Development Management - Delegated Officer Report

Application Number: AWDM/1202/21 Recommendation – Approve

Site: Garage Block North Of St Peters Place, Western Road Sompting

Proposal: Demolition of existing garages and construction of a 2 storey commercial building (Use Class E(g)) comprising 6no. units with associated car parking, visitor parking , cycle spaces and landscaping and bin store. Retention of existing flat block to the south and provision of additional car parking spaces for existing flats as previously approved under AWDM/0300/20

Date of site visit: Seen previously

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application relates to an area of land to the north of St Peter's Place, a 3 storey block of flats, on the east side of Western Road. The site is currently occupied by a vehicle repairs garage at the northern end (believed to be an unauthorized use) and by a garage block at its southern end, which is believed to have been constructed for residents of St Peters Place but which is currently rented to off-site residents.

The site is adjacent to the road bridge over the railway line and is at a lower level than Western Road. To the north there is the railway line itself while to the east is the Lancing Business Park, with an industrial unit immediately on the eastern boundary at the north end of the site and other units running along the entire eastern boundary. Access to the industrial estate is gained via the access to St Peter's Place, off Western Road, to the south east of St Peter's Place.

Permission was granted in October 2020 for the demolition of the existing garages and the erection of 18no. 1-bedroom apartments (including 30% affordable) within a 3-storey building with associated car parking and landscaping and PV panels on flat roof. Retention of existing flat block to the south and provision of additional car parking spaces for existing flats (AWDM/0300/20).

This revised proposal now seeks to demolish the existing garages and erect a total of 6no. commercial units within a 2-storey block. The use of the buildings would fall within Use Class E(g) which is identified as 'uses which can be carried out in a residential area without detriment to its amenity', formerly B1 uses.

The supporting Design and Access Statements advises that:

"*The proposed scheme is two storeys which is one storey lower than the existing flat block and previously approved scheme. However, the design*

introduces a saw tooth roof which raises the ridge line to match that of the previously approved building height. It is considered that the proposed scale is wholly appropriate for the site where the single storey context of the surrounding bungalow currently transitions to the higher scale of the existing St Peter's Place building, with the large commercial volumes beyond. In addition, the site sits behind established tree and hedgerow planting, which will help to reduce the appearance of scale and conceal the proposal from the public realm on Western Road.

The appearance of the building has been designed to be a contemporary interpretation of a traditional sawtooth roof industrial building that can typically be seen throughout Lancing and Shoreham.

The primary elevation that addresses Western Road is marked by three main projecting bays of the buildings foot print. Each of these bays has an asymmetrical roof that is typical of a sawtooth industrial building. This roof form helps to create an undulating roof line whilst adding interest to the main street scene.

Each of the main bay elements has a feature corner turning window to create dual aspect from the commercial space at first floor and mark the corners of each unit along the approach into the site. A projecting sign board will sit next to each of these corner windows allowing it to be visible from within the site. Yellow has been introduced to the colour pallet and used on certain window and door frames to introduce a pop of colour that helps to mark key entrances within the site.

Yellow has also been used to mark the unit numbers on the roller shutter doors. It is considered that this combination with the grey cladding will help to create a specific identity for the scheme.

Narrower slit windows have been introduced to the secondary elevations to allow greater light into the commercial spaces whilst their reduced size will also help to limit any overbearing impact on the neighbouring context. The southern element of the sawtooth roof has been used for several roof lights to draw light deeper into the first floor plan.

The design adopts a material and architectural detailing palette to reflect the industrial, railway and edge-of-residential setting of the site. Using a limited pallet of materials, the proposal responds effectively to the existing residential context of St Peter's Place whilst creating a functional commercial building that is set in a contemporary manner. The approach to materials is based on the following principles:
- *The proposed design uses a simple material palette with the two main materials of a light buff brick plinth and black corrugated metal cladding featuring prominently in the elevations.*
- *The combination of light brick and darker cladding creates a strong composition, that is held together by simple contemporary detailing such as window sleeves, pressed metal banding that acts as a break in materiality, large picture & corner turning windows and slim entrance canopy profiles.*
- *Predominantly window frames are to be a black PPC aluminium while the design introduces yellow as a pop of colour to mark key entrances and window openings across the scheme.*

• *Large unit numbering also using the yellow colour help to mark the vehicular access to each unit and will provide the scheme with its own identity*

