

App.No: 160590	Decision Due Date: 24 th August 2016	Ward: Upperton
Officer: Thea Petts	Site visit date: 6 th June 2016	Type: Planning Permission
Site Notice(s) Expiry date: 26 June 2016		
Neighbour Con Expiry: 26 th June 2016		
Press Notice(s): 5 th July 2016		
Over 8/13 week reason: N/A		
Location: Upperton United Reformed Church, Upperton Road, Eastbourne		
Proposal: Demolition of existing United Reformed Church and construction of new church and community centre.		
Applicant: Rev Paul Tabraham		
<p>Recommendation: Subject to a legal agreement to cover:-</p> <ul style="list-style-type: none"> • Local Employment initiatives and • A mechanism for the delivery of the vacant church building/plots (other sites across the town) into alternative uses then <p>Planning permission should be granted for the demolition of the existing buildings and the erection of the new building subject to condition.</p>		

Executive Summary:

Proposal

Application relates to the demolition of the Upperton United Reform Church, Upperton Road to be replaced with a new church building providing accommodation for a consolidated congregation from four Eastbourne Churches. This application follows an earlier scheme (submitted October 2015 subsequently withdrawn) which has been subject to various amendments.

Current Scheme Compared to Previously Submitted Scheme

There were various concerns arising from the previous scheme which failed to receive officer support, including: highway safety,

unacceptable impact on residential amenity of nearby occupiers, massing (bulk) of the building and its general appearance.

Notwithstanding this, the current scheme has been subject to amendments as a result of public consultation and recommendations of Council staff and the Design and Review Panel which have resulted in a recommendation for approval. The key amendments allowing for the acceptability of the scheme are:

- Overall reduction in height
- Reduction in height and prominence of the tower
- Reconfiguration of design features to create vertical emphases instead of horizontal emphases (to be more in-keeping)
- Amendments to proposed materials (e.g. stone instead of render)
- Narrowing of building to allow for greater void between it and no. 48 Upperton Road
- Fewer windows which have potential to overlook Watts Lane

Relevant Planning Policies:

National Planning Policy Framework 2012

2. Ensuring the vitality of town centres
4. Promoting sustainable transport
7. Requiring good design
8. Promoting healthy communities
10. Meeting the challenge of climate change, flooding and coastal change
11. Conserving and Enhancing the Natural Environment
12. Conserving and Enhancing the Historic Environment

Core Strategy Local Plan 2013 Policies

- B1: Spatial Development Strategy and Distribution
- B2: Creating Sustainable Neighbourhoods
- C2: Upperton Neighbourhood Policy
- D1: Sustainable Development
- D2: Economy
- D3: Tourism and Culture
- D7: Community, Sport and Health
- D8: Sustainable Travel
- D10: Historic Environment
- D10a: Design

Eastbourne Borough Plan Saved Policies 2007

- NE3: Conserving Water Resources
- NE4: Sustainable Drainage Systems

NE5: Minimisation of Construction Industry Waste
NE6: Recycling Facilities
NE14: Source Protection Zone
NE18: Noise
NE22: Wildlife Habitats
NE28: Environmental Amenity
UHT1: Design of New Development
UHT2: Height of Buildings
UHT4: Visual Amenity
UHT5: Protecting Walls/Landscape Features
UHT6: Tree Planting
UHT7: Landscaping
UHT10: Design of Public Areas
UHT13: External Lighting
HO20: Residential Amenity
TR2: Travel Demands
TR6: Facilities for Cyclists
TR7: Provision for Pedestrians
TR11: Car Parking
TR12: Car Parking for Those with Mobility Problems
US3: Infrastructure Services and Foul and Surface water Disposal
US4: Flood Protection and Surface Water Disposal

Site Description:

The site is located on the north side of Upperton Road on the corner of Watts Lane in a somewhat mixed use, but predominately residential area. Upperton Road is part of one of the main routes in and out of Eastbourne, and serves a number of local and area-wide bus routes.

