

App.No: 131015 (OSR)	Decision Due Date: 5 February 2014	Ward: Old Town
Officer: Richard Elder	Site visit date: 21 January 2014	Type: Outline (some reserved)
Site Notice(s) Expiry date: Neighbour Con Expiry: Weekly list Expiry: Press Notice(s): n/a		
Over 8/13 week reason: Submitted proposal revised and reported to Planning Committee		
Location: P R Autos, Downs Garage, 44-48 East Dean Road, Eastbourne		
Proposal: Outline Application with all matters save for landscaping to be determined now PROPOSED DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF A 3 STOREY 47 BEDROOMED HOME FOR THE ELDERLY.		
Applicant: Mr BELL, HEWITT, EVAN AND WARREN		
Recommendation: Approve subject to conditions and submission of reserved matters (Landscaping).		

Executive summary

This application is a resubmission of a similar scheme reported to Planning Committee in October 2013. At committee Members did not object to the principle of the scheme but raised concerns over detailed elements; the application was refused on the 30th October 2013 for issues relating to :-

- Size and scale
- Loss of Sunlight
- Overlooking – loss of privacy
- Noise impacts from inappropriately sited car parking

It is considered that the revisions to the scheme as highlighted by this application have overcome the previous concerns and is recommended for approval.

Relevant Planning Policies:

Eastbourne Core Strategy Local Plan 2006-2027:
B1: Spatial Development Strategy and Distribution
B2: Creating Sustainable Neighbourhoods
C4: Old Town Neighbourhood Policy
D1: Sustainable Development

D5: Housing

Eastbourne Borough Plan 2001-2011

UHT1: Design of New Development

UHT4: Visual Amenity

HO2: Predominantly Residential Areas

HO7: Redevelopment

HO9: Conversions and Change of Use

HO17: Supported and Special Needs Housing

HO20: Residential Amenity

NE14 Source Protection Zone

TR11: Car Parking

BI1: Retention of Class B1, B2 and B8 Sites and Premises

BI4: Retention of Employment Commitments

Site Description:

The application site is located on the north side of East Dean Road, close to the junction with Longland Road approximately 30 metres to the north east. The site is bounded by residential properties to the west, north and east and East Dean Road to the south. Access to the site is via a vehicular entrance from East Dean Road to the south east side of the site at the rear of no.42 East Dean Road. It is currently occupied a collection of single and two storey buildings in use as car repairs and body shop workshops and B8 warehouse storage incorporating an element of on site retail and deliveries from the site.

The site is an irregular shape and occupies approximately 0.34 hectares in area. The site is generally level but is located on a plateau where the levels slope steeply downwards from south west to north east. To the west, the land slopes steeply upwards to a height of 6 – 7 metres above the existing site levels to the side boundaries of nos.2 Downside Close and no.50 East Dean Road. To the north east of the site, the land slopes steeply downwards to the rear of the 2 storey houses along Longland Road where the existing ground level is approximately level with the eaves of these houses. The site is also set well below the level of East Dean Road and the houses to the south side of East Dean Road.

The existing boundary treatment around the site comprises a high flint and brick wall to the east side and a 1.5 metre high close boarded fence to the north east side where there is also a collection of 3 single storey storage buildings within an indented alcove to this boundary to the rear of nos. 5 and 7 Longland Road.

Relevant Planning History:

130397

Proposed demolition of existing buildings and erection of a 3 storey 47 bed roomed home for the elderly.

Refused 30 October 2013 for the following reasons:

1. The proposed development is considered unacceptable by virtue of its inappropriate siting, excessive footprint, height and massing which fails to adequately address the difference in ground levels and proximity between the application site and the rear of houses along the south west side of Longlands Road where it would result in a visually

dominating and overbearing structure in relation to these houses. As such, it is considered that the proposal would be contrary to Policies UHT1 and UHT4 of the Eastbourne Local Plan and Policy B2 of the Eastbourne Core Strategy.