Relevant Planning History

As above plus

- AWDM/0030/11, 'Change of use from caravan sales to storage yard (for building materials)' Refused 2 June 2011
- ADC/0495/10, 'Change of use from caravan sales (with incidental repairs/servicing) to builders' merchant' Refused
- ADC/0054/08, 'Removal of existing garages/concrete and erection of three-storey block of 15 flats (9 one-bed and 6 two-bed) plus extended access road; 15 new parking spaces and 7 replacement spaces; amenity space/landscaping (outline including details except landscaping)' Withdrawn.
- S/35/97/TP/17033, 'Continued Use For Caravan Sales With Incidental Repairs And Valeting (Renewal Of S/49/96)' Approved.
- S/49/96/TP/16554, 'Change Of Use To Caravan Sales (Amendment Of S/34/96 - Revised Layout)' Temporary Approval.
- S/34/96/TP/16461, 'Change Of Use Of Former Builders Yard To Caravan Sales (Opening Times 9AM - 5.30 PM Everyday) With Car Parking/Turning Provision' Temporary Approval.
- S/18/95/TP/15928, 'Continued Use For Car Valeting & Storage (Renewal Of S/47/93)' Refused.
- S/47/93/TP/8474, 'Continued Use For Car Valeting And Storage (Renewal Of S/40/92/)', Temporary Approval.
- S/40/92/TP/7565, 'Temporary Change Of Use From Builders Yard To Car Valeting & Storage', Approved.
- S/69/90/TP/6671, 'Outline Application For 12 X 1 Bedroom Flats Together With Associated Parking & Access, Replacement Garages Etc' Refused.
- S/41/90/TP/6432, Outline Application for Four-Storey Block Of 15 No. One-Bedroom Flats' Refused and Appeal dismissed – this application was considered to be unacceptable due to noise from the road and adjacent industrial premises and because of the restricted nature of the site and the scale of the development being out of character.

Consultations

West Sussex County Council: The **Highways** Officer **first response**:

WSCC as the County Highway Authority (CHA) has considered this application, based on the NPPF guidance which states that 'development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'. Whilst the overall principle of the development is accepted WSSC require more information regarding the parking provision, and the use class is required.

Existing Situation

The site is located to the rear of the existing block of flats at St Peters Place, and is currently used as a car repair garage and breakers yard, with a footprint of 250sqm. This will be demolished.

Access from the highway

Access is taken from the highway at Western Road, a 'c' classified 30mph road. Visibility is good here and an interrogation of the Road Traffic Casualty and Collision Database reveals no incidents have been recorded in the last 5 years, at this location.

Swept Paths

SPA's of a refuse vehicle and fire engine using the site have been provided and show that the site can be accessed from the internal access road through St Peters Place. The vehicles will reverse into the site as there is no turning head but as this is a short length this is acceptable.

Trips/intensification of use

A Transport Statement (TS) has been written to show the trips associated with the use will not cause any material capacity impacts, in fact there will be a reduction in trips.

Parking

15 spaces are provided which is lower than the WSCC car parking standards. E class commands a ratio of 1 space for every 30sqm, which equates to 30 car parking spaces. The TS refers to the B2 parking standards for general industrial use which is incorrect or needs clarification. Assuming an E class planning land use the parking is well under provision. Whilst use of the Nomis census data and employment density guide fit with the proposed parking provision. WSCC are wondering where any overspill parking would park? Is the applicant able to provide additional car parking on site? It is noticed Western Road does not have any enforceable parking restrictions in place, and St Peters Place is privately owned in areas where a refuse vehicle and fire appliance will require access. If overspill parking was to occur where would they park?

Cycle parking

12 cycle parking spaces are provided. This is more than the recommended number but given its sustainable location so close to a train station; and the national south coast cycle route; WSCC are satisfied with this provision. Showering and changing facilities would be beneficial on site to support the uptake in cycling to work.

EVC

A minimum of 20% of the overall spaces will have EVC points with the remaining spaces provided in a passive capacity for future upgrades.

Summary

To conclude; whilst WSCC do not consider there to be a net increase in the number of vehicle trips to and from the site, and the site is within a highly sustainable location, providing over and above the recommended level of

cycle parking. More information regarding the use class and parking provision is required.

