

<b>App.No:</b> 170819 (PPP)	<b>Decision Due Date:</b> 26 September 2017	<b>Ward:</b> Upperton
<b>Officer:</b> Anna Clare	<b>Site visit date:</b> 13 September 2017	<b>Type:</b> Planning Permission
<b>Site Notice(s) Expiry date:</b> 22 July 2017 <b>Neighbour Con Expiry:</b> 22 July 2017 <b>Press Notice(s):</b> 26 June 2017		
<b>Over 8/13 week reason:</b> To negotiate on Travel Plan proposals and cycle of planning committee		
<b>Location:</b> Eastbourne Police Station, Grove Road, Eastbourne		
<b>Proposal:</b> Proposed refurbishment and extension of former Police Station, with roof extension to existing building and 5 storey side/rear extension to create 50 flats in total.		
<b>Applicant:</b> Mr Lacey		
<b>Recommendation:</b> A: Subject to legal agreement covering : <ul style="list-style-type: none"> <li>• Local Employment Issues</li> <li>• Affordable Housing Issues</li> <li>• Highway Issues; the securing of the Travel Plan (including monitoring fee) and the Traffic Regulation Order</li> </ul> Then planning permission be granted subject to conditions outlined at the end of the report.  B: If there is a delay in the processing of the S106 agreement (more than 8 weeks from the date of this resolution and without any commitment to extend the time) then the application be refused for the lack of infrastructure provision.		

### **Executive Summary:**

The development will result in significant social benefits, providing greater than 30% affordable housing, and contributing significantly to the housing numbers in the town centre. The development is considered sustainable and in line with local and national planning policy, as such it is considered acceptable in principle.

The impacts on existing residential properties, in terms of the bulk of the proposal, overlooking, privacy and impacts on light or outlook are considered not significant to warrant the refusal of the application. And, the design concept is well conceived and will result in an attractive residential development which respects the character of the area and the setting of the adjacent buildings including the Town Hall.

Therefore the proposals are considered acceptable for the reasons set out in the report subject to a S106 agreement and conditions as set out below.

### **Relevant Planning Policies:**

#### National Planning Policy Framework

- 2. Ensuring the vitality of town centres
- 4. Promoting sustainable transport
- 6. Delivering a wide choice of high quality homes
- 7. Requiring good design
- 11. Conserving and enhancing the historic environment

#### Eastbourne Core Strategy Local Plan Policies 2013

- B1 Spatial Development Strategy and Distribution
- B2 Creating Sustainable Neighbourhoods
- C1 Town Centre Neighbourhood Policy
- D1 Sustainable Development
- D5 Housing
- D8 Sustainable Travel
- D10 Historic Environment
- D10a Design

#### Eastbourne Borough Plan Saved Policies 2007

- UHT1 Design of New Development
- UHT2 Height of Buildings
- UHT4 Visual Amenity
- UHT15 Protection of Conservation Area
- UHT17 Protection of Listed Buildings and their Settings
- HO2 Predominantly Residential Areas
- HO7 Redevelopment
- HO9 Conversions and Change of Use
- HO20 Residential Amenity
- TR2 Travel Demands
- TR6 Facilities for Cyclists
- TR11 Car Parking
- NE14 Source Protection Zone

#### Eastbourne Town Centre Local Plan 2013

- TC6 Residential Development in the Town Centre
- TC9 Development Quality

### **Site Description:**

The site refers to vacant building which was formerly Eastbourne Police Station.

The existing buildings cover the majority of the site with a three storey, plus basement frontage to Grove Road, the main building covers the length of the site. A more modern addition which formed a double height is situated to the rear of the site. The site has an existing vehicular access from Grove Road between the main building and that of the Medical Centre adjacent. The main police station building is a red brick building with

detailed art deco style fenestration. The building is considered to make a positive contribution to this part of the Grove Road street scene.

The rear of the building is visible from public viewpoints across the Town Hall car park to the south-west and from Old Orchard Road to the north. The area is a mix of commercial and residential.

The site is within the Town Centre of Eastbourne, which has a mainline rail and other transport links.

The site is situated adjacent (to the north) of Eastbourne Town Hall which is a Grade II Listed Building. The site is not currently within a Conservation Area. However the Town Centre and Seafront Conservation Area which includes the Town Hall but not this site and The Saffrons Conservation Area are in proximity to the application site and therefore the site is considered within the wider setting of the conservation areas/listed buildings.