Standing on the site currently is a late nineteenth century church and ancillary buildings (built later). The two main buildings (the church itself and secondary hall) are brick-built gable ended buildings, which are considered to have an elegant and decorative appearance, with pitched roofs, tall windows, decorative archways and complimentary pinnacles. One is more ornamental than the other and both have been subject to alteration over time, especially to the rear where there has been considerable extension. The churches do not appear to be significantly higher than the surrounding buildings; this is partly due to the varying ground levels of the immediate area. The front walls of the buildings are set back from the front of the site, roughly maintaining the Victorian building line of this part of the road.

The view from Upperton Road of the existing buildings is obscured by some mature street trees further north along the road, when viewed

on the way into town. Due to their position set back from the front of the site, they appear modest and do not stand out particularly, but harmonise with the character of the adjacent Victorian properties on Upperton Road and the terraced properties along Watts Lane.

The site does stand outside of the Old Town Conservation Area (the boundary of which is located on the south side of Upperton Road) and the existing buildings do not benefit from any specific protection (such as Listing etc.). Further to this, the presence of Victorian buildings along the north side of Upperton Road has reduced as blocks of flats and offices were constructed from the 1960s onwards. This has resulted with a highly mixed character to the street scene which is quite unlike any other in Eastbourne.

The site shares boundaries with 48 Upperton Road to the side (east) and 5 Laleham Close to the rear (north). The site has prominent elevations facing Upperton Road and Watts Lane (one way system travelling south). The Watts Lane frontage is directly opposite nos. 7-15 Watts Lane, which have been identified as Buildings of Local Interest. A Zebra crossing is located just to the west of the site, which crosses Upperton Road. There are double yellow lines along the Upperton Road frontage, but there is unrestricted parking along this part of Upperton Road and in Watts Lane.

Relevant Planning History:

EB/1963/0221

ALTS TO CHURCH HALL, PORCH AT SIDE

Approved Conditionally, 1963-06-06

970593

Construction of a disabled access ramp.

Planning Permission - Approved unconditionally, 13/03/1997

150824

Demolition of existing church and construction of new church and community centre

Planning Permission - Withdrawn, 20/11/2015

Proposed development:

Application Proposal

The application presented to Members involves the demolition of all buildings at the site Upperton Reform Church, Upperton Road and the erection of a new church/community building with ancillary support

facilities (coffee bar, drop-in, meeting rooms etc.), parking for 30 cars (incl. 2 disabled bays) and two second floor level roof-gardens.

The most notable change since the previous application is the reduction in size of the proposed building.

Effort has been made to ensure that the new building does not dwarf nearby properties and the eaves height is to match the eaves height of adjacent properties, no. 48 Upperton Road. The bulk of the building too is barely higher than the roof ridge of this property (approx. 0.4m).

The proposed building is to be three storeys high with a mansard roof and green (sedum) roofs with some solar photovoltaics. Principally it will be brick built with a number of finishing materials for the external surfaces of the building. A prominent feature of the new church is to be its tower, which is located on the westernmost corner of the building. When viewed from the front elevation, the highest part of the building (excluding the tower and roof lantern) is to be approximately 10m (previous scheme: 11m). The maximum height of the tower is to be approximately 12.9m (previous scheme: 17.75m). The roof lantern serving the Main Hall has also been reduced in height and overall size, from 2m to 0.4m approx. The width of the building has also been reduced, from approx. 31.2m to 25.7m. Although the tower appears to stand in the same position as the previous application (approx. 7m back from the front boundary wall), parts of the front elevation which project beyond the front elevation on this current proposal project slightly further than the previous application (by approx. 0.3m). Two gable elements have been included in this application, to alter the character of the front of the building. The car parking facility will be obscured by a green wall (essentially block work with climbing plants growing on it).

The two proposed roof terraces are still proposed as part of this planning application, although the terrace to the east of the site has been significantly reduced in size and brought away from the boundary shared with no. 48 Upperton Road (as the building has narrowed). The platform of the terraces is indicated to be approximately 2.1m below the top of the high retaining wall to the rear of the site.

