

## Development Management – Delegated Officer Report

**Application Number:** NOTICE/0019/25      **Recommendation:** – APPROVE

**Site:**                    **Unit 4 Durrington Bridge House Barrington Road Worthing**

**Proposal:**            **Application for Prior Approval of Proposed Change of use of the building from Class E to 101 flats (65 x 1-bed units, 36 x 2-bed units).**

**Date of Site Visit:**                    21.10.2025

**Neighbours Checked:**            Y

**Additional Neighbours Notified:**            N

### Site and Surroundings

The site comprises an area of approximately 0.89 hectares, located to the north of Barrington Road and to the west of Shaftesbury Avenue within West Worthing. Access to the site is via Barrington Road to the south, via a large car park. Goring United Reform Church and Goring Little Fishes Nursery occupy the plot to the south of the building and to the east of the car park. The railway line and Durrington-on-Sea train station bound the site to the north. Beyond the railway line, to the north is The Atrium which has recently been granted prior approval for change of use from offices to 48 no. residential units. Opposite the site to the east is Worthing Leisure Centre and to the west, the development site, currently under construction for 287 dwellings, previously HM Revenues and Customs.

The site is occupied by Durrington Bridge House, a four storey building, formed around a central atrium, with additional plant floor within the eaves. The building consists of a 1990s office block faced in red brick, with courses of buff brick delineating internal storey heights with a sheet metal pitched roof and regularly spaced aluminium windows. The east and west elevations have a series of extruded arcs and plant ducts which protrude from the building.

The building is currently occupied as offices for West Sussex County Council.

The building is identified as a Local Interest Building but is not within a conservation area or a listed building. There are no protected trees on site.

### Proposal

An application for Prior Approval is sought under the provisions of the Town and Country Planning GPDO 2015 Schedule 2 Part 3 Class MA for a change of use of the building from commercial, business and service use (Class E) to residential, providing 101 self-contained flats (65 x 1-bed units, 36 x 2-bed units).

The ground floor contains 10 x 1-bed flats and 6 x 2-bed flats, access to the building, a bin store and landscaped communal courtyard. The first floor contains 15 x 1-bed flats and 9 x 2-bed flats. The second floor contains 15 x 1-bed flats and 9 x 2-bed

flats. The third floor contains 15 x 1-bed flats and 9 x 2-bed flats. The fourth floor contains 10 x 1-bed flats and 3 x 2-bed flats.

A total of 79 car parking spaces are allocated to the new flats including disabled car parking and EV charging, providing a parking ratio of 0.79 spaces per unit. This results in a reduced provision from 111 as approved under the previous application NOTICE/0016/24. The parking spaces are located to the east and south of the building.

Secure cycle storage will be provided along the west side of the site comprising 44 x two-tiered cycle spaces and 14 x two-tiered Sheffield Stands providing a total of 116 cycle spaces. These cycle stores are to be delivered under a separate planning application AWDM/1104/24 which has been approved.

A new refuse and recycling store will be provided in the southwest corner of the site and a further bin store is proposed internally on the southwest corner of the building at ground floor. As above, these bin stores are to be delivered under a separate planning application AWDM/1104/24 which has been approved.

External changes to the building including additional windows and removal of the roof over the atrium required to facilitate the proposed change of use, have been approved separately under application AWDM/0991/24.

This application is identical to the previous Prior Approval (change of use) application approved under NOTICE/0016/24 other than for changes to the red site boundary affecting car parking and access. The reduced site area would omit the large car park to the south of the site and would exclude the westernmost access, retaining the easternmost access to serve the site. The result of this reduced site area is a reduction in parking from 111 to 79 spaces, as detailed above.

The application is supported by an updated Transport Statement ref: R-25-0121 (dated 15th August 2025), a Noise Impact Assessment (Report VA5446.240807.NIA - dated 4th October 2024 as per the previous approval), an Internal Daylight & Sunlight Report (24-13490 Rev 5 - dated November 2024, as per the previous approval).

