Development Management - Delegated Officer Report

Application Number: AWDM/1000/21 Recommendation – Approve

Site: Nautical Training Corps, Riverside, Southwick

Proposal: Proposed 11no. commercial units (Use Class E and B8) in a single two-storey building with external stairwells and infilling of part of the canal to provide vehicle access and turning, with associated cycle storage and landscaping.

Date of site visit: 10 June 2021

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application relates to the site of the former Nautical Training Corps building which was recently demolished. It lies within Shoreham Port on the south side of the A259 to the east of the Schooner Inn but at the lower canal side level. Behind the site to the north the land steeply banks up to the A259 positioned at an elevated level. A hedge separates the top of the bank with the footpath that runs along the A259. Directly to the west of the site is a set of steps which runs alongside the site and directly to the east of the Schooner Inn.

The site is accessed via Riverside to the west. The collection of buildings to the west adjacent to the site form the Southwick (Riverside) Conservation area. The Royal Sussex Yacht Club Boat Store is a Grade II listed heritage asset located to the west. Lady Bee Marina moorings are located directly to the south of the site within the eastern canal of the Port. The site itself is not within the Conservation Area.

It is proposed to construct a two storey commercial building for a flexible B8 and E use class. 11 units of varying sizes are proposed which are described as an 'incubator for small firms to grow safely'. The Planning Statement submitted with the application describes the design as:

"*a simple two storey structure of contemporary design. It features a flat, green roof which will be visible from the A259 street level. The southern elevation of the building features large areas of glazing and an external deck access balcony featuring galvanised steel posts. Window reveals are painted white. Northern elevation includes fenestration to add interest and a sense of activity*."

A turning head is proposed on the western side of the building to allow for deliveries. A bin store is located adjacent to this with bike storage proposed under the staircases. A small element of port canal is proposed to be infilled to accommodate the turning head and access arrangements. No parking is

proposed on site. Parking is instead shown as being accommodated within the Shoreham Port Authority Marina Parking further west.
The building is approximately 7.5m tall and will be largely below the level of the A259 due to the drop in ground level.

Relevant Planning History

NOTICE/0009/21 - Application to determine if prior approval is required for the proposed demolition of the single storey Nautical Training Corps Building

Consultations

West Sussex County Council: The **Highways Authority** has no objection.
Site: The site is a former nautical training corps building, which is used for storage. The re-development of the building will provide 11 commercial units, of which some will continue to be used for storage (B8) use, and the remaining for E class (commercial, light industrial). This re-development forms the wider regeneration of Shoreham Harbour, to include new workplaces.
Access and Turning Access to the site is taken from Riverside, a privately maintained road with an existing priority junction onto the A259 Shoreham Road. The redevelopment of the site will create a delivery bay and turning area for deliveries and fire tenders. Swept path of these have been provided and are accepted by WSCC.
Parking: Existing WSCC car parking standards for B8 and E class suggest there should be parking provided for 10 cars, 2 for the B8 use, and 8 for the E class use. However, there will be no car parking created and as such any parking demand associated with the units will be absorbed within the existing marina development, and surrounding area. To understand how the site may operate post-lockdown, a parking survey undertaken in 2017, at the Lady Bee Marina close to the site, has been used to understand what parking availability there may be. The survey results indicate there was available parking within the Marina Car Park, but also within the surrounding local roads. A parking accumulation survey using TRICS data was also used to see when the parking pressures may be at their worst and it is concluded from this data that between the hours of 10am -11am would be at its highest with a requirement for 9 spaces. The parking survey from 2017 shows there to be at least 10 spaces free, with more available on local roads during this time frame. As such parking for the use is available should it be required.
Sustainability: The site is also considered to be in a highly sustainable location. Southwick Train station is within 350m from the site and access to bus services are in proximity on the A259. The National South Coast Cycle route is near-by connecting the local costal towns, and the developer will be providing cycle storage for five cycles and changing and shower facilities on site. It is hoped this will encourage this form of transport.
Trips: The TRICS data used to identify the expected trip impact reveal that any additional trips onto the current highway network would not be considered severe and would remain very low at 7 trips in the AM peak hour and 5 in the PM peak hour, creating a daily total of 42 trips. This is not considered to be severe.
Summary: In summary WSCC consider the site to be in a highly sustainable location, and the proposal would not create an unacceptable impact on highway safety, nor would the residual cumulative impact on the road network be severe.