Layout

Ground Floor

The ground floor provides vehicle access to an undercroft and surface parking area sufficient for 30 vehicles to park and main pedestrian entrance foyer and lift/stair core (within tower).

First Floor

The first floor provides accommodation for the main congregation hall (200 seats), smaller hall and a range of meeting/office rooms, vestry and prayer room and welfare facilities. It also serves the secondary entrance/exit with pedestrian refuge, which leads out onto Watts Lane.

Second Floor

The second floor provides accommodation for gallery seating (54 seats) over the main hall (first floor), three further meeting rooms and access to the two roof gardens/terraces and welfare facilities.

Wider Implications for Church Sites in the Town

The wider intention for the scheme consists of the amalgamation of 4 existing church congregations within Eastbourne who have agreed to merge to form one new Emmanuel Church.

The four churches involved in the merger relate to

- Central Methodist Church
- St Andrews United Reform Church
- Upperton United Reform Church
- Greenfield Methodist Church

The applicant has informally scoped the development potential of these four sites and has submitted these scoping documents to accompany this application. The applicant accepts with the vacated sites that the planning process needs to be engaged with before the full development realisation can be achieved. Notwithstanding this note of caution a summation of the characteristics of each site and their development potential is reported below.

The current application proposes that the development of the other sites will and can only be realised if a new site for a consolidated church can be found.

The four churches involved in this scheme are:-

Central Methodist Church, Pevensey Road, Eastbourne BN21 3HP (Town centre location Grade II Listed building decorated in

Gothic revival style. Constructed in two parts: school and hall in 1907 and main church in 1908. Site area 0.11Ha (0.27 areas) with a plot coverage of +84%. No parking)

Central Methodist Church: - Potential scheme involves keeping current congregation space and converting the rear of the building using existing window openings to provide 10 flats all with a floor area greater than 50sqm

St Andrews United Reform Church, Blackwater Road, Eastbourne BN21 4NG (off town centre location. Not listed Main church dates from 1878. No parking. Plot coverage 0.1ha (0.25 acres) +88% plot coverage.

St Andrews United Reform Church: - Potential scheme involves Convert existing building to create 45 flats to be used for/as an extra care scheme

Greenfield Methodist Church, Greenfield Road, Eastbourne, BN21 1JJ (Not listed dating from 1898. Limited parking. Site area 0/073Ha (0.18 acres) +60% site coverage.

Greenfield Methodist Church:- Potential scheme had two development options and proposes; i) 5 X 4 bedroom town houses with integral garages and rear gardens or ii) retention of community hall facing Green Street and the conversion of the rear element of the scheme into 6 X 1 bed flats all greater than 50sqm in area and share of off-street communal parking for 8 spaces.

Upperton Road United Reform Church, Upperton Road Eastbourne BN21 1LQ, Not listed. Dates from 1881 limited parking 6 spaces. Site area 0.126 Ha (0.3 acres)

Current application site

Consultations:

Internal:

Specialist Advisor (Economic Development) – recommend a Local Labour Agreement

- During the demolition and build the multi-floor development will provide a number of construction jobs for local people
- Should the development receive planning approval, Regeneration requests inclusion of a Local Labour Agreement

Specialist Advisor (Environmental Health) – no objections

Specialist Advisor (Planning Policy) – no objections

- In principle the application is supported, from a planning policy perspective

External:

Environment Agency – no objections

County Archaeologist – Consultations – condition recommended

- Heritage statement suggests all below ground archaeological remains will have been destroyed by the construction of the current buildings, this has not been adequately tested and there is a potential for remains to have survived
- If demolition of this building is accepted, then a full archaeological record, carried out by a buildings archaeologist, will be required prior to demolition
- In the light of the potential for loss of heritage assets on this site resulting from development the area affected by the proposals should be the subject of a programme of archaeological works subject to a written scheme of investigation
- In furtherance of this recommendation, we shall be available to advise the applicant on how they can best fulfil any archaeological condition

Highways ESCC - No highway objection is raised to this application subject to comments and conditions.

