Development Management - Delegated Officer Report

Application Number: AWDM/1774/19 Recommendation – APPROVE

Site: Sunshine Day Nursery, 6 Tarmount Lane, Shoreham-By-Sea

Proposal: Demolition of existing cottage and garages (8 Tarmount Lane) and construction of part two storey and part single storey extension to east and glazed link to existing nursery building (Amended resubmission of AWDM/0463/19).

Date of site visit: 13.01.20

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application site comprises of the existing nursery building 6 Tarmount Lane a two storey, detached white rendered Victorian building with slate roof. This building and land to the rear has been developed as a children's nursery since consent was permitted for a change of use in 2009 under ADC/0141/09. Since this time retrospective consent was permitted to allow for an increase in the number of children at the nursery from 43 to 63, permitted under AWDM/0531/13. Also incorporated into the site is no. 8 Tarmount Lane to the east of no. 6. The site is located within the Conservation Area adjacent to the Town Centre close to the junction with Brunswick Road, opposite the Methodist Church. To the west is a commercial arcade with court yard with individual units. Swanborough Court is to the east with the telephone exchange and a public car park opposite. To the south are the rear boundaries of terraced properties in New Road.

Consent was granted under AWDM/0463/19 increase the nursery in size, incorporating the site of the building to the east of the site No. 8 Tarmount Lane. The building has been used for office space with multiple occupiers within this space. Both this building and no. 6 were the former Police Station (no.6) and Police residence (no.8). Both properties were Council owned and were sold around 2007.

Planning and Conservation Area Consent was granted for the demolition of no 8 (and ancillary rear garaging) and the construction of a larger two storey property. The current building is 10.2 metres wide and 6 metres in depth. The proposed building is to remain two storey, deeper and narrower than existing, the ridge is to be slightly higher and a single storey section is proposed to the rear with a monopitch roof with roof lights. A glazed link is proposed to join the two buildings. This link is two storeys high with a flat roof, set back from the front of both buildings. This will form the new main entrance to the nursery. The layout of the premises is to be altered to have the pre-school children in the new building on the east side and the babies and smaller children to the west in the original building. Incorporating the new site will give rise to an enlarged external play space which is all to the south of the buildings and accessed through the building only.

The new building is to be rendered with a slate roof to match the main, host building. The TPO Cherry tree is to be removed and to the frontage of the new building a planting bed and tree is proposed, plus cycle parking and bin storage. Crossing points and an open barrier adjacent to frontage parking at no. 6 are also proposed as shown on an amended layout plan after discussions between WSCC Highways and the applicant's agent. 4 parking spaces are shown to the front of no. 6 for staff parking only. The parking spaces to the front of No. 8 will be lost. 14 cycle spaces are proposed.

The applicant's agent has submitted supporting documentation including: -

Planning Statement and Heritage Statement
Arboricultural Impact Assessment and Method Statement
Landscape Design Strategy and Outline Plant Specification
Transport Report
Outdoor Area Management Plan

It is proposed to increase the number of children at the nursery from 63 to up to 100 as well as providing all ancillary and office functions in the same building. Therefore the use of office space at no. 8 Tarmount Lane will cease as a result of consent being granted for this development. The planning application forms state that the hours of the nursery are 7:30am until 6pm Monday to Friday.

They state that the development is a "….comprehensive scheme that improves the road frontage and creates a bespoke multi-functional space." "The proposals have been sensitively designed utilising matching materials where possible and provide a sympathetic but visually subservient extension."

Current Proposal

The application submitted here seeks consent to amend this consent to include a first floor extension to the rear of the existing nursery building at no. 6. This is to be built above the existing flat roof rear extension at the premises. All other details relating to the proposals will remain the same. The first floor space proposed will provide office space for the nursery. Office space is currently provided via a lease at No. 2 Tarmount Lane. This proposal will allow the provision of the required space on site. This proposal therefore will not result in the expansion of the nursery and nursery spaces beyond that which was approved under AWDM/0463/19.