### **Relevant Planning History:**

AWDM/0991/24 - External alterations to the existing building including removal of sheet metal roof section, installation of a new entrance door along with the addition of new windows and fan lights

**STATUS:** Application Permitted 29th October 2024.

AWDM/1104/24 - Removal of existing cycle store and provision of replacement cycle stores and new refuse stores

**STATUS:** Application Permitted 23rd October 2024.

NOTICE/0016/24 - Application for Prior Approval of Proposed Change of use from commercial (Use Class E) to residential (Use Class C3) to create 101 self-contained flats

**STATUS:** Prior Approval Required and Granted 5th December 2024.

## Consultations

**West Sussex County Council - Highways:** *The application proposes a similar development consented under NOTICE/0016/24 to which no highway concerns were raised and as such the response below focuses on the differences between the proposals.*

### Vehicle Parking

*A reduction in parking spaces from 111 to 79 is proposed providing a parking ratio of 0.79 spaces per unit. The applicant has provided information detailing the sustainability of the site location including proximity to railway station, public transport and facilities accessible by walking and cycling. The adjoining development ref AWDM/1979/19 also provides a similar level of parking provision at 0.83 spaces per unit and is to provide 3 car club spaces that future residents of this proposal could also benefit.*

*The reduced level of parking is acceptable, however, no details of how spaces will be managed has been provided and as such it is recommended that a car parking management strategy is secured via condition.*

*EV parking, the level of EV parking is proposed to be increased from 23 to 36 to reflect the WSCC Parking Standards.*

*The WSCC guidance has been superseded by Building regulations and as such should be designed to meet these standards.*

### Travel Plan

*The development is to provide a travel plan and as such a travel plan auditing fee should be secured via S106.*

### Conclusion

*No objection is raised to the application.*

### S106

*Travel Plan (to be approved)*

*Travel Plan Auditing fee of £3,950 + VAT*

*The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to be proportionate and reflective of the costs incurred.*

### Conditions

*Car Parking Management Plan*

**Further Highways comments received:** *No concerns are raised with the access providing both entry and exit to the development, visibility splays of 2.4 x 43m can be*

*provided and swept path analysis has demonstrated that two vehicles can pass at the access. The proximity of the access to that of the neighbouring church is noted however there is no national or local guidance on the proximity of accesses and given the envisaged low traffic flows to the church then no concerns are raised with this approach.*

**WSP** - *Following a review of the submitted information, we have noted that the above classes as a major application and, therefore will allow West Sussex Council to provide consultation comments.*

**WSSC: Lead Local Flood Authority** - *Following a review of the application, we have no objection.*

**West Sussex Fire And Rescue Service** – No comments received

**Environmental Protection, Environmental Health & Licensing** - *Same advice as previously. The noise assessment was based on windows being closed and we will need to know that there was alternative ventilation available for residents overlooking the railway, because if they have to open windows to provide ventilation then they have not been protected from commercial noise from the railway.*

*Acoustic Scheme condition*

*No dwelling shall be occupied until an acoustic scheme for the development has been submitted to and agreed by the Local Planning Authority. The acoustic scheme shall include mechanical MVHR ventilation in the homes overlooking the railway in order to negate the need to open windows for thermal comfort at night. The approved mitigation scheme shall be implemented prior to first occupation of any dwelling and retained thereafter.*

**Environmental Health Private Sector Housing** – No comments received

Changes to car parking provision and access do not require any update to the previous comments received in relation to application NOTICE/0016/24, as copied below:

*The revised plans and updated sunlight/daylight report are acknowledged, and the findings of the latter are accepted.*

*The removal of the ground floor flats creates large spaces on each side of the building that have been labelled as 'communal amenity'. I appreciate that this will not be a planning matter, but please advise the applicant that as the adjacent flats all rely on these spaces for access/egress, management of these spaces will be required to ensure that a hazard does not occur, as defined by the Housing Act 2004 and the Housing Health and Safety Rating System and to avoid enforcement. These areas will need to remain clear and free of fire safety risks that may impede escape or provide a source of combustion/ignition. It would also not be ideal for people to congregate in this area due to potential noise disturbance and fear of crime.*

*Based on issues observed in other multi-occupation buildings, I can imagine these spaces being used to store pushchairs, mobility scooters and bikes, and tenants adding their own furniture to the spaces.*

**Waste Services** – No comments received

**Southern Water** - *Sufficient capacity - There is currently adequate capacity in the local sewerage network to accommodate a foul flow of 0.87 l/s for the above development at manhole reference TQ12030101. Please note that no surface water flows (existing or proposed) can be accommodated within the existing foul sewerage system unless agreed by the Lead Local Flood Authority in consultation with Southern Water, after the hierarchy Part H3 of Building Regulations has been complied with.*