Second Response:

More information regarding the car parking relating to the above site has been provided and WSCC make the following comments which should be read in conjunction with the original response dated 20th July 2021. Conditions are attached.
WSCC acknowledge the site's sustainable location as highlighted in Section 3 of the Transport Statement. There is a good level of accessibility to public transport, with two bus services within 400m of the site, and the local train station is within maximum walking distance guidelines. Cycle storage is also provided on site and walking and cycling to local amenities are also within recommended guidelines.
The submitted overspill car parking plan (6849-SK03) shows there to be the potential for an additional 10 car parking spaces (providing a total of 25 spaces) should the occupiers of the units require more parking as per WSCC car parking standards. WSCC are satisfied that this will help to avoid any overspill parking into St Peters Place, and as the public highway access is at least 100metres from the commercial unit entrance it is acknowledged that any overspill parking is unlikely to occur in the public highway.
It was noticed that the 3 spaces in the access of the units could cause blocking issues if a refuse vehicle needed to turn (see the swept path diagrams submitted within the Transport Statement below). The likelihood of the two occurring together would be low and could be avoided on refuse collection days, with the use of bollards or some signage. However; if it was found to be in use on a regular basis this could cause access issues for emergency service vehicles. With this in mind we would advise this area is kept clear where possible.
In summary WSCC are satisfied with the overspill plan, and the sites access to local amenities and public transport. For safety we would ask that parking in the access should be discouraged to ensure emergency/service access is not hindered. This would still create an overspill parking plan of 7 spaces which WSCC find acceptable.

Conditions: CMP, cycle parking

Adur and Worthing Councils: The **Environmental Health** Officer has concerns about potential noise from the proposed commercial units impacting the adjacent residential dwellings. Recommends an overarching Noise Management Plan is submitted for the whole site which ties in the results of a required noise assessment and would be enforced by the site owners. This should be a dynamic document which should identify the main sources of noise at each of the units and methods of controlling them.
Recommends conditions: Noise assessment, noise management plan, hours of construction, construction management plan, contaminated land

The **Engineer** comments: Surface water drainage- the application includes a surface water drainage strategy. This proposes investigating infiltration, and if this fails attenuating surface water prior to discharge to surface water sewer. Our records indicate that there are private foul sewers in this area, but we do not have any records of public or private surface water sewers here. The

strategy submitted includes calculations and layouts for the two potential surface water drainage options, evidencing that there should be sufficient space for surface water drainage if either of the proposed discharge routes are available. We would strongly encourage the applicant to complete a fully detailed CCTV survey and tracing exercise of the existing on site drainage, to evidence where surface water currently discharges to.

If you are minded to approve this application please do NOT approve the surface water drainage strategy. Please also apply the following conditions to ensure the development is adequately drained and does not increase flood risk elsewhere:

'Development shall not commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and winter infiltration testing to BRE DG365, or similar approved, will be required to support the design of any Infiltration drainage. No building / No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.'

'Development shall not commence until full details of the maintenance and management of the surface water drainage system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the surface water drainage system, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.'

'Immediately following implementation of the approved surface water drainage system and prior to occupation of any part of the development, the developer/applicant shall provide the local planning authority with as-built drawings of the implemented scheme together with a completion report prepared by an independent engineer that confirms that the scheme was built in accordance with the approved drawing/s and is fit for purpose. The scheme shall thereafter be maintained in perpetuity.'

and the accompanying informative:
'Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The percolation tests must be carried out in accordance with BRE DG365, CIRIA R156 or a similar approved method and cater for the 1 in 10 year storm between the invert of the entry pipe to the soakaway, and the base of the structure. It must also have provision to ensure that there is capacity in the system to contain below ground level the 1 in 100 year event plus 40% on stored volumes, as an allowance for climate change. Adequate freeboard

must be provided between the base of the soakaway structure and the highest recorded annual groundwater level identified in that location. Any SuDS or soakaway design must include adequate groundwater monitoring data to determine the highest winter groundwater table in support of the design. The applicant is advised to discuss the extent of groundwater monitoring with the Council's Engineers. Further detail regarding our requirements are available on the following webpage https://www.adur-worthing.gov.uk/planning/applications/submit-fees-forms. A surface water drainage checklist is available on this webpage. This clearly sets out our requirements for avoiding pre-commencement conditions, or to discharge conditions"

Network Rail: Due to the close proximity of the proposed development to Network Rail land, Network Rail strongly recommends the developer contacts Network Rail's Asset Protection team prior to any works commencing on site, with a view to entering into an Asset Protection Agreement to enable approval of detailed works. As well as contacting our Asset Protection team, the applicant must follow the attached guidance for works within close proximity to the operational railway.