- Upperton United Reformed Church currently has a seating of 338, the new church will accommodate a total of 240 seats, therefore reducing overall capacity. It should be noted that 2 churches have already combined and the 4 churches already meet at Upperton for a combined service every other month.
- Accessible site (bus routes, nearby train station, main road).
- South east access to be retained and widened for vehicles entering and existing the site and the south west access will be used only occasionally for vehicles, but mainly for pedestrians.
- Pedestrian refuge is proposed for Watts Lane.
- Internal turning facility aids highway safety; proposed layout will prevent vehicles reversing onto Upperton Road which is an improvement on what is existing.

- The existing parking provision is 4 spaces, the additional 3 churches that will be merged as part of this proposal all lack any onsite parking provision.
- ESCC's parking guidelines require 1 space per 5 seats. The new church should be provided with a total of 48 spaces. Therefore 30 spaces including 2 disabled spaces provided is below what is recommended. However, current capacity should be provided with 68 spaces and has only 4. Therefore, the proposed 30 spaces will be an improvement on the current situation.
- Entrapped parking spaces (controlled by stewards) will increase overall parking by approximately 10 spaces, therefore making the provision 40 spaces at a maximum.
- A Travel Plan has been submitted; congregation will be encouraged to walk or cycle if able or alternatively use public transport.
- 12 cycle spaces within the site will also encourage congregation to use alternatives to the private car
- A Construction Traffic Management Plan would need to be provided with details to be agreed (routing of vehicles and management of contractor parking to ensure no on-street parking occurs during the whole of the demolition and construction phases).
- It is understood the 4 churches can be merged with or without this proposal, therefore, this scheme goes some way to mitigate highway impacts and a recommendation for refusal cannot be justified.

SUDS – condition recommended

- It is our understanding that the surface water management system for the site will incorporate green roofs and permeable pavements before discharging into the ground through soakaways. Since the existing site is wholly impermeable, the proposed surface water management is acceptable.
- A geotechnical investigation which incorporates infiltration testing in accordance to BRE365 and groundwater monitoring should be undertaken before any construction starts on site. The geotechnical investigation should also consider the potential for or the consequences of infiltration on ground stability.
- Any soakaways should be located at the appropriate distance from buildings and there should be at least 1m between the base of the soakaway and the highest recorded groundwater level.

Neighbour Representations:

663 neighbour consultation letters were sent out to nearby properties, in addition a press and site notice were displayed.

In response to the consultation the following have been received:-

- 21 objections were received,
- A petition against the demolition of the churches and erection of the proposed building has been submitted, containing 77 signatures.
- 39 letters of support were received and
- 5 general comments were also received.
- A petition of support has been received with 169 signatories.

Objections received cover the following points:

- Site is unsuitable for proposal
- Under-croft parking would not be used by the elderly and women
- Existing buildings should not be demolished
- Safety wall for roof terrace would be an eyesore
- Existing requirements are met by the existing churches on site
- Traffic and congestion problems would result following development
- Too many parking spaces are included in proposal
- Visitors to the church would create constant traffic noise and fumes
- Wall to the rear of the site may suffer as a result of the works, causing structural instability
- Building works would be prolonged and would cause constant disturbance to neighbours
- Existing churches make a positive contribution to the visual amenity of the area and would be lost as a result of this development
- Tower would be disharmonious within the area
- Views from Watts Lane across the church to Old Town and the South Downs would be lost
- Roof gardens would result in a loss of privacy and noise nuisance as they are at the same level as nearby properties
- Enforcing alcohol free policy would be difficult for those running the church
- Parking provision is insufficient
- Views of local residents have not been taken into account, despite meetings and previous planning application
- Proposed building is ugly and out of character with the area
- Concerns over whether parking provision is sufficient