### **Relevant Planning History:**

There have been a number of applications in the history of this building relating to the operational needs/requirements of its former use as a police station. No applications have been submitted/determined in relation to the re-use of the site.

### **Proposed development:**

The application proposes the redevelopment of the building/site to provide 50 self-contained residential flats.

The development would be facilitated by a roof extension (fourth floor) to the existing police station building and a mansard roof extension facing Grove Road, to provide 31 flats over 5 floors within this refurbished part of the site.

The development also proposes the demolition of the more modern rear addition to the building to provide a further 19 flats over a 5 floor extension.

### **Consultations:**

Conservation Area Advisory Committee - The application was presented to the Conservation Area Advisory Group on 4<sup>th</sup> July 2017. The group in principle applauded the applicant's intentions with regard to the retention of the police station frontage. They felt however that the proposal was one storey too many and expressed a concern that it would compete with the neighbouring listed Town Hall. It was also suggested that the applicant explore a mansard roof for the rear building.

Planning Policy - Support the proposal, the development is in the Town Centre neighbourhood which is a designated sustainable centre, it is accessible by a range of sustainable transport and will have a relatively significant contribution to housing numbers in the town centre in a sustainable location. Therefore it is considered that this application is in accordance with the adopted policy.

Regeneration – Support the proposal subject to the imposition of local labour requirements on any approval

Grove Road Surgery - Need constant access to the surgery for doctors and emergency vehicles, scheme may impact upon their parking area, damage to vehicles during construction period.

Southern Water – Sufficient capacity for foul connection to service the proposed development

County Archaeologist – Support the scheme subject to conditions

Highways ESCC – The applicant has further considered the parking demand in a more localised area of the site, and takes account of the size of the dwellings being proposed. It is agreed that based on the central location of the site and the availability of travel options there is a good chance that car ownership is less when compared with larger dwellings located further from the town centre. I am able to accept that car ownership for this proposal is likely to be less than as stated in the car parking demand calculator and the calculated bespoke figure of 26 spaces is likely to be more realistic. However, it is deemed necessary that a new 'origin' development provides a mechanism to support sustainable travel choices to reinforce a low car ownership proposal.

A location such as Eastbourne town centre cannot offer front of dwelling parking provision and with parking controlled zones in place, long term parking is accepted to take place slightly further afield. The applicant has considered 500m distance from the site as acceptable and has included roads within this distance within an overnight survey. Please note that an overnight survey is the most appropriate method to survey demand for 'origin' based proposals as development associated vehicles are likely to create a demand for parking spaces overnight. Although I consider 500m to be too far, and that 250-350m would be a more attractive maximum distance, it is more likely that parking on-street may be found within the closer distance and less likely that drivers would have to reach 500m away to find a parking space on street.

The applicant proposes to enhance the travel choices at this site through the provision of:

- 1) A car club vehicle that would include entitlement to 3 years free membership to each first occupant household and be open to wider membership to existing residents in Eastbourne.
- 2) 12 month season ticket for Eastbourne bus network
- 3) £100 cycle voucher per first occupant
- 4) Householder information pack [walking/cycle/public transport routes/distances to local schools, doctors, dentists, hospitals, public buildings, leisure facilities, timetables, etc.]
- 5) Cycle maintenance support scheme

The above can be secured through the provision of a travel plan to be required through a planning condition or S106.

With regard to the car club, an appropriately located parking space for a car has been identified within Grove Road, opposite the site. The alterations to the road markings through a Traffic Regulation Order to be financed by the applicant will be required to secure the space for a car club car and be in place prior to occupation. This can also be secured through a planning condition or S106.

Factors such as the sustainable location, size of proposed dwellings, lower car ownership for small dwellings in town centre positions and travel plan related mitigation measures formulate a site that is conducive to a car free development. As such, my former objection is retracted for the reason that the site is sustainable and offers numerous choices of travel other than the private car, and highway reasons for refusal would be difficult to uphold at appeal.

SUDS – Have requested further information that can be resolved before development commences.

Sussex Police Crime Prevention Officer - In general terms support is given to this application as it reuses a redundant building...the key to ensuring the security of this building and the safety of the occupants is to ensure that accredited security measures are applied to all basement and ground floor and ground floor accessible door and windows, particularly with regard to access controls.