ADCAG *(would not normally be consulted as the site is not within or adjoining a Conservation Area. They have however made the following comments)*: In general, members feel that the proposed design has been dealt with sympathetically in relation to the existing approval for dwelling space & is in fact, less mass with ridge heights not overbearing to the existing accommodation block. However it is felt that some cosmetic changes of lightening/colour of cladding finishes would be an even greater improvement.

Sussex Police: Make several suggestions in respect of security

Sompting Parish Council: No comments received

Representations

1 letter received from nearby business:

Do not object to this work but adjoining food production site has issues with dirt and dust entering our site as well as our fridge condensers that are externally vented and located at the front of the property. They have filters on them that were blocked up by dust a few years ago when a nearby site was being demolished and built (fizz creations). This caused our fridge to shut down and reduce downtime and losses for my business. I wish to make this known to avoid any issues moving forward and discuss this somehow, how is the best way to deal with this situation?

Relevant Planning Policies

Adur Local Plan 2017 policies 2, 4, 10, 15, 18, 25, 28, 29, 30, 31, 34, 35, 36

Sustainable Energy SPD (August 2019)

West Sussex Parking Standards and Transport Contributions Methodology (WSCC 2003)

West Sussex 'Guidance on Parking at New Developments' and 'Parking Demand Calculator' (WSCC 2019)

National Planning Policy Framework (July 2021)

Planning Assessment

Principle

The site is located within the Built-up Area, immediately adjacent and abutting a 'Protected Employment Site' to the east, Lancing Business Park. There is no special designation or allocation protecting the actual site for any particular use.

Policy 4 of the Local Plan encourages economic growth and states:

"Outside of designated employment areas, where new development for, or extensions to B1, B2 and B8 uses is proposed, such applications will only be permitted where it is demonstrated they will not have an unacceptable impact on adjacent residential properties and they comply with other policies in this Plan."

It is considered that the use of the site for commercial development is acceptable in principle subject to the usual planning considerations.

Visual amenity

The building will sit at a lower level than Western Road, which rises over the railway line before dropping back down by St Peter's Place. It will have a greater set back from the road than the existing St Peter's Place building. The lower ground level will further help to mitigate the visual impact of the building when viewed from Western Road.

The building will be contemporary and will not replicate the form and appearance of existing buildings in the immediate locality. However, the saw tooth design has been used elsewhere and is considered to be appropriate in the context of the business park to the north. The design helps to break up the mass of the building, with the height dropping between each 'tooth'. It will be no higher than the previously approved building and it should be noted that St Peter's Place itself is itself a three storey building. The scale of the proposed building is therefore considered to be acceptable in this context. Furthermore, it will help to screen views of the industrial buildings from Western Road.

The tone of colour has been amended during the course of the application to make it lighter grey rather than black. This is acceptable.

Residential amenity

The site has residential properties to the north, south and west. To the north the rear of dwellings in Derwent Close are more than 35m away. The building is closer to the railway line than the previously approved building as there is less need to have separation for noise reasons, being a commercial building. There are windows in the north elevation of the proposed building which serve commercial floorspace but at the distance involved and the lack of direct window to window overlooking due to the angle of the buildings in Derwent Close, no harmful loss of privacy is anticipated.

To the west, the rear of houses in St Mark's Crescent are in excess of 22m away which complies with the advice in DM Standard No.1 in terms of separation distances from 2 storey buildings. They are also separated by the raised Western Road and vegetation on both sides of the road. No loss of amenity is expected.

To the south, St Peter's Place is approximately only 13m from the southern elevation of the proposed building. The existing building has 6 windows in its northern elevation which could be affected by the development. The new building is offset to the east but a number of windows are proposed on the southern elevation, including a large corner window, which could result in overlooking. The applicants have agreed to obscure glaze that window.