- Highway safety issues will ensue especially around the pedestrian crossing and vehicular access to and from the site
- Concerns over access for construction and demolition vehicles
- Traffic would increase as a result of the development
- Loss of privacy due to roof gardens
- Current scheme has changed very little from the original application
- Structure will dominate the site and the immediate area
- Residents of nearby properties would suffer a loss of light
- Concerns that elevations with existing obscure glazed windows will not have obscure glazed windows in the new building
- Previous instances of third party alcohol usage on the site creates concern over future third party site usage, which may lead to unacceptable levels of disturbance
- Patio area outside café could create a noise nuisance
- A two storey building would be far more suitable for the site
- Community centre not needed so close to successful 'Community Wise'
- The site will be overdeveloped as a result of the development
- Proposal would not be in the wider interests of the town

Letters of support received cover the following points:

- Useful facility for the whole community
- Improved parking provision attributed to application will alleviate parking issues currently associated with the church
- Development would free up existing church sites which could be used for redevelopment, including housing
- Other churches designed by architect are impressive
- New building would be more sustainable than a lot of existing churches
- New church would be an asset to the town
- New building would be fully accessible for disabled people, less mobile individuals, small children and parents with buggies
- Existing church buildings coming together in this project no longer meet the needs of the congregations, new church would
- Design is attractive and sympathetic to the area
- New building is planned to be environmentally sensitive
- Existing buildings are costly for repairs
- New church will contribute to the revitalisation of the area
- Sustainable location, suitable for people to walk to
- Link-up of four churches on site beneficial to wider Eastbourne community
- Materials to be used help proposed building to fit in well in its surroundings

General comments received cover the following points:

- Questions viability of use
- Suggestions of finishes and materials
- Request that construction related traffic and parking is controlled
- Lack of explanation within application to demonstrate why the replacement church is desired

Appraisal:

Principle of development:

The scheme proposes the redevelopment of a previously developed land within the urban fabric of Eastbourne and is considered to be in a sustainable location. In this regard the principle of redevelopment would accord with National and Local policies.

Similarly as the site is not allocated for any use within the Local Plan there is no objection in principle to a community building (existing or new) operating from the site.

Whilst the planning merits of the other sites have not been assessed by way of planning applications it is fair to say that the pressure for redevelopment of these sites (once vacated) would be likely to deliver residential units and to some extent community uses. In this regard it is considered that the potential for the delivery of windfall residential units would contribute to housing delivery/need within the town and will also help to assist the Governments growth agenda. It is recommended therefore that the development potential of the other sites as outlined within this submission is and should be a material consideration on the determination of this application. If to be supported then a legal agreement needs to be formulated linking and controlling the delivery of the church building and the other sites.

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

During Demolition and Construction Phase

It will be recommended that a condition is attached to any approval granted requiring demolition and construction works to be carried out during appropriate times of the day to ensure that nearby residents are disturbed as little as possible. In addition, a schedule of works will be requested to ensure that phases of the development are monitored and completed in a timely manner, where possible.

It is accepted that with any development project there will be noise and disturbance however it is considered that this will have short lived impacts and as such a refusal based on this issues could not be substantiated or sustained.

Impact of the Operational Use(s)

Ultimately, the site is already occupied by church and church related activities and certain activities run by third parties already occur on the site. Therefore, there are no concerns as to the appropriateness of the proposed development on this site for a new church. However, there are some issues to be controlled by condition with regards to the gardens/roof terraces.

It is stated in the applicant's Design and Access Statement that the second floor gardens are to be used solely for the two nursery groups which currently use the application site and Greenfield Methodist Church and not for any other purpose. As such, it will be recommended that a condition is attached to any consent granted to ensure that this is maintained and hours of operation are adhered to in order to prevent disturbance to nearby residents. The position of the gardens/terraces is approximately 2.1m below the top of the high retaining wall to the rear of the site. This positioning will mitigate potential noise nuisance and overlooking of properties to the rear (Laleham Close). The garden/terrace on the east of the site poses some concerns with regards to overlooking no 48 Upperton Road; however it is considered that this can be mitigated by conditioning a requirement for a suitable privacy screen.

Some objections have been made with regards to community activities being run from the site. However, little bearing can be given to this as the church already operates some community activities. Although the need for additional community related activities has not been tested, Community Wise state (via a representation in support of the development) that their schemes are often full to capacity, so the provision for further community based space and activities in the area are welcomed.