The plans as originally submitted showed a flat roof addition with windows on the side (east) elevation. The building will partly abut the commercial/business premises to the west. There are residential properties to the south. Officers considered that, although the proposed extension is to the rear of the site and therefore not visible from public view points, there could be improvements made to the design in terms of detailing, while its scale and use of materials is determined by the existing building. Amended plans have been received which show a slight lowering of the building, an amendment to the proportions of the ground and first floor reducing the amount of tile hanging and some fenestration changes. The applicant's agent provides the following information in support of the changes: -

“Design revisions.

We have raised the bottom line of the tiling which reduces the mass of what is seen as the first floor extension. The eaves detail has been changed from the previous mini parapet detail to and eaves and gutter detail which has allowed the eaves height to be reduced to the minimum. We have to allow for a usable floor to ceiling height internally and roof structure and insulation although these have been kept to a minimum. The roof height has been dropped at the connection with the existing building to allow the corbelled eaves to run through but it would not be possible for this to be maintained as the general roof height. The windows to the first floor extension have been raised which together with the dropping of the eaves and raising of the tiling creates a better proportioned elevation. The tiling overhang between the first and ground floor has been reduced to the minimum.

Design Overview and Materials

The first floor extension is seen as a simple flat roofed back of house extension that would be subservient to the main building similar to many of the adjacent buildings (see below) The use of tile hanging would allow the existing tiles on the eastern side of the old police station building that match the rear elevation to be reused where possible. We believe that introducing another cladding material, different style windows or a pitched roof would visually accentuate the extension from the old police station building and surrounding buildings making it larger and more prominent. The use of tile hanging also matches the tone and materials of the adjacent building to the west and flats to the east.”

Consultations – as AWDM/0463/19

West Sussex County Council: The **Highways Authority**: -

Original Comments: -

Additional information is required from the applicant relating to the proposed footway fronting the nursery. Currently the length of dropped kerb fronting the property extends from the western side of the site to the eastern side of the cottage. The proposal seeks to raise the kerb along the frontage of the cottage maintaining the ability for vehicles to park fronting the nursery.
I have spoken to the WSCC Implementation team regarding this work. It has been advised that the applicant will be required to provide a pedestrian dropped crossing point for users of the nursery to encourage the crossing of pedestrians onto the opposite side of Tarmount Lane.
This crossing point is required as the footway to the east of the site becomes narrow with the presence of the commercial units and the bend in the road. It was advised that the proposed footway should not extend beyond the retained parking area so as not to encourage parents and children to use this area of Tarmount Lane; instead the full height kerbstones should round off the footway before the parking area begins encouraging use of the pedestrian crossing.
The crossing point should not be positioned in front of the gated pedestrian access as this may restrict manoeuvrability for parents and children using the access point,

similarly the crossing point on the opposite side of the road should take into consideration the position of existing utilities and VCO points.
The ownership of the proposed footway is unknown, should this currently be within the applicants' ownership the applicant will be required to enter into a S278/38 agreement with WSCC Implementation team and the footway offered for adoption.
The LHA also request that the proposed fence to the east of the parking area is reduced
in height to 0.6m for the first 2m back into the site; this allows sufficient visibility of oncoming pedestrians for vehicles manoeuvring from the nearby spaces.
Once the above has been addressed by the applicant, please re consult.

Following Amendments and reconsultation: -

The initial response issued by the LHA requested additional information relating to the footway and crossing arrangements and pedestrian visibility. Additional plans and documents have now been submitted.

Access In light of the local context and road geometry, Tarmount Lane is considered a slow speed environment with the road layout and bend in the road slowing vehicles on approach to the site from both directions. It is not anticipated that vehicles would be travelling in excess of the posted speed limit at this point on the highway. The LHA notes that the plans now show an open barrier to the south of the parking area, which enables a driver manoeuvring from the parking space to anticipate pedestrians on the footway or emerging from the gated access.