Conditions: CMP and cycle parking

West Sussex Local Lead Flood Authority: Current surface water mapping shows that the proposed site is at low risk from surface water flooding. The area of the proposed development is shown to be at Low risk from groundwater flooding based on current mapping. This risk is based on modelled data only and should not be taken as meaning that the site will/will not suffer groundwater flooding.

The Flood Risk Assessment and Drainage Strategy included with this application states that, a green roof and 'over the wall' drainage, would be used to control the surface water runoff from the site. We would support the approach at this location. This site is located within Flood Zone 3. All works to be undertaken in accordance with the LPA agreed detailed surface water drainage designs and calculations for the site, based on sustainable drainage principles. The maintenance and management of the SuDS system should be set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved designs.

Adur and Worthing Councils: The Environmental Health Officer comments:

Noise

A Noise Assessment (Date: 13/05/2021 Project: J3131 Issue 1) has been submitted in support of this application. This assessment is considered to be robust and satisfactory. With the move towards new E use classes the assessment has considered a worst-case noise example in terms of internal sound pressure levels and applied this to all 11 units operating at once to present a worst-case example of noise break out from the scheme. The report assessed both vehicle trips to and from the site as well as potential operational sounds from the new commercial studios and found no significant impact on the nearest noise sensitive dwellings.

I am aware that an application has been submitted for the conversion of the adjacent Schooner Pub to residential. However, the noise modelling contained within the report does not show significant noise levels impacting this building and noise levels from vehicle movements will be similar to those used in the report for 1 and 2 Cat Mews so should not cause significant disturbance.

It is unknown whether external plant will be associated with this development, so I would recommend the following condition:

Provide a scheme which shall be submitted to and approved by the local planning authority for attenuating all external fixed plant. The scheme shall have regard to the principles of BS 4142:2014+A1:2019 and ensure the cumulative rating at the nearest noise sensitive property does not exceed the background noise level specified in Section 4 of the Acoustic Associates Noise Assessment (Date: 13/05/2021 Project: J3131 Issue 1) to ensure there is no detrimental impact to the nearest residential dwellings. A test to demonstrate compliance with the scheme shall 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.
Deliveries to the commercial units shall only be made between the hours of 07.00 and 20.00 Monday to Saturday and 09.00 to 18.00 on Sundays

Also recommends conditions relating to contaminated land, hours of construction and a CMP

Technical Services: Flood risk- The application is within flood zone 3, and is not shown to be at risk from surface water flooding. A flood risk assessment has been provided.
Surface water drainage- the surface water drainage strategy indicates that infiltration will not be achievable here due to the proposed layout. The strategy does give high level consideration to the use of over the wall drainage. We would support proposals to provide over the wall drainage at this location. If you are minded to approve this application please apply the following conditions to ensure that 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 will be required to support the design of any below ground 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*"
and the accompanying informative: "*If discharge to tidal body is proposed it must be demonstrated that there is adequate storage within site when tidal locking occurs. Design must have provision to ensure that there is capacity in the system to contain the 1 in 100 year event plus 20% on stored volumes, as an allowance for climate change. 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 webpagehttps://www.adurworthing.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*"

Subsequent comments following query from applicant:

Winter groundwater monitoring is required if any storage at/ below ground level is required. I note that proposals indicate over the wall drainage will be investigated, however the hard surfaces will need to be drained, which will likely require some sub-surface drainage and storage.

I would also note that the design for the dry dock ended up being far from simple.

I would therefore prefer to see our standard conditions remain as standard. If they can produce a detailed drainage design which shows they do not need to store any water below ground then we wouldn't insist on winter groundwater monitoring results being supplied with a discharge of conditions application.

Southern Water: In order to protect public apparatus, Southern Water requests that if consent is granted, the following condition is attached to the planning permission; "*The developer must agree with Southern Water, prior to commencement of the development, the measures to be taken to protect the public apparatus*."

Furthermore, it is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site. Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

We request that should this planning application receive planning approval, the following condition is attached to the consent: "*Construction of the development shall not commence until details of the proposed means of foul sewerage and surface water disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water*."

Environment Agency: No objection subject to conditions requiring development to be carried out in accordance with the submitted FRA, contaminated land remediation and verification and no piling.

Representations

2 objections received from occupier of 34 Kings Walk and on behalf of the Sussex Yacht Club:

Excessive development on a small plot
As a regular user of Riverside Yard, next door to the plot, I can report that the access is already heavily overloaded with users. Even with a car parking permit on the access road it's dangerous to pedestrians.
There is inadequate parking already, & with a multitude of users. Adding this development will strangle the area.