2. By virtue of the inappropriate siting, excessive footprint, height and massing, it is considered that the proposed development would result in an unacceptable loss of sunlight in the early evening and overshadowing to rear windows and gardens of houses on the south west side of Longlands Road. As such, it is considered that the proposal would be contrary to Policy H020 of the Eastbourne Local Plan and Policy B2 of the Eastbourne Core Strategy.

3. The proposed development is considered unacceptable by virtue of its inappropriate positioning of windows at first and second floor level to the north east corner of the building which would directly overlook the rear gardens and habitable rooms of houses along the south west side of Longlands Road. As such, it is considered that the proposal would result in an unacceptable loss of privacy to these houses, adversely affecting the amenities of the residential occupiers, contrary to Policy H020 of the Eastbourne Local Plan and Policy B2 of the Eastbourne Core Strategy.

4. The positioning of parking spaces adjacent to the north east boundary to the rear of nos. 5 and 7 Longlands Road is considered to be unacceptable by virtue of their inappropriate location and close proximity to the rear elevations of these residential houses at an elevated level which could potentially cause noise and disturbance to the residential occupiers from revving engines, doors closing, beaming headlights and noise emanating from drivers and passengers. As such, it is considered that the proposal would adversely affect the amenities of adjacent residential occupiers, contrary to Policy H020 of the Eastbourne Local Plan and Policy B2 of the Eastbourne Core Strategy.

EB/2004/0804

Retrospective application under Section 73A, for the use of vacant land for parking of courtesy cars in connection with car body repair business.

Granted, subject to condition.

2004-12-10

EB/1999/0141

Erection of a single-storey extension at the rear of the property.

Granted (Five years).

1999-05-25

EB/1966/0651

Erection of a six-storey block, comprising 10 one-bed room flats, and a linked three-storey block, containing 18 bed-sittingroom flatlets, with garages under.

Granted, subject to conditions.

1966-12-15

EB/1966/0598

Proposed re-development for a block of 42 residential flats (28 bed-sittingroom and 14 one-bedroom flats) partly three floors/partly five floors and partly seven floors, with 28 garages under.

Withdrawn - letter dd: 29/11/1966 refers.

EB/1966/0352

Erection of a car service station, a car showroom, a block of 15 flats, garages and parking space.

Refused, four reasons.

1966-09-08

Proposed development:

The proposal seeks outline planning permission for the demolition of the existing single and two storey commercial buildings to facilitate the erection of a 3 storey, 47 bedroom residential care home incorporating 2 storey and single storey sections to the east side of the site. All reserved matters except for landscaping are due for consideration. The proposal is a resubmission seeking to address the previous reasons for refusal.

The majority of the proposed building would be sited to the south east quarter of the site with 19 car parking bays and 1 ambulance space located to the south and east side of the site and amenity garden area to the north side. The existing access into and out of the site is to be retained and unaltered.

The proposed building would incorporate a pitched tiled roof with a flat roof section to the central section of the building. South facing solar panels are proposed to be located on the flat roof section of the main building behind the roof ridges. It would be mainly 3 storeys in height reducing to a single storey with accommodation within the roof above towards the north east section of the site.

The likely number of staff that would be employed would amount to some 10 full time equivalents, at the normal ratio of staff in this sector at 1 per 5 bedrooms.

A cycle store, bin store and garden store would be located to the east of the site linked by a covered walkway to the main building.

The majority of trees on site are to be retained with the exception of four trees which are to be removed in the interest of good arboricultural practice.

The proposal was revised to remove the second floor windows to the south west elevation adjacent to no.2 Downside Close and replaced with high level roof lights within the main roof to overcome overlooking of the rear garden of no.2 Downside Close.

Consultations:

Internal:

Planning Policy Manager – No response – Response to previous application: National and Local Plan policies support the proposed change of use. There is a local need for C2 residential care facilities and thus demonstration of genuine redundancy is not required.

Highways Dept. – No objection subject to conditions.