#### Neighbour Representations:

Press and Public Notice have been displayed along with 211 individual letters to occupiers of neighbouring/nearby properties this consultation regime has resulted in the following responses being received:-

26 letters of objection were received commenting in the main on the following issues:

- Too tall
- Out of keeping with surrounding properties
- Will set an undesirable precedent
- Conflict with conservation principle
- Loss of light
- Lack of private parking on site
- Impact upon parking and other transport facilities
- Parking congestion on the area is under severe pressure
- Impact upon Controlled Parking Zone CPZ, existing residents will not be easily able to find spaces with the CPZ given overpopulation
- Poorly evidence the impact of the development upon the CPZ
- Zone G of the CPZ should be extended to absorb greater pressures
- Should convert the existing building not extend it
- Problems with refuse and emergency vehicles accessing site
- Impacts from construction traffic
- Would impact negatively on the wider setting of the Town Hall
- Loss of historic fabric would be harmful
- The use of non-traditional materials would be harmful
- Have not demonstrated redundancy of B1 space
- No evidence on the sustainability of the development
- Proposed balconies would impact adversely on the amenities of the occupiers of the wider area
- Poorly designed in terms of active surveillance which may lead to an increase in ASB
- Scheme should include underground parking to serve the development
- Loss of privacy through direct overlooking

- New build will cause loss of light
- Scale and density is inappropriate for the site
- May increase local pollution levels
- Congestion will kill local businesses

2 comments of support were received commenting in the main on the following issues:

- Bring new development to the town centre would help to sustain the wider vitality/vibrancy of the town
- Pleased to see empty building brought back into use

### **Appraisal:**

#### Principle of development:

The application would result in the net gain of 50 residential dwellings. The National Planning Policy Framework is clear that sustainable residential development should be granted planning permission to ensure greater choice of housing in the local market and to meet local and national housing needs. The application would contribute positively to the Council's spatial development strategy.

The development site is situated within the Town Centre neighbourhood, within close proximity of the Town Centre and key transport links. The site is considered a sustainable location for residential development of this nature given the context of the site.

It is acknowledged that the Council do not have a current, robust 5 Year Housing Land Supply (5YHLS) and as such this is considered to be a significant material consideration on the determination of this application.

Given the lack of the 5YHLS it is considered that all development sites should be developed to their maximum potential in order to mitigate the shortfall and also to alleviate the pressure for the release of less appropriate sites.

Eastbourne needs to provide new homes to meet local needs. There is very limited supply of developable land in Eastbourne given the urban areas tightly confined by the South Downs, Wealden administrative area, the sea and land subject to flood risk (Eastbourne Park). It is considered therefore that where we have developable sites that they are developed to their maximum potential. The proposed density is driven by the existing buildings on site, much of which is retained, the type of development, and mix of sizes conforms to the Council's Strategic Housing Market Assessment.

The application contributes positively to the Council's spatial development strategy and will assist in ensuring the housing target for the neighbourhood is delivered over the plan period. The site is within the Town Centre Neighbourhood which is designated a sustainable centre, and the development will have a relatively significant contribution to housing numbers in the town centre in a sustainable location. Therefore in principle the redevelopment of the site, and the density of residential accommodation is acceptable and in line with local and national planning policy.

The proposed development will be required to contribute 30% affordable housing provision in accordance with Policy D5 of the Core Strategy and the Affordable Housing SPD. The developer has agreed to the provision of the rear block of 19 flats as

'affordable' which would amount to 38% of the total number of flats. This block is self-contained and has its own access, bike and bin storage therefore making appropriate proposal to meet the affordable housing requirements.

Impact of proposed development on amenity of adjoining occupiers and surrounding area:

The proposal would impact on the existing residential properties surrounding the site in terms of overlooking but is considered acceptable for the reasons outlined in the following paragraphs.

Existing windows within the front elevation of the building overlook to the existing residential units above retail properties of the eastern side of Grove Road opposite. The change of use to residential will change the nature of that overlooking from an office and the times of day that the properties are occupied. However this overlooking is considered normal in terms of separation distances in urban environments and therefore does not substantiate a reason for refusal.

There would be limited additional overlooking from the proposed new build and the existing medical centre. However given the existing use of this building this overlooking is considered acceptable.