The proposal will also see the removal of the unauthorised car repairs business which may have an unneighbourly impact currently. Its replacement with a commercial building has the potential to disturb residents however and the Environmental Health Officer has expressed concerns. She has requested a noise impact assessment to assess noise from deliveries, external plant and operation of the development and should include a noise mitigation scheme. A noise management plan is also recommended. With such controls in place, the impact upon residents should be adequately mitigated. Working hours are to be restricted at this stage.

The amenity of the adjoining businesses has been flagged up by an adjoining company, particularly concerned at dust created during construction. This can be controlled by way of a condition requiring a Construction Management Plan, as requested by the EHO.

Parking and Access

The development is proposing 15 parking spaces and 12 cycle parking spaces. It is also proposed to provide an additional 5no car parking spaces for the existing residential units at St Peters Place to use. These would be provided within the immediate surroundings of St Peters Place by reconfiguring the existing parking layout, as previously approved.

West Sussex Highways required more information and justification for the number of spaces serving the use as it is less than the Standards require. The applicants have provided further information about informal overspill parking within the site and have stressed the sustainable nature of the location.

WSCC acknowledge the site's sustainable location and note that the submitted overspill car parking plan shows there to be the potential for an

additional 10 car parking spaces (providing a total of 25 spaces) should the occupiers of the units require more parking as per WSCC car parking standards. WSCC are satisfied that this will help to avoid any overspill parking into St Peters Place, and as the public highway access is at least 100metres from the commercial unit entrance it is acknowledged that any overspill parking is unlikely to occur in the public highway.

For safety they would not wish to see parking in the access as it could hinder emergency/service access. This would remove 3 overspill spaces but still create an overspill parking plan of 7 spaces which WSCC finds acceptable.

On balance, the level of parking provision is considered to be acceptable.

Contaminated land

The application is accompanied by an initial contaminated land investigation which identifies that there is potential for a moderate risk of contamination to be present on site and has therefore recommended that an intrusive investigation should be undertaken to further quantify the risks identified. Final details, including the requirement for verification of works carried out, can be reserved by condition.

Sustainability and Renewable Energy

Policy 18 requires a 'Very Good' BREEAM rating for new non-residential development. The applicants, however, have argued that, due to the small scale of the development, a full BREEAM certification exercise is not viable in this case.

The applicant has confirmed that "*full consideration has been given to sustainability, both in terms of the building/site design and the procurement process. The project team therefore aims to meet the principles of BREEAM wherever feasible*."

The applicant was asked to provide further justification and has submitted the following information:

"*In terms of BREEAM, it is first of all important to note that the Applicant does not yet have an end user identified for occupying these units. Therefore, BREEAM would ultimately be unviable unless an end user has already been identified, prior to an application being made when a BREEAM assessor would need to be appointed.*

It must also be noted that the requirements of BREEAM 2014 (when the Adur Local Plan was adopted) are significantly less onerous than the requirements of the current (2018) BREEAM requirements. Such requirements have not been subject to viability review and therefore it could be reasonably suggested that the Local Plan policy is out of date due to this shift in requirements.

It is important to note also that the administrative cost for BREEAM is estimated at circa £10k - £15k exc VAT taking into account BREEAM assessor fees, BRE registration and monitoring.

Construction costs between a non BREEAM 'Very Good' rated building and a BREEAM 'Very Good' rated building can only be established following a BREEAM pre-assessment, however the likely cost uplift is expected to be between circa 1%. This predicted uplift is considered to be notable to a project of this size.

Furthermore, there are also hidden costs associated with BREEAM which can be more problematic. At a time when materials are in short supply and waiting times and delays are protracted there is significant concern that limiting developers to only using BREEAM accredited materials will only add delay and additional cost/time burdens.

The Applicant is seeking to deliver a high-quality commercial development offering much needed employment floorspace. The commercial units are therefore of significant importance for the employer and to the local economy.

As set out within our submission, the development seeks to deliver sustainable development and seeks to incorporate a variety of sustainable measures including sustainable drainage techniques, building materials to be locally sourced where possible and built with sustainable construction methods, boilers and appliances to be energy efficient with low NOx levels, the orientation of the building, enhanced building fabric, PV panels on the flat roof elements, thermal bridging, comfort and environmental control, energy efficient and simplifying ongoing maintenance and repairs. In addition, the Applicant could agree to a flexibly worded condition which requires the development to meet a water efficient target. We are therefore committing to achieve the energy and water targets set within the Very Good BREEAM rating.