This application in highway terms is almost identical to the previous application which was acceptable in highway terms. The number of car parking spaces on site has reduced by 1 to 19 including 2 disabled spaces, but this is still within the range recommended by the ESCC, Parking Guidelines and is therefore acceptable.

Downland, Trees and Woodland Manager – No objection subject to conditions.

Economic Development – No response – Response to previous application: Support. Proposal would upgrade an existing employment site in need of attention to provide 10 full time staff.

Cleansing – No response – Response to previous application: No objection. 2 x 1100 litre communal bins would be sufficient.

Environmental Health – No response – Response to previous application: No objection subject to conditions.

Estate Manager – No response

External:

Southern Water – No response

South East Water – No response

Neighbour Representations:

16 objections from 13 separate addresses have been received and cover the following points:

- Proposal has not addressed the reasons for refusal of the previous application and has not changed much if at all.
- Bulk of the building has been transferred from the north east corner to the north west corner.
- Overdevelopment of the site, massively oversized and would tower over the houses along Longland Road.
- Too close to the boundary with Downside Close and Longland Road gardens.
- Not a suitable location for a care home and would be out of keeping with the surrounding area, operating 24 hours, 7 days a week.
- A 3 storey development is too high and would be overbearing. Would dwarf houses to the east due to them being at a much lower level and is out of scale with the rest of the neighbourhood.
- Overlooking and loss of privacy to rear of houses on Longland Road. Private rear gardens would also be overlooked.
- Loss of sunlight, daylight and overshadowing to the rear of Longland Road houses and Downside Close particularly in the winter months when the sun is low.
- Design is out of keeping with surrounding area and would be an eyesore.
- The majority of traffic movements would be visitors in the evenings and weekends resulting in loss of amenity through increased noise where the existing use operates during the week within normal working hours.
- Will create more traffic congestion on East Dean Road.
- The use of the existing access would compromise pedestrian safety.
- Parking is insufficient for staff and residents and will overspill onto the heavily parked surrounding residential roads.
- Stability of the high bank to the west is a concern.
- Inaccuracy in the drawings to the north west elevation where a window is missing on the elevation and roof profile would appear to be incorrect.

- Preparation of meals throughout the day could cause unacceptable odours from the kitchen.
- External lighting would have an adverse impact on night time environment.

Appraisal:

The main considerations in the determination of this application are the acceptability of the change of use from employment uses to residential care home, the impact of the height, scale and massing of the proposed building on surrounding residential amenity, its impact on the character and appearance of the area, highway safety considerations and the provision of sufficient car parking spaces for staff and residents.

Change of Use

Policies BI1 and BI4 of the Eastbourne Local plan aim to prevent the loss of land or buildings currently or last in class B1, B2 or B8 use for non-employment use will not be granted unless the site or premises is genuinely redundant and is unlikely to be re-used or redeveloped for industrial or commercial use.

However, paragraph 51 of the National Planning Policy Framework states that planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area should be approved provided that there are not strong economic reasons why such development would be inappropriate.

Paragraph 50 of the National Planning Policy Framework states that local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes).

Paragraph 17 of The National Planning Policy Framework 2012 states that Local Planning Authorities should encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.

Policy C4 of the Eastbourne Core Strategy sets out the vision for the Old Town neighbourhood will be promoted by delivering some housing through infill and redevelopment of commercial premises.

The proposal would provide C2 residential housing for the elderly. The Planning Policy manager has advised that this is in need locally and in line with paragraph 50 of the NPPF. As such, it is considered that evidence of genuine redundancy of the current business premises is not required as per paragraph 51 of the NPPF. The proposed change of use is therefore supported by National Planning Policy and Policy C4 of the Eastbourne Core Strategy.

Policy HO17 states that planning permission will be granted for residential care homes (rest and nursing homes), by both conversion and new build, subject to a location in close proximity to public transport, shops, open spaces, entertainment and community

facilities and the suitability of the property and its design, in relation to the needs of occupants, for instance the adequacy of disabled access.