**Network Rail - Southern** - *Thank you for consulting Network Rail on the above planning application. As part of the consultation process we have consulted with the train operating company for Durrington-on-Sea station (Govia Thameslink Railway). While we have no significant concerns, we would like to know if the noise from platform/station announcements has been taken into account as part of the noise survey. It is noted that some flats would face the station and therefore may face an issue regarding this noise.*

**Officer response:** *An acoustic scheme to protect occupants from noise is required by condition.*

*We would also like to ask the developer to engage with our ASPRO team, which can be found at the following link: <https://www.networkrail.co.uk/our-work/looking-after-the-railway/asset-protection-and-optimisation/>. We would also recommend that they follow the advised ASPRO informatives to ensure that the development does not impact the railway negatively.*

**South East Power Networks PLC** – No comments received

### **Neighbour Representations**

None received

### **Relevant Planning Policies:**

Worthing Local Plan 2020-2036:

DM1 Housing Mix;

DM2 Density;

DM5 Quality of the Built Environment;

DM15 Sustainable Transport & Active Travel;

DM20 Flood Risk and Sustainable Drainage;

DM22 Pollution

Revised National Planning Policy Framework (MHCLG 2024)

National Planning Practice Guidance

Technical Housing Standards – Nationally described space standard (DCLG - March 2015)

### **Relevant Legislation**

The application is made under the Prior Approval procedure and the consideration is restricted to the limitations, restrictions and conditions set out in respect of Class MA,

Part 3, Schedule 2 of the GPDO 2015 as amended and the provisions of Paragraph W.

Class MA allows for development consisting of a change of use of a building and any land within its curtilage from a use falling within Class E (commercial, business and service) of Schedule 2 to the Use Classes Order to a use falling within Class C3 (dwellinghouses) of Schedule 1 to that Order.

Following amendments to the GPDO, from 5 March 2024, Prior Approval applications under Class MA no longer need to (a) demonstrate vacancy of the existing floors, nor are subject to (c) the 1,500 sqm floorspace limit.

These provisions are subject to the limitations sets out in MA.1 and conditions set out in MA.2

### ***Development not permitted***

#### **MA.1**

(1) Development is not permitted by Class MA-

(a) omitted 05/03/2024 (Statutory instrument 2024 No.141);

(b) unless the use of the building fell within one or more of the classes specified in subparagraph (2) for a continuous period of at least 2 years prior to the date of the application for prior approval;

(c) omitted (Statutory instrument 2024 No.141);

(d) if land covered by, or within the curtilage of, the building—

(i) is or forms part of a site of special scientific interest;

(ii) is or forms part of a listed building or land within its curtilage;

(iii) is or forms part of a scheduled monument or land within its curtilage;

(iv) is or forms part of a safety hazard area; or

(v) is or forms part of a military explosives storage area;

(e) if the building is within—

(i) an area of outstanding natural beauty;

(ii) an area specified by the Secretary of State for the purposes of section 41(3) of the Wildlife and Countryside Act 198155;

(iii) the Broads;

(iv) a National Park; or

(v) a World Heritage Site;

(f) if the site is occupied under an agricultural tenancy, unless the express consent of both the landlord and the tenant has been obtained; or

(g) before 1 August 2022, if—

(i) the proposed development is of a description falling within Class O of this Part as that Class had effect immediately before 1st August 2021; and

(ii) the development would not have been permitted under Class O immediately before 1st August 2021 by virtue of the operation of a direction under article 4(1) of this Order which has not since been cancelled in accordance with the provisions of Schedule 3.

(2) The classes mentioned in sub-paragraph (1)(b) are the following classes of the Use Classes Order—

(a) the following classes of the Schedule as it had effect before 1st September 2020—

(i) Class A1 (shops);

(ii) Class A2 (financial and professional services);

(iii) Class A3 (food and drink);

(iv) Class B1 (business);

(v) Class D1(a) (non-residential institutions – medical or health services);

(vi) Class D1(b) (non-residential institutions – crèche, day nursery or day centre);

(vii) Class D2(e) (assembly and leisure – indoor and outdoor sports), other than use as an indoor swimming pool or skating rink;

(b) on or after 1st September 2020, Class E (commercial, business and service) of Schedule

## **Conditions**

### **MA.2**

(1) Development under Class MA is permitted subject to the following conditions.