Currently the buildings are accessed via two separate frontage access points onto Tarmount Lane where an ad- hoc parking arrangement is in practise. Between the properties lies an access route to the rear of the cottage where currently there are garages situated. There appears no application form on the planning portal and therefore
it is unclear on the exact number of parking spaces existing within the site and to be lost. The Transport Statement however outlines that the garaging is to be demolished and current parking fronting 8 Tarmount Lane will be closed off with a new boundary wall to facilitate a bin area and cycle parking. It has been stated within The Planning Statement that four parking spaces will be allocated to serve the development fronting the existing nursery building, these spaces will be allocated to management and only users who's use of a car is essential.

Capacity:

The building to be demolished currently serves an A1 and B1 use, with 45sqm for each use. The A1 use would generate the requirement for 1 space per 20sqm and the B1 use would generate the requirement for 1 space per 30sqm a total of three spaces. For the D1 use the requirement for 4 parking spaces would be generated, resulting in the requirement for a single additional parking space.

It is estimated that the existing site uses generate a total of 173 daily vehicular traffic movements, with approximately twenty movements in the AM Peak and 24 movements during the PM Peak. The expanded nursery use will be anticipated to generate 127.8 movements a day and generate a slight increase in trips in the AM

and PM peak hours. However it has been stated that the change in use may reduce the overall traffic impact of the application site by around 45 vehicle movements per day based on potential movements generated by the A1 use class.

The Transport Planner has indicated that 52% of parents drop off using a car, with the expansion therefore may generate a demand of 52 vehicles over the existing 33. These vehicles will instead be anticipated within the nursery pick up and drop off times which are 07:45 to 08:45, 12:30 to 13:30, and 17:00 to 18:00.

In terms of arrangements for parents picking up and dropping off, this will remain the same as previously agreed within AWDM/0141/09 whereby it was acknowledged that the nearby car park would sufficiently serve as a parking provision for dropping off and picking up children. The car park is free prior to 9am and after 5pm which makes this a desirable and viable option. Parking restrictions are in force along Tarmount road to deter parking in unsafe locations on the network.

The Travel Plan has been updated although only the updates have been provided at this stage. The LHA require a condition securing this travel plan to be provided prior to occupation of the building to ensure this meets satisfactory requirements.

The data however appears robust and is agreed in-principle by the LHA.

Sustainability

Shoreham-by-Sea railway station is located a 2minute walk from the site which facilitates alternative means of transport to the use of a car for staff and children using the nursery. The railway station neighbours Lancing and Southwick stations and connects services between Portsmouth, Brighton and London. Bus routes operate along the A259 to the south of the site, with the nearest stop a 3minute walk to the east of the site. Regular bus services operate from this stop including the 700 bus to Brighton, Littlehampton, Goring-by-Sea and Worthing and the no 2 bus to Rottingdean. A service calls at these stops approx. once every 10minutes. Cycle parking spaces have been accommodated within the frontage of the site and should be sealed via condition alongside any permission of this proposal to encourage sustainable and active travel.

Highway Works and Adoption

The LHA note that the portion of land to be allocated as footway is currently not maintained by WSCC. The applicant is advised that to implement the pedestrian crossing and footway extension as shown the portion of footway should be offered for adoption; to ensure that the maintenance of the footway can be carried out in perpetuity.

I have discussed the newly submitted plans with a member of the WSCC Implementation Team who has advised that the drawings are satisfactory for planning and that further detail will be discussed at the detailed design phase. I have advised an informative below outlining how to commence the S38 adoption process.

I have also advised a S278 license Informative to cover the tactile paved crossing works on the existing highway network.

Should the applicant not wish to offer this portion of footway for adoption, the LHA advise that the crossing points would need to be repositioned further east to a point where both lie within the publicly maintained highway. We would request in this instance that signage is present to inform members of the public that the portion of footway adjacent to the nursery is not publicly maintained. This would also require further consultation for the positioning of the pedestrian tactile crossing.

I advise that the applicant contacts the implementation team leader to discuss these works further. The applicant is advised that works are prohibited on the publicly maintained highway prior to this agreement being implemented.