The proposal generally meets the prescribed criteria set out in Policy H017 in that the site is located in a sustainable and accessible location near to public transport routes, and the scheme's design is functional to the needs of its occupants.

As such, it is considered that the proposed change of use accords with the requirements of the NPPF and Policies HO17 of the Eastbourne Local Plan and Policy C4 of the Eastbourne Core Strategy.

Layout, Siting and Design

Policy UHT1 of the Eastbourne Local Plan states that proposals will be required to harmonise with the appearance and character of the local area and be appropriate in scale, form, materials (preferably locally sourced), setting, alignment and layout.

Policy B2 of the Eastbourne Core Strategy seeks to create an attractive, safe and clean built environment with a sense of place that is distinctive and reflects local character.

The current site is occupied by modest single storey buildings with a mix of flat and pitched roofs. A two storey building with pitched roof used for storage and office is located to the south of nos 5, 7 and 9 Longland Road. The proposal involves the provision of a predominantly 3 storey building with pitched roof which extends over most of the width of the site. Due to the difference in ground levels of 2-3 storeys between the application site and the ground to the west occupied by nos. 50 East Dean Road and 2 Downside Close, it is considered that 3 storeys within this part of the site is appropriate as the building would not be any higher than the adjoining houses of no.50 East Dean Road and 2 Downside Close. The amended layout has extended a section of the building approximately 6 metres to the north adjacent to no.2 Downside Close. The proposed section C-C drawing based on the topographical survey of the site indicates that the roof ridge of the proposed 3 storey building would be not be significantly higher than that of no.2 Downside Close and the eaves would be lower than that of no.2 Downside Close.

The north east section of the proposed building has been set back by approximately 3 metres from the boundary with Longland Road houses and has been reduced in height by a full storey, dormer window within the northern roof slope removed and roof bulk reduced to closely match the level of the existing 2 storey building on the site opposite the rear of nos 5-9 Longland Road. The closes point of the 3 storey element of the proposed building would be set approximately 25 metres from the rear of nos. 9 and 11 Longland Road. The 3 storey element from this closest point tapers away from the rear of nos. 11-19 where the most northern section of the building would be 33 metres from the rear of no.19 Longland Road. It is considered that these separating distances would be acceptable in siting terms and given the difference in levels of the site, the view of the western end of the rear elevation building would diminish towards its north western corner.

As such, it is considered that the amended siting and reduced height, scale and bulk of the proposed building towards the north east part of the site would address the first reason for refusal of the previous application and would accord

With Policies UHT1 and UHT4 of the Eastbourne Local plan and Policy B2 of the Eastbourne Core Strategy.

Residential Amenity Impact

Policies HO20 of the Eastbourne Local Plan requires new development proposals and extensions to existing buildings to respect residential amenity. Policy UHT4 states that proposals which have an unacceptable detrimental impact on visual amenity will be refused.

Policy B2 of the Eastbourne Core Strategy seeks to protect the residential and environmental amenity of existing and future residents.

The main consideration with regard to amenity is whether the amended proposal addresses the potential impact on residential amenity with particular regard to visual amenity, overlooking and loss of privacy, loss of sunlight and overshadowing of rear gardens. The residents most affected by the proposal are the occupiers of the houses along the south west side of Longland Road, no.2 Downside Close and no.50 East Dean Road.

The reduced height, bulk and scale to the north east corner of the building would significantly reduce the visual impact of the building from the rear of houses along Longland Road. The revised proposal has taken into consideration the height and siting of the existing 2 storey building facing the rear of nos. 5-9 Longland Road and amended the proposal accordingly to retain a similar height to this building where the visual impact would not be significantly worse than the existing. It is considered that views of the sky and levels of daylight and sunlight reaching the rear of these houses would not be significantly affected.

