it is acknowledged that the current building and its forecourt are in a state of neglect and do not preserve the character of the Conservation Area.

The proposed redevelopment will enhance the forecourt area with more landscaping and a new front boundary wall while the design of the new building has taken its cue from that of the existing pub, with the use of appropriate and sympathetic materials. The provision of 9 new dwellings will make a small but positive contribution to the Council's Housing demand and overall, it is considered that, in accordance with paragraph 202 of the NPPF, the redevelopment of this site will have a positive impact leading to an enhancement of the Conservation Area.

**Visual amenity and impact on Conservation Area**

The amended plans are considered to be more sympathetic to the Conservation Area and result in a building with a more cohesive design. The original scheme showed the building positioned further forward, resulting in a more prominent building than that which currently exists. There is quite a distinctive building line which curves around the corner from Church Lane to West Street and to bring the new building forward would have disrupted that line and would have made the development appear unduly prominent at this important entrance to this part of Sompting. By setting it further back, the building line is more closely respected with the area of hardstanding remaining in front broken up with new landscaping particularly in the centre of the site, either side of the proposed main access path.

The building now has a more consistent design, replacing the rendered wings with brick throughout the whole building, and including flint to the central section. Previously proposed front balconies, wide openings, front patios and bifold doors have been removed and the new design incorporates openings of a more traditional size, simple bays and a central porch. The wings have a secondary appearance and a simpler treatment so as to not to compete with the central element.

The building is larger than the existing pub and the wings are taller and more substantial. The prominence of the site and the size of the building will mean that it will have a strong presence in the street scene but, for the reasons already outlined in this report, it is considered that overall the proposal will have a positive impact leading to an enhancement of the Conservation Area.

**Residential amenity - impact on neighbouring residents**

The proposed building is larger than existing and has the potential to impact upon the amenities of neighbouring residents. To the north, 1 Church Lane Cottage is positioned behind the rear of the existing pub building on higher

ground and will have a similar relationship with the proposed building. The original plans had shown the new building positioned further forward, thereby increasing the distance to 1 Church Lane Cottage, but for reasons already discussed, it was considered that the building would be better located closer to its original footprint. As a result, the new building will be 5m from the nearest corner of the cottage to the north. That cottage has its main orientation to the east and sits on higher ground.

The height of the building is increasing compared with the pub, with taller two storey wings included at both ends. This has the potential to reduce light and outlook to the property to the north but it is considered that, as a result of the orientation of the cottages to the east, with no windows on their flank wall, the impact on light and outlook is limited.

Overlooking from the proposed roof terrace is prevented by limiting the area of the terrace to the front of the roof only, and screening it behind a 1.8m high parapet roof. This is a betterment as it replaces an existing larger roof terrace which would have been more intrusive. Side windows in the new building will be angled to face across the front of the gardens of the neighbouring cottages and will not cause overlooking. Frontage car parking will replace existing pub car parking, and is set below the garden level of the adjacent cottage, where there is a wall and fence on the boundary.

To the south west, Fairmead sits adjacent to the site but also has a blank side wall. No windows are proposed in the east side of the new building facing Fairmead, with the nearest windows serving bathrooms and toilets only and will be obscured. Windows will face to the rear but these are angled to face across the communal garden towards the north west. The rear garden of 1 Church Lane Cottage is partly screened by a wall and overlooking of the end of the rear garden will not be harmful. It should be noted that the existing pub already has rear windows facing in a similar direction.

Overall, the proposal is not considered to cause harm to the amenities of neighbouring occupiers.

**Residential amenity of future occupiers**

All of the flats meet the minimum National Housing Space Standards internally. Externally, two of the units have roof terraces with ground floor terraces provided at the rear for three other units. The large former pub garden at the rear is retained and enhanced for use as a communal garden. The standard of accommodation is considered to be acceptable.