It is acknowledged that given the former office use that to some degree there was direct overlooking to the rear of the properties at 55-57 Grove Road and further afield and whilst the creation of residential flats would sustain the overlooking it is considered that the a refusal based on this issue could not be sustained in this central Town Centre Neighbourhood location. To the west of the site is the existing Eastbourne Law Courts, which is currently vacant following the closure of the Court. To the north of this the properties of Old Orchard Road are for the majority separated into self-contained flats. Old Orchard Road properties have large rear gardens, with a separation distance of over 30m rear elevation to elevation, and therefore the impact of the overlooking is somewhat mitigated.

The impact from the bulk of the building would be limited; Old Orchard Road would have a greater sense of being overlooked given the increase in height of the replacement rear building. The total height of the new build is higher (1.5m) than the existing building, albeit the existing building has a pitched roof. The flats to the rear building have been designed so that the living accommodation is north facing, therefore at an angle with the properties of Old Orchard Road which are not directly to the rear of the site. The impact will undoubtedly increase in terms of sense of enclosure the properties of Old Orchard Road however the impacts are considered acceptable when considering the separation distance and the overall benefits of the proposal.

The mansard extension to the front of the existing building and the additional storey to the rear would have limited impacts on properties of Grove Road given the site is to the North West, the limited height of the mansard and as the additional floor is well set back from the front elevation.

Overall the impacts of the proposal on the amenity of existing surrounding residential properties are considered acceptable.

Impact of proposed development on amenity of future occupiers:

The proposal would provide the following accommodation. Recommended floorspace is taken from the Department for Communities and Local Government Technical housing standards – nationally described space standards 2015;

Existing building;

	<b>No.</b>	<b>Min SQM</b>	<b>Max SQM</b>	<b>Recommended size</b>
<b>1 bed 2 Person</b>	9	60	70	50
<b>2 bed 3 Person</b>	7	64	68	61
<b>2 bed 4 Person</b>	14	76	183	70
<b>3 bed 6 Person</b>	1	188	188	95
<b>Total</b>	31			

Proposed rear building (to be affordable housing)

	<b>No.</b>	<b>Min SQM</b>	<b>Max SQM</b>	<b>Recommended size</b>
<b>1 bed 2 Person</b>	3	47	50	50
<b>2 bed 3 Person</b>	15	60	70	61
<b>2 bed 4 Person</b>	1	76	183	70
<b>Total</b>	19			

Two of the one bed flats within the new rear block would be marginally (3 and 2m) below the recommended floorspace of a single bedroom 2 personal occupancy flat. However this is considered marginal, and when including the external balcony area this would increase the floorspace above the minimum recommendations.

All upper floor flats of the proposed new build to the rear will have access onto balconies for some amenity space. The fourth floor extension to the existing building houses three flats which will all have access to small balcony areas.

The flats are considered an appropriate size and all will be provided with adequate levels of outlook and access to light and ventilation. Given the confines of the site some outlook is limited from parts of the eastern elevations and northern elevation of the existing block given the proximity of existing buildings. However flats in these locations are dual aspect so as to maximise outlook, light and ventilation.

The rear new building will have externally accessed cycle and bin storage with the main access to the flats being via a door in the northern elevation with pedestrian access between the two existing buildings fronting Grove Road.



The existing building to the front will have a new access to the rear, with pedestrian access from Grove Road to the south of the existing medical centre. Bin storage is proposed at ground floor level, with cycle parking at basement level within the building. Lift access is proposed to all floors of both buildings.

Therefore it is considered that the proposed development would result in a good quality accommodation for future occupiers.

Design issues and impact on character and setting of a listed building or conservation area:

The proposal seeks to create a high quality residential development within the heart of Eastbourne by reusing a vacant existing building and replacing a poorly designed later addition to the rear.

The site is not situated within a conservation area, however the Town Centre and Seafront Conservation Area and Safrons Conservation Area are in proximity to the site and the adjacent Town Hall is a Grade II listed building. Policy D10a of the Core Strategy Local Plan states that new development will be expected to contribute to local distinctiveness and sense of place, and be appropriate and sympathetic to its setting in terms of scale, height, massing and density and its relationship to adjoining buildings and landscape features.

The views of the Conservation Area Advisory Panel in terms of incorporating a mansard roof has been put to the applicant/developer who has declined this design request as for them it is important the new development should contrast with the old.