With regard to nos.50 East Dean Road and no.2 Downside Close, the building is moving approximately 1 metre closer to the west boundary of these houses and the bulk and size of the building is increasing to the north west corner adjacent to no.2 Downside Close. The topographical survey shows that the highest part of the roof to the front of the building would be 2.58 metres higher than the top of the flint boundary wall immediately adjacent to no.50 East Dean Road. The roof of the proposed building then steps down by 2 metres towards the rear and would be approximately 5 metres higher than the boundary wall adjacent to no.2 Downside Close but is set approximately 9 metres away from this wall. The closest eaves point would be 5 metres away from the boundary wall but this would be 2.08 metres above the boundary wall. It is therefore, considered that the proposal would have no significant impact on no.50 East Dean Road due to the corresponding heights of the building and boundary wall and presence of mature trees along the bank adjacent to the wall providing additional screening. The proposal would result in some loss of sunlight to the rear of no.2 Downside Close in the early morning and some loss of outlook from ground floor to the south east but it is considered that it would not be significantly harmful to justify refusal of permission in this instance given the steep slope and high boundary wall. As such, it is considered that the proposal has mostly addressed reason for refusal 2.

With regards overlooking from the proposed building, the houses particularly affected by the previous proposal were nos.7-13 Longland Road being the closest houses to the proposed building where windows at first floor level and dormer windows within the roof

slope directly overlooked these houses and the rear gardens. The current amended proposal has removed the first floor storey of the north east corner and removed the dormer windows at second floor level as well as setting the elevation back by 3 metres. High level rooflights are proposed at first floor level within the roof slope which do not afford any views outwards. Windows at second floor level to bedrooms 312 to 315 are 12 – 18 metres from the boundary fence and any views from these windows are at an obscure angle and screened by the retained trees to the rear of nos 11-15 Longland Road.

The proposal has since been revised removing windows to the second floor south west elevation directly overlooking the rear garden of no.2 Downside Close. These have been replaced with high level rooflights to these bedrooms to overcome this issue. The top of windows at first floor level below would be at the same level with the top of the boundary wall and below and thus no overlooking would be afforded from these windows. Views from windows 305 – 307 on the south west elevation at second floor level would be at an obscure angle and screened by trees opposite and the sloping boundary wall. As such I do not consider that these windows would result in any unacceptable overlooking or loss of privacy to the rear of no.2 Downside Close. As such, it is considered that the proposal has addressed reason for refusal 3.

Objections have been received from residents concerning potential noise and disturbance from cars entering and exiting the site on a 24 hour basis especially during the evening and early morning hours. It is not thought that that there would be many journeys undertaken during the night for the proposed residential use, however, there may be comings and goings up until late night. As such, 3 parking spaces (nos. 18, 19 and 20) located close to the north east boundary with nos. 5 and 7 Longland Road shown on the previous refused plans, were considered to be inappropriately located close to the rear of these residential houses at an elevated level. The current proposal shows these have been removed and integrated into a reconfigured parking layout located around the front of the site adjacent to East Dean Road. This would overcome any potential noise and disturbance from revving engines, doors closing, beaming headlights and noise emanating from drivers and passengers. This space is now shown to be additional green amenity space for residents which is considerably more appropriate in this area backing onto Longland Road rear gardens. As such, it is considered that the proposal has sufficiently addressed reason for refusal 4 and the proposal would accord with Policy H020 of the Eastbourne Local Plan and Policy B2 of the Eastbourne Core Strategy.

Access, Car Parking and Highway Considerations

Policy TR11 of the Eastbourne Local plan states that new development must comply with approved maximum car parking standards as set out in the East Sussex County Council Highways SPG parking standards.

The proposal involves the provision of 20 parking bays of which, 2 would be disabled spaces and 1 would be an ambulance space. The remaining spaces would be utilised by residents, visitors and staff. Provision of a cycle store for 6 bicycles is shown to be provided within a store to the east of the site.

Objections have been received concerning insufficient parking provided for such a large proposal and that overspill would be accommodated within the surrounding residential streets.