(2) Before beginning development under Class MA, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to—

(a) transport impacts of the development, particularly to ensure safe site access;

(b) contamination risks in relation to the building;

(c) flooding risks in relation to the building;

(d) impacts of noise from commercial premises on the intended occupiers of the development;

(e) where—

(i) the building is located in a conservation area, and

(ii) the development involves a change of use of the whole or part of the ground floor, the impact of that change of use on the character or sustainability of the conservation area;

(f) the provision of adequate natural light in all habitable rooms of the dwellinghouses;

(g) the impact on intended occupiers of the development of the introduction of residential use in an area the authority considers to be important for general or heavy industry, waste management, storage and distribution, or a mix of such uses; and

(h) where the development involves the loss of services provided by—

(i) a registered nursery, or

(ii) a health centre maintained under section 2 or 3 of the National Health Service Act 2006,

the impact on the local provision of the type of services lost; and

(i) where the development meets the fire risk condition, the fire safety impacts on the intended occupants of the building.

(3) An application for prior approval for development under Class MA may not be made before 1 August 2021.

(4) The provisions of paragraph W (prior approval) of this Part apply in relation to an application under this paragraph as if—

(a) for paragraph (e) of sub-paragraph (2) there were substituted—

“(e) where—

(i) sub-paragraph (6) requires the Environment Agency to be consulted, site-specific flood risk assessment;

(ii) sub-paragraph (6A) requires the Health and Safety Executive to be consulted, a statement about the fire safety design principles, concepts and standards that have been applied to the development,”;

b) in the introductory words in sub-paragraph (5), for “and highways impacts of the development” there were substituted “impacts of the development, particularly to ensure safe site access”;

(c) after sub-paragraph (6) there were inserted—

“(6A) Where the application relates to prior approval as to fire safety impacts, on receipt of the application, the local planning authority must consult the Health and Safety Executive.”;

(d) in sub-paragraph (7) for “(5) and (6)” there were substituted “(5)(6)(6A)”;

(5) Development must be completed within a period of 3 years starting with the prior approval date.

(6) Any building permitted to be used as a dwellinghouse by virtue of Class MA is to remain in use as a dwellinghouse within the meaning of Class C3 of Schedule 1 to the Use Classes Order and for no other purpose, except to the extent that the other purpose is ancillary to the use as a dwellinghouse.

### **Interpretation of Class MA**

**MA.3.**Development meets the fire risk condition referred to in paragraph MA.2(2)(i) if the development relates to a building which will—

(a) contain two or more dwellinghouses; and

(b) satisfy the height condition in paragraph (3), read with paragraph (7), of article 9A (fire statements) of the Town and Country Planning (Development Management Procedure) (England) Order 201559 .

### **Planning Assessment:**

When determining prior approval applications, an LPA can only consider the matters set out in the General Permitted Development Order 2015 for that type of development. It cannot consider the principle of the development or any other matters (for example, whether the development complies with policies in its local plan, other than in the case of assessing impact under the specified conditions at MA.2).

This application is identical to that approved under NOTICE/0016/24 other than for changes to the car parking and access. Therefore, the only matters that require further consideration in addition to the previous report are the impacts relating to transport and safe site access. Consideration of contamination, flooding, noise from commercial premises, and adequate natural light, remain the same and are not affected by the revisions to parking and access.

The starting point for consideration of the proposal is whether it can lawfully take advantage of the procedures under Class MA.

### **Limitations MA.1**

**MA.1 (b)** The building has been in use as an office (Use Class E) for a period exceeding 2 years prior to the application for prior approval and is currently occupied as offices for West Sussex County Council.

**MA.1 (d)** The building is not covered by, or within an SSSI, a Listed Building, a Scheduled Monument, within a safety hazard area, or a military explosives area.

**MA.1 (e)** The building is not within an AONB, a National Park, the Broads, or a World Heritage Site or area specified under Section 4(3) of the Wildlife and Countryside Act.