In this instance the officers share the developers view and it is considered that the lack of the mansard on the rear buildings is considered to contrast the old and the new parts of the building. The traditional mansard fits with the design and appearance of the retained police station frontage to maintain its street presence. The mansard is considered to compliment the design features which are retained in this street frontage. However the rear blocks are more modern in appearance and material, to have a mansard roof would weaken that design concept and appear pastiche.

The additional floor to the rear of the existing building is proposed to be clad in a contrasting material to the brick main structure and is set in from the edges of the building to 'top out' the building. This rear part of the existing building is visible across the car park of the adjacent Town Hall. The modern appearance of this elevation is considered to contrast with the traditional style of the town hall. To appear pastiche would result in a more bulky and intrusive development. The enlargement of the windows and inclusion of recessed balconies will bring life and activity to this otherwise bland elevation.

Bay windows and recesses add visual interest and assist in breaking up the brick façade. Brick is proposed as a principle cladding material which relates to the existing brick used on the main building. For the new build rear extension three brick types are proposed to create a flecked appearance to the main facades which will also act as a counterpoint to the existing red brick of the Police Station building. The materials are simple and designed to complement the existing building whilst reading as a new addition, and to respect the adjacent listed building which is constructed in high quality brickwork.

Impacts on highway network or access:

The site is located in the town centre, is well connected to public transport services with both rail and bus serves available within 400m and town centre shops are close by. There are general parking restrictions in place along Grove Road and bus stop, disabled parking bays, doctors bays and double yellow lines restricting on street parking.

Policy TR2 of the Eastbourne Borough Plan states that development proposals should provide for the travel demands they create and shall be met by a balanced provision for access by public transport, cycling and walking. Additionally, Policy D8 of the Core Strategy recognises the importance of high quality transport networks and seeks to reduce the town's dependency on the private car.

When in use as the Police Station the existing rear addition (double height ground floor) was used in part as a police compound, our understanding is that this use was limited; it was not general office parking for the workers in the building.

There is an existing roller door which provides vehicular access in the eastern elevation immediately in front of the access to the south of the medical centre off Grove Road. There is also an additional roller door for access in the northern elevation providing vehicular access to the north of the medical centre onto Grove Road. The access road from Grove Road to the south of the medical centre is owned by the Applicant, the access to the north of the medical centre is not owned by the Applicant but they do have a right of way over this land. The land between the rear of the medical centre and the site is owned by the medical centre and used for parking by its staff.

The proposal is for a car free development. Whilst it is acknowledge that there is existing car parking on site this is far from ideal given the limited access. The applicants Design and Access Statement states that they have tested the provision of parking on the ground floor, given the requirements for turning heads and entrance widths the amount of parking possible would be approx. 6 spaces which given the number of flats would not be viable in comparison with the loss of the 4 units. The creation of underground parking is also not considered a viable option given the cost and limited area/access.

The access from Grove Road would be inadequate for any significant amount of vehicle movements given the narrowness. Grove Road is especially busy in terms of footfall and increased traffic at these access' would likely impact on the safety of pedestrians using these footpaths.

Following an objection raised from ESCC Highways into the lack of onsite provision of parking, the developer has put forward mitigation measures, in order to encourage lower car ownership and to promote sustainable forms of travel to and from the site. It is proposed to provide a Travel Information Pack to first residents of the units to be secured through a S106 agreement. This would include the following measures;

- Provision of a car club space on street in Grove Road, space to be agreed but proposal is for space on eastern side of Grove Road outside Tesco opposite the site. This would include funding of the process to implement the Traffic Regulation Order to assign the space on the public highway;

- Provision of 3 years free membership to co-wheels Car Club for each first occupant household;
- 12 month Stagecoach 'megarider' season ticket for the local Eastbourne bus network, per first occupant household;
- Gift voucher for local cycle retailer towards purchase of cycle equipment, up to the value of £100 per first occupant.

These measures would help to mitigate the likelihood of localised parking stress occurring in the streets around the development.

A car club can help to reduce traffic impacts, reducing parking pressure and can therefore improve the urban environment. A car club can be an attractive perk for future occupiers who hold driving licenses but do not own a car, allowing travel by car but without the cost of running a private vehicle. In order to be successful the car club needs incentives, the developer is proposing three years free membership for first occupiers, this is considered sufficient time for users to get used to the benefits. The idea is that within those three years marketing would attract wider use of the car club increasing the likelihood of its sustainability. A year season ticket for the bus network is also considered sufficient time for residents to become accustomed the use of bus travel.