Nevertheless, hours of operation shall be recommended as conditions, should the application receive approval.

Design issues:

Size, Scale and Massing

The proposed footprint is smaller than that of the existing building and is proposed to cover less than 60% of the plot. Furthermore, the

building has been reduced in size since the previous scheme was considered. As a result, the proposed building looks far less dominating over the plot and overall, more in proportion to the plot size and the nearby properties.

There is also greater relief to the sides of the building where extra space has been allowed (especially between the building and no. 48 Upperton Road where the void is technically larger than that provided by the existing property), setting the building back from the boundaries shared with 48 Upperton Road and Watts Lane also helps to reduce the impacts derived from the scale and mass of the new building.

Character and Appearance

The emphasis from horizontal features of the previous scheme to the vertical features (gable elements, taller windows, narrowing of the building etc.) of this scheme allows it to sit more comfortably in its surroundings than the previous design, which appeared short and squat in comparison to the other buildings in the area. In addition, this vertical emphasis has been achieved despite an overall reduction in height of the building and tower.

It is important that this high status community building is designed to meet the operational needs and requirements of the users of facility but also promotes a form of architecture that is of civic scale, design appropriate for the site and results in a form of development that make a positive visual impact upon the site in particular and the wider area in general.

It is considered that the scheme before Members strikes the right balance between a high status community building and the impacts upon the neighbours and character of the area.

The proposal is considered acceptable in this context.

Materials and External Finishes

The existing buildings are brick-built with some render, stone and concrete tiles.

The proposed design is distinctly different to the existing buildings, so it would not necessarily be appropriate to use the same materials as the existing building. The previous scheme used a palette of materials not entirely in keeping with the area including rather large swaths of

glazing on the principle elevation. As such, the proposed materials have been reappraised and now the scheme proposes elements of:

- flint (to echo the boundary wall and wider Upperton area) ,
- stone, which will be used to quite a significant extent and this helps to support the civic grandeur of the proposal on the key elements of the building, and
- Facing brickwork
- roofing materials to the mansard roof and green roof planting.

Generally, the position of the proposed materials support the vertical emphasis and this is considered acceptable. Nevertheless, samples of proposed materials will need to be approved prior to the commencement of work in order to ensure their appropriateness to the site.

General Design Related Concerns from respondents to the application
Several objections have been made with regards to the appearance of the proposed building and that it has changed little since the initial application was received. However, it is considered that the changes that have been made to the design have altered the proposed appearance quite significantly and materially. So much so that the design related concerns of the previous application have been overcome.

it is considered that the proposed church will be much more in keeping with the area, will not materially dominate the site and will not dwarf nearby buildings. As such, it is considered appropriate in design terms.

Impact on character and setting of a listed building or conservation area:

Although the site does not stand within a Conservation Area and the buildings are not Listed, it is noted that the existing church contributes to the character of wider area and is indeed important to the fabric of the area; especially with regards to Watts Lane and south of Upperton Road in the adjacent Old Town Conservation Area. However, as the buildings benefit from no special protection despite numerous appraisals (including Conservation Area appraisals), it is considered acceptable that the building is thoroughly recorded (for the benefit of above ground archaeology) prior to demolition.

Impacts on trees:

There are not considered to be any impacts on any trees.

Impacts on highway network or access:

Parking Provision

A number of properties in the area around the site in Upperton Road, Watts Lane, New Upperton Road, etc. do not have off street parking. Residents must therefore rely on on-street parking which is limited due to the parking restrictions in place. The relatively low level of parking available coupled with the demand means the spaces there are well used at all times.

The views of ESCC Highways are reported elsewhere in this report and it is clear that they are now supporting the merits of this proposal and advise that a refusal based on the highway impacts of the proposal could not be sustained in NPPF terms. It is accepted that this is a change in advice from the previous application however it is clear from their response to this submission that they are now in a position to not object to the proposal.