The applicants have provided a Transport Assessment which shows that the existing use of the site would involve some 163 movements a day and the proposed use would reduce this to 106 such trips based on the Trip Rate Information Computer System (TRICS) database.

The East Sussex County Council Highways Manager has been consulted and considers that the level of on site parking is in accordance with ESCC, Parking Guidelines and appropriate for the site being utilised as either a Care Home or Nursing home. The parking layout is acceptable and has been considered with regard to Manual for Streets. The cycle parking is also appropriate in terms of the number and facilities as they are to be both covered and secure and therefore suitable for long term use. The site is located close to a well served bus route linking the site to Eastbourne town centre as well as the coastal strip to Brighton. The site is therefore located in a reasonably sustainable area in transport terms.

The Highways Manager has undertaken their own analysis through the TRICS database limiting the analysis to sites in England, excluding Greater London, and the figures obtained are almost identical to those in the submitted transport assessment which concludes that the proposal would result in fewer vehicle trips than the current use and thus would be acceptable on transport grounds.

It has also been confirmed from Police accident records that there have been no reported incidents at this access in the last 10 years. As such, it is considered that the proposal would accord with Policy TR11 of the Eastbourne Borough Local Plan and East Sussex County Council parking standards SPG.

Sustainable Development

Policy D1 requires all new development to be sustainable and be well designed and constructed and demonstrate that it has taken account of the principles of sustainable development.

The application has been accompanied by a BREEAM report which confirms that the proposed building would achieve a rating of 'very good' and solar panels are proposed to be located on the roof. As such, it is considered that the proposal would meet the aims of sustainable development and accord with Policy D1 of the Eastbourne Core Strategy.

Biodiversity

Policy NE23 of the Eastbourne Local Plan states that planning permission will be refused for developments which would have a significant adverse effect, either directly or indirectly, on a habitat and/or species of flora and fauna of demonstrable nature conservation importance.

Paragraph 118 of the National Planning Policy Framework states that opportunities to incorporate biodiversity in and around developments should be encouraged.

A phase 1 habitat survey and internal/external bat survey has been submitted and concludes that the site offers low to insignificant ecological value. The report recommends some biodiversity enhancements to the development including the provision of bird boxes, wildflower gardens and habitat shrubs. These details can be included within a comprehensive landscape scheme for the site through the submission of the

reserved matters application. As such, the proposal would meet the requirements of Policy NE23 of the Eastbourne Local Plan and the National Planning Policy Framework 2012.

Human Rights Implications:

It is considered that the proposal would not have any adverse impact on the amenities of nearby residents, nor have any negative impact on human rights, equality and diversity.

Conclusion:

The proposal generally meets the prescribed criteria set out in Policy H017 in that the site is located in a sustainable and accessible location near to public transport routes, and the scheme's design is functional to the needs of its occupants. It is considered that evidence of genuine redundancy of the current business premises is not required as per paragraph 51 of the NPPF. The proposed change of use is therefore supported by National Planning Policy and Policy C4 of the Eastbourne Core Strategy.

It is considered that the amended siting and reduced height, scale and bulk of the proposed building towards the north east part of the site would address the first reason for refusal of the previous application by reducing the buildings visual impact from Longland Road. It follows that the proposal has addressed any undue overlooking to the rear of houses along Longland Road and the reduced height and bulk to the north east corner would minimise any loss of sunlight or daylight and maintain existing views of the sky. It is considered that the proposal would have no significant impact on no.50 East Dean Road adjacent to the west due to the corresponding heights of the building and boundary wall and presence of mature trees along the bank adjacent to the wall providing additional screening. The proposal would result in some loss of sunlight to the rear of no.2 Downside Close in the early morning and some outlook from ground floor to the south east but it is considered that it would not be significantly harmful to justify refusal of permission in this instance and would address refusal reasons 2 and 3.

The removal of 3 parking spaces to the rear of nos.5 and 7 Longland Road and replacement with green amenity space would overcome any potential noise and disturbance from revving engines, doors closing, beaming headlights and noise emanating from drivers and passengers and would address reason for refusal 4.