Conclusion The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 109), and that there are no transport grounds to resist the proposal. Should the LPA be minded to approve this proposal, the following should be sealed via condition.

Pedestrian Visibility (details required) No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2 metres have been provided to the east of the parking area in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed. Reason: In the interests of road safety.

Cycle parking No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority. Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Construction Management Plan 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,
- 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,

• 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. Reason: In the interests of highway safety and the amenities of the area.

Travel Plan (to be approved) No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority. Reason: To encourage and promote sustainable transport.

INFORMATIVE *Works within the Highway – Implementation Team* The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
Provision of Adoptable Highway The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the proposed adoptable on-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.

Adur and Worthing Councils: Environmental Health: - Contaminated land condition to any permission granted. Informative advising the applicant that they need to contact Environmental Health for a demolition notice under the Building Act 1984 prior to demolition of the cottage.

Jeremy Sergeant: - The species and size of tree shall be confirmed via condition. However the details shown are acceptable. In respect of the proposed office there will be no adverse effects on either tree. The building is north of the trees and not beneath either canopy, therefore I do not consider the works to be detrimental to the existing trees.

ADCAG: - No objection

Richard Small Conservation Architect: - Some improvements have been made to the design of the extension, it is considered that this is acceptable. It is not visible within the Conservation Area and materials to be used will match existing.

Representations – Current application

1 Email objection from Owner/occupier of No. 17 New Road

– Concern there will be a higher number of children attending which will result in an increase in noise.
- Concern over the removal of asbestos roofing.
- No work should be carried out on a Saturday or Sunday.
- Impact upon traffic levels.
- Comments in support of application are people not from the area.

1 Email objection from owner/occupier of 21 New Road: -

- A dominant and intrusive monolithic structure.
- The three windows at the side will overlook my back garden.
- Possible impact upon Ash Tree, trees shown incorrectly on plans.
- Work carried on Sundays
- Rushed through as it was submitted over Christmas.

3 emails of support from: -

26 Juniper Close Portslade
10 Southlands Court, St Giles Close Shoreham
41 Leeward Road, Worthing

Relevant Planning Policies

Adur Local Plan 2017 Policy 15, 17, 33
National Planning Policy Framework (February 2019)

Planning Assessment

Principle

The only matter for consideration here is the first floor extension to provide office accommodation. All other matters remain as previously approved, the main body of the assessment report remains as previously stated and is copied below.

The site is not identified for any particular use in the Adur Local Plan, the loss of the informal office use within no. 8 is considered acceptable in the light of the site becoming incorporated into the existing successful D1 use allowing this business to expand whilst not having to relocate. The proposal will support the existing town centre business, therefore maintaining the viability of the town centre. Local Plan Policy 33 supports new educational and community facilities within the built up area.

The application site is within the town centre and Conservation Area. The main issues for consideration here are the impact of the development upon the character and appearance of the Conservation Area, highway safety and residential amenity.

Impact upon the Character and Appearance of the Conservation Area and Visual Amenity

The site being a town centre location is surrounded by various land uses and activities. The development here includes the redevelopment and incorporation of the adjacent site with the existing nursery building and business currently functioning. For consideration here is both the impact of the demolition of the buildings within the Conservation Area and their replacement and also the increased activity as a result of the proposed business expansion.

Within the context of the proposed development here the loss of the two storey building and rear outbuildings will not have a detrimental impact upon the character and appearance of the Conservation Area. The works will give rise to a new building and link which represent a subservient addition both in form and design to the main host building. The replication in simplistic building design and use of materials matches the existing building without detracting from it, the simple fenestration detailing is fundamental to this.