Also concerned for the environment, the plot was a market garden many years ago & a more sympathetic purpose than that proposed would be advised in view of the steep landscaping & cramped location

SYC do not object to the principle of the proposed development, but SYC are concerned that the proposal does not properly consider the impact that the proposed highways access will have on an already restricted Riverside access road leading from the proposed development site and the junction with Albion Street adjacent to The Old Town Hall building. SYC and the adjoining Riverside Yard marina has, for over 20 years, benefited from canal side car parking along the full length of the south side of the Riverside access road leading to the development site. The combination of this parking and the first floor cantilevered balcony to the SYC Southwick Club House severely restricts the width of the Riverside access road at several pinch points.

Any increase in the traffic movements of commercial vehicles along the severely restricted Riverside access road will present a significant risk of congestion firstly during the construction of the proposed development and secondly when refuse collection and delivery vehicles are permitted unrestricted access onto the development site on completion of the development. Consideration should be given to only permitting refuse collection and emergency vehicles to have use of the proposed turning head to the west end of the development site; this could be controlled by imposing a planning condition.

Any increase in the commercial traffic movements along the Riverside access road will present a significantly increased risk to the berth holders at SYC and Riverside Yard. The Shoreham Port leisure strategy specifically encourages to use of this section of the canal for water based leisure activity which conflicts with the increased traffic movements that will result from unrestricted commercial traffic onto the development site both during construction and when the development is completed and fully occupied.

Has consideration been given to planning an access road onto the development site from the east side of the development?

Finally the development represents a significant loss of natural amenity in that a long established and unique waterside habitat will be lost forever; the applicant does not appear to have submitted a bio-diversity study that considers the environmental impact of the development on one of the last remaining stretches of natural green canal side habitat within Shoreham Port.

Relevant Planning Policies

Adur Local Plan 2017 Policies 1,2 ,4, 8, 15, 17, 18, 25, 28, 29, 30, 33, 34, 35, 36

Shoreham Harbour Joint Area Action Plan 2017 Policies CA5, SH1, SH3, SH5, SH6, SH7, SH8, SH9

National Planning Policy Framework (2019)

WSCC Guidance on Parking at New Developments (Sept 2020).

Southwick Conservation Area Character Appraisal and Management Strategy (2009)

Planning Assessment

Principle

The site lies within the Shoreham Harbour Regeneration Area, specifically Character Area 5 (Southwick Waterfront and Fishersgate) as set out in the Joint Area Action Plan (JAAP) and Policy 8 of the Adur Local Plan. The area priorities include the designation of Southwick Waterfront as a strategic employment area and the comprehensive redevelopment of the area to accommodate a mix of new and improved employment uses (classes B1, B2 and B8).

Policy CA5 states:

"The partnership will work with developers and stakeholders to deliver a minimum of 4,000m2 new employment floor-space. The partnership will support the redevelopment of sites to deliver high quality, modern employment floorspace."

The site was previously occupied by the Nautical Training Corps.The building had been in poor condition and has recently been demolished under Prior Approval Notice. The NTC had previously used the building predominantly for storage but had vacated the premises as it was surplus to requirements. On this basis, and in view of the poor state of the building, the loss of the facilities is not considered to conflict with the aims of Policy 33 which seeks to protect community facilities.

The previous building was also of little architectural merit and was detracting from the character of the area. The redevelopment of the site to provide modern business units is a more efficient use of the land, complies with the aims of the JAAP and is considered to be acceptable in principle. The main considerations will be the impact on the setting of the Conservation Area, residential amenity, transport, access and parking, flood risk and sustainability.

Visual amenity

The building will primarily be viewed from the south. That elevation has large window openings and glazing with external walkways running in front of the glazing. The building will sit on a plinth and will be two storeys with a flat, green roof which will help to soften views of the roof at street level.

The Design and Access Statement explains that "*The architectural approach to the proposed building has been partially influenced by its coastal location and the industrial buildings within the port, including Lady Bee Marina, the dry dock cafe, Ferry enterprise centre and Hove enterprise centre. The model for this type of development is based on a series of buildings designed and developed into the innovation studios Commercial / Offices / Storage / Innovation Hub, Rochester*."

From Riverside, the proposed development is about 7.5m above ground level and from Albion Street about 2m above ground level, just slightly higher than the existing hedge that sits between the development and Albion Street.