**Traffic, access and parking**

10no. car parking spaces are proposed on the site frontage, each served by electric charging points. A communal bin and cycle store is also proposed on the northern boundary. The site will have two accesses serving two separate parking areas at either end of the frontage. There is an existing bus stop on the frontage which will be improved and formalised.

WSCC Highways have advised that the provision of 10 spaces represents a shortfall of 6 spaces with no dedicated visitor parking proposed either. On

street parking is limited in the area and there could be an amenity impact from such a shortfall.

However, the application is supported by a Transport Statement which highlights the sustainable location of the site. There is a bus stop directly outside the site and improved sustainable transport links are proposed in association with the West Sompting residential development, which includes proposals for improved pedestrian and cycle links to Worthing. Lancing Train Station is a 1.7mile cycle ride away.

The Transport Statement advises that a Travel Pack will be written and coordinated by an appointed Travel Pack Coordinator seeking to reduce the number of residents travelling by single occupancy car journeys. the Pack will include measures such as:

• Details of any car share schemes and local car clubs
• Information on electric vehicle ownership and local EV charging locations
• A plan showing pedestrian infrastructure and distances to public transport stops, shops and local amenities
• A plan showing the local cycle infrastructure and quiet road routes
• Information on cycle maintenance and cycle shops offering discounts to Residents
• Internet links to Local Authority road safety information relating to walking and cycling
• Details of local businesses providing delivery services
• Contact details and information on local taxi firms and services

The provision of the pack can be secured by condition. With this in place, and taking into account the links to sustainable transport and provision of cycle storage, it is considered that the shortfall is acceptable in this case and that the level of harm caused by the shortfall will not be so serious as to warrant refusal on this ground alone.

**Sustainability**

The application is supported by an Energy / Sustainability Statement. The Statement highlights the fabric first approach taken to development followed by use of photovoltaic renewables. The report notes that the development will achieve at least a 22% reduction in energy through the fabric first approach and provision of renewable energy, complying with Policy 19 of the Local Plan.

The applicant has been asked to consider other energy efficient measures such as air source heat pumps and he has agreed to a condition requiring full details of energy efficiency measures to be submitted post approval.

**Recommendation**

**APPROVE**

**Subject to Conditions:-**

1. Approved Plans
2. Standard 3 year time limit
3. CMP
4. Foul Drainage
5. Surface Water drainage
6. Drainage maintenance
7. External lighting details
8. No part of the development shall be first occupied until the car parking (including the provision of electric vehicle charging points) has been constructed in accordance with the approved site plan. These spaces and charging points shall thereafter be retained at all times for their designated purpose.
9. No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved plans.
10. No part of the development shall be first occupied until such time as a Residents Travel Information Pack has been submitted to and approved in writing by the Local Planning Authority.
11. No part of the development shall be first occupied until details of planting/ low level walls have been provided and approved in writing by the Local Planning Authority. Planting/walls adjacent to the access points should be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
12. Materials, including windows
13. Sample panel of flint
14. No development above slab level shall be carried out unless and until details of the proposed windows and doors, including drawings and sections at a scale of 1:20 detailing the dimensions/ profiles/ proportions of the frames and glazing bars, the pattern of opening windows, the position of any trickle vents, the set back of the window from the external wall face; and the window heads and sills, have been submitted to and approved in writing by the Local Planning Authority. The windows and doors shall only be installed in accordance with the approved details.
15. Boundary walls
16. Removal of PD, outbuildings, fencing, replacement windows
17. Obscure glaze first floor windows in rear elevation of Plot 1
18. Roof terraces to be restricted to area shown on site plan in accordance with details to be agreed
19. Landscaping
20. Energy efficiency measures to be included
21. Water efficiency 105 litres per person per day

**Is recommendation contrary to letter(s) of representation? Y**

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Demolition Notice

Case Officer: Peter Barnett Date: 21 March 2022

Authorised by: Gary Peck Date: 22 March 2022