The car club would be the first of its kind within Eastbourne, but they are popular in other towns/cities, where they facilitate higher density development which has insufficient land for parking. The car club vehicle is provided to offset the demand of residential of the site without access to their own vehicle. It would also be available for wider community use. Eastbourne Borough Council are currently considering whether a Car Club option could be available for Council Staff. This would increase the potential viability of the club following the initial set up facilitated by this development.

Lewes District Council set up a car club within Lewes Town Centre, which was funded for two years via Air Quality Grant monies. LDC staff used the car and the club was promoted across Lewes Town. Within 18 months the car club was self-sustaining and has now expanded.

The proposed operator of the Car club is Co-wheels who are a national car club operator run as a social enterprise. Co-wheels have confirmed that the proposed development is potentially viable for car club provision and therefore they are happy to work with the developer to provide a car club vehicle on occupation of the build. Geographically, co-wheels are the UK's largest car club and provide low emission, hybrid and electric cars across 50 towns and cities. Co-wheels is a pay-as-you-go car club which provides members with access to cars via an online booking system. Each member receives a smart card which allows remote entry without the need to pick-up keys. Rates currently start at £4.75 per hour or £33.50 per day + 18p per mile for fuel (no fuel charge for electric vehicles).

East Sussex County Council has confirmed that there has been no desire to extend the existing parking zone and therefore they do not consider it necessary to proceed with a request to fund a consultation on that basis.

Following the above mitigation measures put forward by the Applicant, ESCC Highways have removed their objection. Their full response is available at the beginning of this

report. However they state Factors such as the sustainable location, size of proposed dwellings, lower car ownership for small dwellings in town centre positions and travel plan related mitigation measures formulate a site that is conducive to a car free development. As such, the previous objection is retracted for the reason that the site is sustainable and offers numerous choices of travel other than the private car, and highway reasons for refusal would be difficult to uphold at appeal.

#### Other matters:

To the west of the site is the existing Eastbourne Law Courts, which is currently vacant following the closure of the Court. This site is likely to come forward for redevelopment at some point in the future. It is important that this proposal does not sterilise this adjacent development site and has been designed accordingly.

#### **Human Rights Implications:**

The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been taken into account fully in balancing the planning issues; and furthermore the proposals will not result in any breach of the Equalities Act 2010.

#### **Conclusion:**

The development will result in significant social benefits, providing greater than 30% affordable housing, and contributing significantly to the housing numbers in the town centre.

The impacts on existing residential properties, in terms of the bulk of the proposal, overlooking, privacy and impacts on light or outlook are considered not significant to warrant the refusal of the application.

The design concept is well conceived and will result in an attractive residential development which respects the character of the area and the setting of the adjacent Listed Building.

Significantly consideration has been given to the proposal of the development to be car free. It is considered that the mitigation measures set out in the proposed Travel Plan will assist with the impacts of the development in terms of the highway network and demand for on street parking. The social benefits of the car club could be wider impacting that the development itself and this could be a real benefit to the Town Centre.

Therefore the proposals are considered acceptable for the reasons set out in the report subject to the following recommendations.

#### **Recommendation:**

A: Subject to subject to legal agreement covering:

- Local Employment Issues
- Affordable Housing Issues
- Highway Issues; the securing of the Travel Plan (including maintenance fee) and the Traffic Regulation Order

Then planning permission be granted subject to conditions outlined below;

B: If there is a delay in the processing of the S106 agreement (more than 8 weeks from the date of this resolution and without any commitment to extend the time) then the application be refused for the lack of infrastructure provision.

**Conditions:**

1. Time for commencement.
2. Approved Drawings.
3. Submission of sample of materials to mansard roof, fourth floor extension and rear new build.
4. Details of proposed windows to be submitted prior to works commencing.
5. Southern Water surface water drainage condition.
6. Southern Water foul water drainage condition.
7. Archaeology condition for written scheme of investigation.
8. Cycle storage to be provided in accordance with approved plans prior to occupation of first unit
9. Bin storage to be provided in accordance with approved plans prior to occupation of first unit
10. SUDS details
11. SUDS proof of implementation
12. Submission of Construction Traffic Management Plan (to covers issues like contractor parking – site compound – welfare facilities – days and hours of delivery – route of construction/demolition vehicles to from the site)

**Informatives**

Southern Water informatives.

Appeal:

Should the applicant appeal the decision the appropriate course of action to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be written representations.