In terms of materials, the D&A Statement states:

"*Grey cladding on the upper ground and first floor with an in-situ concrete plinth are functional in a coastal location with appropriate coating and specifications. All windows will be in a grey finish and to an appropriate standard due to the site's coastal location. Clean and crisp material detailing is proposed to complement the chosen aesthetic and help define the well-proportioned facades. The design for the external deck access responds to the existing balcony features referenced within the conservation area policy document, as well as the vertical masts of the adjacent boats, providing an animated southern elevation that responds to its maritime leisure location*."

The grey cladding shown on the plans is considered to be rather dark and a lighter grey, similar to the colour of the Ladybee Marina units further west, is preferred. The applicant is happy to finalise details of materials by condition.

It is considered that the building has an appropriate scale in relation to the adjoining buildings to the west and, while the design is contemporary, it does not harm the setting of the Conservation Area, the character and appearance of which is considered to be preserved.

The low scale of the building when viewed from the north means that it will not have a significant impact on the street scene, its impact being further reduced by the green roof. Views of the sides of the building will also be limited given the lower level of the canal side and the position of the building in relation to the side of The Schooner.

Overall it is considered that the building will be a striking addition to the canal side and will complement a number of other recent developments in the area.

Residential amenity

The site is currently not directly adjacent to residential properties. The nearest dwellings are further west, at Catts Mews, and to the north, on the opposite side of the A259, where there are several blocks of flats. The building itself will not cause a loss of light or outlook for existing residents while the proposed use is not anticipated to cause noise or disturbance. Class E uses do cover a wide range of uses and it is considered to be prudent to restrict the use to Class E(g) only, formerly B1 uses, which can be carried out in a residential area without causing harm. B8 is also considered to be acceptable here given the size of the units, but a condition is recommended preventing the merging of units to create a new unit larger than the largest current unit, which is shown as being 9mx6m, as larger units could result in larger delivery vehicles, for example.

Working hours are to be restricted to 7am – 9pm with no deliveries after 8pm which is considered to be reasonable in this location, given the nature of the use and the mix of Port and residential uses in the area.

Parking and access

The development is not proposing to provide any parking. Instead, vehicles associated with the development will be expected to park on surrounding roads and within the Port car park further west. To justify this a parking availability survey from 2017 has been used. A more up to date survey has not been carried out as the applicants believe that the Covid pandemic lockdown restrictions that have been in place would not provide an accurate reflection of parking demands.

The Transport Statement submitted with the application states:

"*The parking survey indicated that there was space surrounding roads (Grange Road and Butts Road) from the development site for additional vehicles to park in the unlikely situation that the car park reaches full capacity. The parking survey indicated Riverside is estimated to have capacity for approximately 19 spaces whilst also providing access. Of the 19 spaces, the survey recorded 10 were occupied in both the morning and afternoon period, and therefore 9 free spaces were available at these times*."

The site is also in a sustainable location. There are bus stops on the A259 close to the site and Southwick Train Station is only 350m from the site. National cycle route 2 is also close by. Overall, the site is very well located for non car travel. 6 no. cycle parking spaces are to be provided on site in the form of 3 x Sheffield stands situated under the stairs on the ground floor.

A turning area is to be provided at the western end of the building adjacent to the Schooner. This will be used for delivery vehicles, refuse collection vehicles and emergency vehicles. In order to provide sufficient turning space a small part of the canal is to be infilled.

Concern has been expressed in the representations received about parking and access, claiming that existing parking along Riverside narrows the width of the road and restricts space for vehicle movements.

There is no doubt that the road is narrow in places but, as no parking is being provided, the number of vehicles accessing the site will not be significant. The number of vehicles using the junction with the A259 will also be low.

West Sussex Highways has considered the information provided with the application and advise that the swept path diagrams provided show that a fire tender can access the site turn and exit in forward gear with cars parked on the road. The road is privately maintained so WSCC are not responsible for the control of parking. With regards to the balcony at the yacht club, this has been included in the swept path analysis and does not seem to be an issue.

In terms of narrowness, the varying widths due to its informal nature could cause some waiting but given the low number of trips in the peak hour this is also unlikely to be significant.

WSCC have accepted the use of a 2017 parking survey and are satisfied that the nearby car park can accommodate parking demand associated with this development (10 spaces).

The units are small start-up units and the amount of deliveries and dispatches arising from the development is not anticipated to be particularly high each day. Deliveries are expected to be from small transit vans rather than lorries. The parking and turning arrangements are therefore considered to be acceptable.