The building is larger than that which is to be lost yet it still will appear smaller scale and subordinate. Its ridge height is below that of the adjacent flatted development and no.6. It matches the eaves of the main building and there is also some set back. The glazed link is a welcomed feature with simplistic, lightweight form, recessed from the building frontages and in line with the building eaves. Due to the importance of this feature as an integral component of the successful execution of this redevelopment, a condition is attached to request detailed drawings of the profiles, finish and materials of this glazed link. It is critical that this link appears light weight with slim line frames and a crisp, minimal contemporary finish to compliment the adjacent buildings. A condition is also attached to ensure that no signage/window stickers/notices or other associated additions be attached either externally or internally to the glazed link which would degrade its appearance. The applicant's agent has agreed to these conditions.

The single storey addition to the rear is not visible within the street scene and will therefore have no impact upon the Conservation Area yet provides additional floor space for the nursery, materials will be to match. The loss of the redundant garaging to the rear is welcomed, as this is in need of repair and has no merit.

The changes to the frontage of the new building will complement the Conservation Area. Despite the loss of the TPO tree a planted area with a replacement tree are proposed to soften the frontage, and a wall and railings are proposed with cycle parking and bin storage. Details of the planting are contained in the documents supporting the application the details of which will be conditioned to ensure that a tree of sufficient scale, type and maturity is proposed to replace the existing Cherry which is a current feature of the street scene. The Council's Trees and Landscape Officer has supported this replacement.

In visual and character terms the proposed development will preserve and enhance the Conservation Area the new building complements the existing combining traditional form with modest, contemporary development.

In terms of the nature of the use of the new and existing buildings within the context of the Conservation Area it is not considered that such a use will be detrimental here,

the works will support an existing successful business and within such a location the activity associated will not impact detrimentally upon the character of the area. Some increased traffic and associated activity will not be out of keeping within a town centre location.

The proposed rear extension is not visible within the Conservation Area and surrounding street scene. The design has been amended to be more sympathetic and proportionate to the existing building. Despite its large scale it is considered, on balance, to be acceptable here, in terms of visual amenity and impact upon the Conservation Area. There would be no justification here for a refusal due to its limited visual impact.

Residential Amenity

The nursery currently successfully functions adjacent to residential properties to the rear of the site. The premises will be enlarged and widened with the external space enlarged along with the number of children at the nursery. Properties in New Road abut the site to the rear and therefore their gardens are in close proximity to the proposed rear external space at the nursery. The removal of the garaging along the south boundary will further expose some additional boundary. The proposal will also bring the premises closer to the purpose built flats to the east. In terms of boundary treatment there is an existing flint wall to the side and rear of the site. A condition is attached that should any of these means of enclosure be damaged during demolition that they shall be made good in accordance with details to be submitted to and approved by the Local Planning Authority. This will ensure a robust boundary treatment between the application site and surrounding dwellings.

In terms of noise and disturbance the play space will be increased along with the number of children at the nursery. The traffic and general associated activity, deliveries etc will be at the property frontage adjacent to the highway therefore not impacting upon residential properties any more than general town centre activity does as existing. The potential concern here is the impact of the use of the enlarged external play space and noise associated. A restriction is in place currently which limits the number of children within the rear play space at any one time to 20 children. Details of this have been submitted with an amended Noise Assessment the contents of which are conditioned below. This restriction to 20 children will also be conditioned here and has been agreed by the applicant. Therefore despite the increased site area the intensity of the use of such space would remain unchanged.

The new two storey building and glazed link will be at such a distance to not impact upon the residential properties in New Road to the south.

To the east is Swanborough Court, the three storey building currently abuts no.8. The new building will be in line with the adjacent building to the front however to the rear the building will extend 2 metres further at two storeys reducing to single storey beyond for a further 9.4 metres to the rear boundary. While the increased depth of building will have some impact on the amenities of the occupiers of the adjacent flats, it is not considered that it would result in any serious loss of light and privacy or have an unduly overbearing impact as the increase is limited to 2 metres at 2 storeys while the single storey addition beyond this will be adjacent to the boundary wall

which is protected by condition in this case. It should also be noted that there is a tall shrub currently on the boundary within the curtilage of the flats and that the flats are south-facing.

The play space will not be directly adjacent to the flats to the east however any potential noise and disturbance will be limited by the safeguarding conditions to be attached as discussed above.