The site is located close to a well served bus route linking the site to Eastbourne town centre as well as the coastal strip to Brighton. The site is therefore located in a reasonably sustainable area in transport terms. The parking layout, access and numbers of vehicle trips generated from the use are considered acceptable by Highways who raise no objection to the proposal.

Overall, it is considered that the proposed redevelopment of the site is acceptable and accords with national and local planning policy.

Recommendation: Approve conditionally

Conditions:

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission or two years from the approval of the last of the reserved matters as defined in condition 3 below, whichever is the later.

Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 92 of the Town and Country Planning Act 1990.

2. The proposed development shall be carried out in strict accordance with the following plans and documents:

- Phase 1 Habitat Survey, Internal/External Bat Survey dated May 2013.
- Arboricultural Impact Assessment PJC/3164/13 dated 28/03/13.
- Transport Assessment (revised) 5 December 2013.
- Land Contamination Assessment dated 6 November 2012.
- 203500 01b – Site location and block plan
- 203500 11 – Existing site layout plan
- 203500 12e – Proposed site plan
- 203500 13c – Proposed ground floor plan
- 203500 14c – Proposed first floor plan
- 203500 15c – Proposed second floor plan
- 203500 16d – Proposed elevation plans
- 203500 17d – Proposed elevations
- 203500 18c – Proposed sections

Reason: For the avoidance of doubt and in the interests of proper planning.

3 a) Details of the reserved matters set out below (“the reserved matters”) shall be submitted to the Local Planning Authority for approval within three years from the date of this permission:

i. landscaping.

b) These shall include full details and samples of hard and soft landscaping materials, tree and planting plans, species specification, plant size including girth of trees, planting density of all proposed trees and shrubs and biodiversity enhancement of the site as recommended in the Phase 1 Habitat Survey dated May 2013.

c) The reserved matters shall be carried out as approved.

d) Approval of all reserved matters shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 (as amended) of the Town and Country Planning Act 1990.

Prior to Commencement

4. No development shall take place until a Construction Environmental Management Plan has been submitted to and approved by the Local Planning Authority. It shall include, but shall not be limited to, the following:

(i) the proposed methods of demolition, piling, recycling activities and dust suppression and all other construction methods associated with the development;

(ii) noise and vibration monitoring arrangements – to be self monitoring by the applicants – for the key demolition and construction phases;

(iii) measures, methods of working and the means of screening the site that will be employed to minimise disturbance to neighbouring properties during all demolition and construction work.

(iv) details of the location of the site office, access routes and material storage areas.

The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure effective management of the site for the duration of the construction period and in the interests of residential amenity.

5. Prior to commencement of development, full details and samples of the materials to be used in the external surfaces of the development, hereby permitted, shall be

submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To secure that the development is in harmony with the surrounding area.

6. No development shall commence until details of a Phase II Soil Investigation (as recommended in the submitted Environmental Phase 1 Assessment report) is submitted to and approved in writing by the Local Planning Authority. If contamination is found to be present, then details of a remediation strategy detailing how this unsuspected contamination shall be dealt with shall be submitted to and approved by the Local Planning Authority prior to the commencement of excavation work.

Reason: To minimise the risks to human health, controlled waters or buildings by ensuring that the development is suitable for the proposed use.

7. No development shall commence until fences for the protection of trees to be retained have been erected in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority. The scheme as submitted shall be in accordance with British Standard 5837 (2005) The fences shall be retained until the completion of the development and no vehicles, plant or materials shall be driven or placed within the areas enclosed by such fences.

Reason: To protect the trees which are to be retained on the site in the interest of the visual amenities of the area.

8. Prior to commencement of development, details of any changes to the existing site ground levels or finished floor levels shall be submitted to and approved by the Local Planning Authority.

Reason: For the avoidance of doubt and to secure a satisfactory standard of development.