**MA.1 (f)** The building is not occupied under an agricultural tenancy.

**MA.1 (g)** The application post-dates 1 August 2022 and is not located within an Article 4 Direction.

## **Conditions MA.2**

### **Transport and safe site access**

The site is in a highly sustainable location within easy walking distance of the various shops and services available within The Strand local shopping centre, and with good public transport links within accessible walking distance, by bus (nearest bus stop is 200 metres away with routes along The Boulevard/Shafesbury Avenue) and train (Durrington rail station is 450 metres away). The site is well located to encourage travel by sustainable modes including the use of walking, cycling and public transport.

The site is currently accessed at two points from Barrington Road to the south of the site, providing a one way system. The updated proposal under consideration removes the westernmost access from the site boundary resulting in a single access/egress point on to Barrington Road using the easternmost access. This access is of sufficient width to accommodate two cars and is therefore capable of providing a single combined access/egress point for the site. The existing footway on Barrington Road exceeds 2.4m ensuring that a visibility splay of 2.4m x 43m in accordance with the 30mph speed limit is achieved at the access junction. The access visibility splays and swept path analysis are demonstrated on drawing number: R-25-0121/SP01 (dated 13/08/25) included at Appendix C of the submitted Transport Statement.

The access has been used in connection with the building for many years, with no known problems. Highways confirmed under the previous application NOTICE/0016/24 that there were no recorded road traffic collisions within the vicinity of the existing access point, and under the current application have advised that *'no concerns are raised with the access providing both entry and exit to the development, visibility splays of 2.4 x 43m can be provided and swept path analysis has demonstrated that two vehicles can pass at the access. The proximity of the access to that of the neighbouring church is noted however there is no national or local guidance on the proximity of accesses and given the envisaged low traffic flows to the church then no concerns are raised with this approach'*.

As previously confirmed by WSCC Highways, using TRICS as a means of determining traffic data, it is evident that the proposed residential units would generate significantly fewer vehicle trips compared with the permitted Class E office use. As such, there is no expectation for this proposal to give rise to any increase or material change in the character of traffic in the vicinity of the site.

The development would provide a total of 79 parking spaces accommodated within a communal car parking area to the south and east of the building. This is a reduction of 32 spaces in relation to the approved proposal. WSCC Highways have confirmed that the reduced level of parking is acceptable due to the highly sustainable location and close proximity to public transport. The development would also provide a similar level of parking provision agreed at the adjacent development (AWDM/1979/19). Subject to a car parking management strategy (to be secured by condition) detailing how the car parking will be managed, the car parking provision, as revised, is considered acceptable.

The level of EV parking would be increased from 23 to 36 to reflect WSCC Parking Standards, although Highways note that these standards have now been superseded by Building Regulations. Any further changes to this provision that may be required to accord with building regulations can be agreed and managed via the Car Parking Management strategy required by condition and would not affect overall parking provision for the development or affect highway safety.

The development includes 116 cycle parking spaces in the form of 44 x two-tiered cycle spaces and 14 x two-tiered Sheffield Stands, which have been approved under a separate planning application AWDM/1104/24. This provision exceeds the requirements for cycle parking on site promoting and encouraging sustainable methods of transport.

Refuse and recycling provision would be located to the southwest corner of the site and no objections have been raised in terms of the location or access for collection of waste.

A Travel Plan is required by condition to accord with the requirements of WSCC and an Auditing fee for this travel plan has been secured through a S106 agreement.

No objections have been raised by WSCC Highways in relation to the proposed development as revised and therefore the proposals are considered acceptable in relation to transport impacts and safe access.

### **Contamination risks**

No contamination risks have been identified and there are no recent or known historic land uses that pose a risk. The proposal is above ground and relates to conversion of an existing building and it is not proposed to break ground to facilitate the change of use application and therefore it is considered that there is low contamination risk.

The proposals are considered acceptable in relation to contamination risks.

## **Flooding risks**

The application site covers an area of 0.89 hectares and is situated within Flood Zone 1, indicating a low probability of flooding. The site would however be at risk of surface water flooding in the future when considering the surface water mapping with climate change allowances, as identified in the Adur and Worthing SFRA. A condition is therefore required to provide details of the existing surface water drainage scheme and any proposed/required changes, and details of the future maintenance and management of the surface water drainage scheme, to ensure the surface water flood risk is adequately addressed and not increased.

No objection has been raised by the Lead Local Flood Authority and the proposals are considered acceptable in relation to flood risk.