It should be noted that the nursery is open during the week only and not in the evening or at weekends. The hours of opening and use of the external space are restricted by condition.

The Environmental Health Officer has not made comment with regards to concerns over noise in this case.

In terms of residential amenity the extension will be visible from properties to the rear of the site in New Road. The nearest property to the rear is approximately 25 metres away and therefore although the extension will be visible it is not considered to result in any significant loss of light or have such an overbearing impact which would warrant a refusal in this case. The end elevation of the building is blank at first floor with no windows proposed, a condition is attached to ensure that this is the case. The side windows will not be in such close proximity to neighbours to result in any loss of privacy that would warrant a refusal here, again there is a nearest stance to the dwelling to the rear of approximately 25 metres.

The extension is for office use only therefore there will be no additional staff and children than permitted under the previous consent AWDM/0463/19. A condition is attached to ensure that this is the case.

Trees

The previous application AWDM/0463/19 considered and accepted the loss of the TPO Cherry tree to the front of the site, this matter is subject to conditions attached in relation to the submitted Arboricultural Impact Assessment and planting schemes.

In terms of the current proposal there are some trees to the rear of the site. A representation has been made, set out above with concerns with regards to the impact upon these trees. As set out above, advice has been given from the Trees and Landscape Officer that the proposed extension will not result in any harm to either tree.

Highway Safety and Parking

This town centre site is in a highly sustainable location close to the train station and bus routes. In this location staff and parents would have the choice of travelling to the site by alternative modes of transport other than the car, but for those who do there is the nearby Tarmount Lane public carpark. The nursery currently functions to a smaller scale than is proposed here yet it is considered that in the light of the sustainable location, available adjacent car park and staggered drop off and pick up times that there will be no highway safety concerns in this case. Dropping and

collecting is a relatively quick process and would not impact detrimentally upon the use of the public car park. The applicant also has a Travel Plan with measures taken to minimise car use, avoid congestion and risk to highway safety. Details contained in the Travel Plan were previously conditioned as part of the original and subsequent consents. A condition will again be attached here.

The additional comments from WSCC are detailed and consider that subject to the recommended conditions and informatives that the proposal can be supported. It is recommended that the proposed pedestrian crossing and footway extension should be offered for adoption to ensure its future maintenance and an informative is added to promote discussion with the applicants and WSCC.

Again in terms of additional nursery places and staff this will remain as approved under AWDM/0463/19 therefore no additional traffic and trip will be generated as a result of this proposed amendment.

Conditions are attached as previously set out under AWDM/0463/19 with some additional conditions relating to hours of work, and restrictions to the insertion of windows and use of the proposed floor space for office space only.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. The number of children attending the premises (nos 6 and 8 Tarmount Lane) for the purposes hereby permitted shall at no time exceed a total of 100 without the prior written permission of the Local Planning Authority. Reason: - In the interests of highway safety and residential amenity having regard to policies 15, 17 and 33 of the Adur Local Plan.
4. The use hereby permitted shall not be open for business other than between the hours of 7:30am and 6pm Monday to Friday and arrival/departure times for children shall be staggered over the period 7:30am-9am for arrivals and 4:30pm-6pm for departures. Reason: - In the interests of highway safety and residential amenity and to accord with Policies 15, 17 and 33 of the Adur Local Plan.
5. No work for the implementation of the development hereby permitted shall be undertaken on the site on Sundays or Public Holidays.
6. The measures contained on the 'Outdoor Area Management Plan' Revised May 2019, received 13th May 2019 shall be implemented and complied with during operation of the day nursery at all times. The number of children within the rear external area outside the building shall not exceed 20 at any one time. Reason: - In the interests of residential amenity and to accord with Policy 15 of the Adur Local Plan.
7. Prior to commencement of works detailed elevational and sectional drawings of the 'glazed link' shall be submitted to and approved by the Local Planning Authority works shall be carried out in accordance with such details. Reason:

in the interests of visual amenity and to accord with Policies 15 and 17 of the Adur District Local Plan.