We must however be clear that a formal BREEAM process on this site cannot be accepted for those reasons set out above. BREEAM must be applied flexibly to commercial proposals as the requirements are overly restrictive in terms of costs and materials. If the Council insists on the requirement for BREEAM then the Applicant will not be in a position to proceed with the development as currently proposed."

On balance, it is considered that the requirements to meet BREEAM Very Good can be waived on this occasion, given the sustainable measures outlined in the application and the commitment to achieving BREEAM energy and water targets, but that a Sustainability Strategy should be secured by condition.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans

2. Standard 3 year time limit

3. Construction work shall not commence unless and until an impact assessment of the noise from the development on nearby residential properties has been completed and submitted to the local planning authority. The impact assessment shall include noise from deliveries, external plant and operation of the development and shall include a noise mitigation scheme. The assessment shall have regard to the principles of BS 4142:2014+A1:2019 and ensure there is no detrimental impact to the nearest residential dwellings. A test to demonstrate compliance with the noise mitigation scheme shall then be undertaken within one month of the scheme being implemented. All plant shall be maintained in accordance with manufacturers guidance and any future plant shall also meet the specified levels within the approved scheme

4. The use hereby permitted shall not be carried out unless and until a Noise Management Plan identifying the main sources of noise and methods of controlling them has been submitted to and approved in writing by the Local Planning Authority. Thereafter the Noise Management Plan shall be adhered to at all times the light industrial site is open for business.

5. Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times. Monday - Friday 08:00 - 18:00 Hours Saturday 09:00 - 13:00 Hours Sundays and Bank Holidays no work permitted Any temporary exception to these working hours shall be agreed in writing by the Local Planning Authority at least five days in advance of works commencing. The contractor shall notify the local residents in writing at least three days before any such works.

6. No development shall take place, including any 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 throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:- -the anticipated number, frequency and types of vehicles used during construction - HGV construction traffic routings shall be designed to minimise journey distance through the AQMA's. -the method of access and routing of vehicles during construction, -the parking of vehicles by site operatives and visitors, -the loading and unloading of plant, materials and waste, -the storage of plant and materials used in construction of the development, -the erection and maintenance of security hoarding, -a commitment to no burning on site, -the provision 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. -methods to control dust from the site

7. Contaminated land

8. Landscaping

9. Development shall not commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and winter infiltration testing to BRE DG365, or similar approved, will be required to support the design of any Infiltration drainage. No building / No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity

10. Development shall not commence until full details of the maintenance and management of the surface water drainage system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the surface water drainage system, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual

11. Immediately following implementation of the approved surface water drainage system and prior to occupation of any part of the development, the developer/applicant shall provide the local planning authority with as-built drawings of the implemented scheme together with a completion report prepared by an independent engineer that confirms that the scheme was built in accordance with the approved drawing/s and is fit for purpose. The scheme shall thereafter be maintained in perpetuity

12. Samples and schedule of materials.

13. No part of the development shall be first occupied until the car parking for both St Peter's Place and the proposed development has been constructed in accordance with the approved site plan. At least 6 spaces serving the new development shall be provided with an active charging point for electric vehicles with the remaining spaces provided with ducting to enable future connection. These spaces shall thereafter be retained at all times for their designated purpose. Notwithstanding the details shown on the Overspill Car Parking Layout drg. no. 6849 SK03 received 24 August 2021, no overspill parking shall take place within the access to the development.

14. Cycle parking

15. No development above slab level shall commence until a Sustainability Strategy, demonstrating a commitment to maximising the efficiency of the use of energy, water and materials within the development, has been submitted to and approved in writing by the LPA. The development shall be constructed in accordance with the approved Strategy.

16. Use within Class E(g) only

17. No external plant

18. Waste storage provision

19. No external lighting

20.No working, trade or business whatsoever, including arrival, reception or despatch of deliveries, shall take place on the premises except between the hours of 07.00 and 18.00 Monday to Saturday, with no working on Sundays or Bank Holidays

21. Notwithstanding the detail shown on drawing PL-13 Rev P2 the first floor corner window in the south side elevation of the building hereby permitted shall at all times be glazed with obscured glass.

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

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Case Officer: Peter Barnett Date: 8 September 2021

Authorised by: Gary Peck Date: 8 September 2021