Flood risk and Drainage

The site is within flood zone 3 but is at low risk of surface water flooding. The Flood Risk Assessment (FRA) submitted with the application proposes to set the FFL for the new building 300mm above the 1 in 200-year flood level for the year 2072, allowing for climate change. Therefore, the minimum FFL should be 5.200m AOD.

The EA has no objection to the proposal subject to compliance with the FRA. The Council's Engineer also has no objection subject to conditions. Southern Water requires existing apparatus to be protected and has also suggested a condition to this effect.

Sustainability

Policy 18 of the Adur Local Plan requires new commercial development to meet the Very Good BREEAM standard. Policy SH1 of the JAAP sets a higher Excellent standard.

However, the Sustainability Statement submitted with the application states it is not viable to achieve full BREEAM certification for this development due to the relatively small scale of the development. However, it confirms that "*full consideration will be 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*."

This approach has been taken by the Port with other recent developments including at the Dry Dock.

Further information was requested from the applicants to demonstrate more clearly the viability issues associated with the development, which has been provided. They have also stated:

"*The Port Authority is seeking to deliver a high quality commercial development offering much needed employment floorspace. The Port Authority appreciates the need to deliver sustainable development and as an Eco Port is not shirking responsibilities in this respect. Indeed the green roof proposed as part of this scheme is demonstration of the commitment to ecology assisting with the delivery of a local green corridor.*

Furthermore, the Port Authority can agree to a flexibly worded condition which requires provision of onsite renewable energy and meeting a water efficiency target (i.e. subject to the agreement of a sustainability strategy)."

The Council is satisfied that as this is a relatively small scheme, the requirements to meet BREEAM Excellent can be waived on this occasion.

Ecology

An ecological appraisal of the site has been carried out. Its findings are that the vast majority of the site comprised a building, hardstanding and areas of mixed scrub and vegetation. No rare or unusual plant species were recorded. The habitats were of negligible ecological value. A small area of suitable reptile habitat was identified to the eastern portion of the site and a detailed reptile survey was undertaken between April and May 202. No reptiles were recorded anywhere on site. The site is therefore considered to be of negligible ecological value.

Proposed ecological enhancements in the form of a green roof will result in a small net gain in biodiversity in line with national planning policy guidance.

Hazardous Substances

The western part of the site is within the Outer consultation zone for a hazardous substance site at Shoreham Harbour. The Health and Safety Executive do not advise against the granting of planning permission in this case.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans

2. Standard 3 year time limit

3. Construction Management Plan

4. Hours of construction

5. Cycle parking

6. The developer must agree with Southern Water, prior to commencement of the development, the measures to be taken to protect the public apparatus

7. Development shall not commence, other than works of site survey and investigation, until full details of the proposed foul and surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority, in consultation with Southern Water. The surface water drainage scheme 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 will be required to support the design of any below ground 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

8. 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

9. The development shall be carried out in accordance with the submitted Flood Risk Assessment (ref 92570 Revision 2) and the following mitigation measures it details: Finished floor levels shall be set no lower than 5.2 metres above Ordnance Datum (AOD). These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

10. Contaminated land

11. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority. The remediation strategy shall be implemented as approved.

12. Piling and using penetrative methods shall not be carried out other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

13. No development shall commence until a scheme for attenuating all external fixed plant has been submitted to and approved by the local planning authority. The scheme shall have regard to the principles of BS 4142:2014+A1:2019 and ensure the cumulative rating at the nearest noise sensitive property does not exceed the background noise level specified in Section 4 of the Acoustic Associates Noise Assessment (Date: 13/05/2021 Project: J3131 Issue 1) to ensure there is no detrimental impact to the nearest residential dwellings. A test to demonstrate compliance with the scheme shall 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

14 Landscaping details including details of green roof and future maintenance

15. Provision of turning area prior to first occupation

16. Samples of materials to be submitted and approved

17. Waste storage provision

18. No outside storage

19. No external working

20 No external lighting unless agreed

21. No external plant or flue without consent

22. Hours of working 7am – 9pm with no deliveries after 8pm

23 Use within Class E(g) and B8 only

24. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015 as amended (or any order revoking and re-enacting that Order with or without modification), no units shall be merged to create a new unit larger than the largest current unit, being 9mx6m..

25. 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.

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

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

Southern Water

Drainage

Case Officer:	Peter Barnett	Date: 23 August 2021
Authorised by:	Gary Peck	Date: 23 August 2021