8. No advertisements or signage shall be attached to the external or internal of the building hereby permitted including the glazed link without prior consent from the Local Planning Authority. Reason: In the interests of visual amenity and to accord with Policies 15 and 17 of the Adur Local Plan.
9. The new building at no .8 Tarmount Lane hereby permitted shall be finished in render with a slate roof to match no. 6 Tarmount. The windows shall be timber sliding sash and shall remain unless otherwise approved in writing by the Local Planning Authority. The windows and tile hanging at the first floor office extension shall match that of the existing building. Reason: In the interests of visual amenity and to accord with Policies 15 and 17 of the Adur Local Plan.
10. The off street car parking and cycle parking to the front of nos 6 and 8 Tarmount Lane shall be used for staff employed at the premises only. Drop off and collection for parents and carers shall not be at the property frontage. Reason: - In the interests of highway safety and to accord with Policies 15 and 33 of the Adur Local Plan.
11. Prior to use of the extended premises staff vehicle and cycle parking provision shall be made in accordance with the approved plans, such provision shall thereafter be retained solely for such purposes. Reason: In the interests of highway safety and sustainability and to accord with Policies 15 and 33 of the Adur Local Plan.
12. No part of the development shall be first occuped until pedestrian visibility splays of 2 metres by 2 metres have been provided to the east of the parking area in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed. Reason: In the interests of Highway safety.
13. 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,

• 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,

• 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.
Reason: In the interests of highway safety and the amenities of the area.

14. Landscaping and planting shall be carried out in accordance with the Landscape Design Strategy, Outline Plant Specification and Landscape Strategy Masterplan received 25th March 2019. Reason: In the interests of visual amenity and to accord with Policy 15 of the Adur Local Plan.
15. Following demolition of no. 8 Tarmount Lane and ancillary garage buildings to the rear of the site any damaged walls or means of enclosure shall be made good and reinstated to match existing in appearance, use of materials and finish with details to be submitted to and approved by the Local Planning Authority. Work shall be completed prior to commencement of use of the building. Reason: - In the interests of visual and residential amenity and to accord with Policies 15, 17 and 33 of the Adur Local Plan.
16. The recommendations and actions as contained in the Travel Plan accompanying application ADC/0141/09 shall be implemented and complied with during operation of the day nursery and the travel survey over the first 6 months of operation of the new premises shall be submitted to the Local Planning Authority within 7 months of the commencement of the extended use and any necessary measures agreed with the Local Planning Authority and implemented during the following 6 month period. Reason: - In the interests of highway safety and the promotion of sustainable travel.
17. The external door/staircase at no 6 shall be used only for the purposes of emergency escape from the premises. Reason: To prevent overlooking and having regard to Policy 15 of the Adur District Local Plan.
18. Ground contamination.
19. Work shall be carried out in accordance with details contained in the Arboricultural Impact Assessment and Method Statement – Dated 30th November 2018. Reason: To protect the adjacent trees during construction work.
20. Open fencing/boundary treatment only shall be permitted adjacent to the frontage parking at no. 6 as shown on Drawing no. AD 101 Rev F – received 13th May 2019. Details of such a barrier shall be submitted to and approved by the Local Planning Authority and work shall be carried out in accordance with approved details. Reason: - In the interests of highway safety.
21. The additional floor area created by the first floor rear office extension hereby permitted shall be used for ancillary office space only in connection to the nursery and not for any other use including nursery space. Reason: To limit the further expansion of nursery space at the site in the interests of visual and residential amenity and highway safety.
22. No windows or other openings shall be inserted in the rear, southern elevation of the first floor office extension hereby permitted. Reason: - In the interests of residential amenity and to accord with Policy 15 of the Adur Local Plan.

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

Informative

1. Proactive with amendments
2. The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
3. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the proposed adoptable on-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.
4. Demolition

Case Officer: Hannah Barker Date: 11th February 2020

Authorised by: Peter Barnett Date: 11 February 2020