## **Impact of noise from commercial premises on the intended occupiers**

The original NIA submitted for NOTICE/0016/24 considered noise from surrounding businesses, identifying commercial noise sources; to the east, Worthing Leisure Centre, on the opposite side of Shaftesbury Avenue, and two churches to the southeast and stated that, *'Commercial noise from these sources was not evident during the site visits or from the survey data'*.

To the north, on the opposite side of the railway, is an NHS office with a power substation facing towards the site. The report states, *'to mitigate the tonal sound, the sound insulation performance of the building glazing will be specified to control the Rating level (including BS4142 penalties) to below the recommended values in BS8233.'*

*'With the above glazing implemented, the noise levels due to the substation are expected to be around 9dB, with the 100Hz tone attenuated to around 22dB, well below the corresponding limit in the NANR45 curve. While Class MA excludes assessment of ventilation, if trickle vents were to be included in the windowset, the above levels would increase by approximately 5dB, but would remain well below the assessment criteria'*.

Following advice from the council's EHO, noise from the adjacent railway line was also required to be considered as commercial noise and assessed accordingly.

An updated NIA was submitted for application NOTICE/0016/24 and established the prevailing noise climate in the locality of Durrington Bridge House and identified that the noise sources impacting the site were primarily from traffic, rail and infrastructure noise. The site is amongst other residential elements, both new and well-established.

The NIA concluded that:

*'Noise levels in the area are controlled by the railway line to the north and Shaftesbury Road to the east. There is no commercial noise noted at the site. However, the tonal sound identified to the north is assessed and it is found that with standard building*

*elements internal noise levels would meet the recommendations of BS8233 and be below the low frequency NANR45 curve, indicating a low impact.*

*The sound from train pass-bys on the railway has also been assessed against the recommendations in BS8233 and WHO as requested by Adur & Worthing Councils and found to comfortably meet the stipulated internal levels with standard building elements installed.*

*The proposed scheme is not expected to experience a significant adverse noise impact and the site is considered acceptable for the proposed residential use.'*

It was noted that the introduction of a new residential use provides an opportunity to provide appropriate mitigation against the identified noise sources. This would allow appropriate internal noise levels to be achieved such that the commercial noise source is not considered to be disruptive.

The EHO recommended that the final noise mitigation scheme for this development should include mechanical ventilation, preferably MVHR so that during the summer months warm internal air can be replaced with the cooler night air in the bedrooms without the need to open windows and specified a condition requiring the submission and approval of an acoustic scheme to include mechanical MVHR ventilation in the homes overlooking the railway in order to negate the need to open windows for thermal comfort at night.

The proposals are therefore considered acceptable in relation to noise impact.

### **The provision of adequate natural light to all habitable rooms**

Under the previous application, initial concerns were raised in relation to the provision of adequate daylight and an amended layout was submitted including a reduction in the total number of units from 107 to 101 to address these issues. The revised Internal Daylight and Sunlight Assessment confirmed that all flats achieve a PASS and would therefore provide adequate daylight.

### **Article 3(9A)**

All 1-bedroom 1-person units would have a minimum GIA of 39sqm (37sqm where only a shower room is provided). All 1-bedroom 2-person units would have a minimum GIA of 50sqm. All 2-bedroom 3-person units would have a minimum GIA of 61sqm. All 2-bedroom 4-person units would have a minimum GIA of 70sqm. This meets the Government's Technical Housing Standards.

### **Other**

The building is not within a Conservation Area.

The building does not meet the fire risk condition (as it is not more than 18 metres tall).

The proposal does not involve the loss of a registered nursery or a health centre.

## **BNG**

The application is permitted development and is therefore exempt from the requirement for BNG.

### **Recommendation:**

**Prior Approval is Required and Granted** subject to the completed S106 Legal Agreement to secure the Travel Plan Auditing fee of £3950 + VAT and the following Conditions:-

1. Approved plans
2. Surface Water Drainage scheme
3. Travel plan to be approved (Auditing fee secured by S.106)
4. Acoustic scheme to include MVHR
5. Parking Management Plan

### **Informative**

1. Proactive - Approved following revisions
2. LV cables – UK Power networks
3. Communal Space
4. Fire Safety
5. Hours of Construction
6. Southern Water Sewage Connection
7. Change of Address
8. Network Rail

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.

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

Case Officer: Amanda Haslett Date: 03/03/26

Authorised by: Jo Morin Date: 03.03.2026