9. No development shall commence until full details of a lighting strategy is submitted to and approved by the Local Planning Authority and thereafter implemented in accordance with the approved details. The submitted scheme shall include details of times of illumination of all lights, road lighting, floodlighting, security lighting, signage and any variations in brightness. Thereafter the lighting shall continue to be operated only in accordance with the approved details, and no additional lighting shall be installed unless first approved in writing by the Local Planning Authority.

Reason: In the interests of the amenity of the area and also in the interest of crime prevention and ecology.

Prior to Occupation

10. The development shall not be occupied until parking areas have been provided in accordance with the approved plans and the areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

11. During any form of earthworks and/or excavations that are carried out as part of the development, suitable vehicle wheel washing equipment should be provided within the site, to the approval of the Planning Authority, to prevent contamination and damage to the adjacent roads.

Reason: In the interests of highway safety and for the benefit and convenience of the public at large.

12. The development shall not be occupied until cycle parking area have been provided in accordance with the approved and the area shall thereafter be retained for that use and shall not be used other than for the parking of cycles

Reason: In order that the development site is accessible by non car modes and to meet the objectives of sustainable development.

13. Prior to demolition works commencing on site a Traffic Management Scheme shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. This shall include the size of vehicles, routing of vehicles and hours of operation. (Given the restrictions of the approach road the hours of delivery/ collection should avoid peak traffic flow times)

Reason: In the interests of highway safety and for the benefit and convenience of the public at large.

14. Prior to occupation of the development, full details of the boundary treatment shall be submitted to and approved in writing by the Local Planning Authority. The works shall be fully implemented in accordance with the approved details.++

Reason: In the interests of visual appearance and integrating the development into its surroundings.

In Perpetuity

15. Prior to installation of any external plant or equipment to be erected on or within the building, (including any telecommunications apparatus) full details of them shall be submitted to and approved by the Local Planning Authority. The plant and equipment shall not be visible from street level and the rating noise level of the noise emitted from any equipment, as determined in accordance with BS 4142:1997, shall be at least 3dB(A) below the background LA 90 during any period of operation, measured or calculated at 1 metre from the nearest façade at the closest affected premises.

Reason: To secure a satisfactory standard of development and to protect the amenities of occupiers of adjacent properties.

16. a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the prior written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work).

b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

c) No equipment, machinery or materials shall be brought on to the site for the purpose of the development, until a scheme showing the exact position of protective fencing to enclose all retained trees beyond the outer edge of the overhang of their branches in accordance with British Standard 5837 (2005): Trees in Relation to Construction, has been submitted to and approved in writing by the Local Planning Authority, and; the protective fencing has been erected in accordance with the approved details. This fencing shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the prior written consent of the Local Planning Authority.

In this condition retained tree means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) above shall have effect until the expiration of five years from the first occupation or the completion of the development, whichever is the later.

Reason: To enable the Local Planning Authority to ensure the retention of trees on the site in the interests of visual amenity.

17. Details of all works to or affecting trees on or adjoining the site shall be submitted to and approved by the Local Planning Authority, and shall be carried out in accordance with the relevant recommendations of 5837 (2005).

Reason: In the interest of maintaining the health and vitality of the retained trees and hedgerows which add to the character and amenity of the site and surrounding area.

18. No bonfires or burning of waste materials shall take place anywhere on the site at any time.

Reason: In the interest of maintaining the character and amenity of the area.

19. That no demolition, site clearance or building operations shall take place except between the hours of 8.00 a.m. and 6.00 p.m. on Mondays to Fridays and 8.00 a.m. and 1.00 p.m. on Saturdays and that no works in connection with the development shall take place unless previously been agreed in writing by the Local Planning Authority.

Reason In the interest of maintaining the amenities of nearby residents/occupiers and also in the interest of maintaining the character of the wider area.

20. No material shall be deposited at the site other than clean, uncontaminated naturally occurring excavated material, brick and concrete rubble.

Reason: To prevent pollution of the water environment.