Accessibility

The site is considered to be highly accessible via various means. It is on major bus routes, stands 1km from the rail station and is well connected by roads and footpaths. The current proposal includes provision for 12 cycle parking spaces and a Travel Plan to encourage the congregation and users of the facilities to access the site by means other than the private car. Overall it is considered that the site lends itself to being accessed sustainably.

During Construction and Demolition

As requested by ESCC Highways and as pointed out in neighbour representations, control measures shall be applied to ensure that no construction vehicles/contractors vehicles are parked on the road near to the development site, in order to prevent interruption of on road parking for residents and to avoid traffic congestion.

It is accepted that there will be a need for materials to be delivered to the site and for demolition material to be removed from the site as such there will be short term congestion. The construction/demolition method statement will outline the parking location of these delivery/demolition vehicles and also their delivery time slots; this is required to avoid direct conflict with the times of the day when the highway network is well/heavily used.

Implications for Other Involved Church Sites from Around the Town

As noted in the applicant's application enclosures, the amalgamation of the four churches involved in this project will reduce the need for the congregation to be parking elsewhere in the town at churches with no

current parking facility. As observed by ESCC Highways, the project to amalgamate may indeed go ahead regardless of the outcome of this planning case. Therefore, the fact that a good number of parking spaces is provided goes some way towards mitigating future parking issues at the site as well as reducing the requirement for on road parking near the site at the moment.

Planning obligations:

It is recommended by Specialist Advisor Regeneration that a Local Labour Agreement is drawn-up to ensure work for local people.

Further, this project has scope to affect redevelopment at several sites in the town. As such, there is an opportunity now to agree upon implementation of such schemes by way of an agreement.

Sustainable development implications:

The current scheme offers several opportunities for the implementation of a sustainable development.

The design incorporates extensive sustainable drainage provision (when compared to what is existing onsite). This includes the use of permeable paving with soakaways and green roofs.

The new building likely to be far more thermally efficient than the existing complex and further to this, there is provision for solar photovoltaics to produce renewable energy.

In addition, the site is likely to be sustainable with regards to accessibility via several means of transport and will also be accessible for people with mobility concerns.

As such, it is considered that the proposed scheme provides a good level of sustainability. Nevertheless, it is noted that much of this will require a considerable amount of maintenance going forward (e.g. implementation of Travel Plan) in order to keep up this level of sustainability.

Other matters:

No lighting strategy has been submitted with this application. As such these details will be required prior to the commencement of the use and will be controlled by condition in perpetuity.

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:

It is considered that the current scheme has suitably attended to the concerns raised as a result of the previously submitted scheme and as long as certain conditions are adhered to, is appropriate development for this site and has potential to improve the wider area.

Recommendation:

Subject to a legal agreement to cover:-

- Local Employment initiatives and
- A mechanism for the delivery of the vacant church building/plots (other sites across the town) into alternative uses then

Planning permission should be granted for the demolition of the existing buildings and the erection of the new building subject to condition.

Conditions:

- 1) Time
- 2) Approved Drawings
- 3) Construction method statement to include (Hours of Demolition and Construction)
- 4) Samples of Materials (to include green roofs and renewables)
- 5) Lighting Strategy
- 6) SuDs - Geotechnical Investigation
- 7) Programme of Archaeological Works (in accordance with WSI)
- 8) Details of Reconfigured Access (incl. drainage)
- 9) Gate Positioned 5.5m Back from Highway
- 10) Construction Traffic Management Plan
- 11) Details of Surface Water Drainage (Highways)
- 12) Vehicle Wheel Washing Equipment
- 13) Cycle Parking
- 14) Turning Space for Vehicles
- 15) Hours of Operation – Use of the building for church and ancillary uses
- 16) Garden Terrace – Nursery Use Only
- 17) Garden Terrace – Hours of Operation,

- 18) Garden Terrace - Privacy Screen
- 19) External Plant/Equipment
- 20) Rear Boundary Wall Protection
- 21) Full Landscaping Details
- 22) No Contaminated Materials

Informatives:

- 1) Connection to mains sewer
- 2) Licence for Highways Crossover

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**.