

App.No: 170943	Decision Due Date: 8 November 2017	Ward: Old Town
Officer: Anna Clare	Site visit date: 18 October 2017	Type: Planning Permission
Site Notice(s) Expiry date: 10 September 2017 Neighbour Con Expiry: 10 September 2017 Press Notice(s): n/a		
Over 8/13 week reason: Amendments sought to proposed access, further information requested in relation to SUDS Scheme.		
Location: Ridgeland, 2 Upland Road, Eastbourne		
Proposal: Erection of two separate two and a half storey buildings, containing a total of 8no. 2 bed flats and 2no. 1 bed flats, and associated external works following demolition of existing dwelling, including new access from Upland Road.		
Applicant: Mr GARY FERRIER		
Recommendation: Grant planning permission subject to conditions and S106 agreement to cover local labour requirements for the construction element of the scheme.		

Executive Summary:

This application is reported to planning committee given that it is a major planning application and follows a recently refused scheme that was debated/determined at planning committee.

The previous scheme for development of the site was refused at Planning Committee, and subsequently dismissed at Appeal. It is considered that this proposal overcomes previous concerns regarding the size of the proposed development which has been reduced from 10x2bed flats to 8x2bed and 2x1bed flats.

It is not considered the proposal would impact significantly on the amenities of existing properties, and the revised design relates well to the surrounding development in terms of its form and detailed design.

ESCC highways have confirmed that the parking provision is in accordance with their recommendations and the access is sufficient to serve the proposal.

Therefore it is recommended that planning permission is granted subject to conditions and a S106 agreement in relation to the use of local labour in the construction of the development.

Relevant Planning Policies:

National Planning Policy Framework 2012

- 4. Promoting sustainable transport
- 6. Delivering a wide choice of high quality homes
- 7. Requiring good design

Core Strategy Local Plan 2013 Policies

- B1: Spatial Development Strategy and Distribution
- B2: Creating Sustainable Neighbourhoods
- C10: Summerdown and Saffrons Neighbourhood Policy
- D1: Sustainable Development
- D5: Housing
- D8: Sustainable Travel
- D10A: Design

Eastbourne Borough Plan Saved Policies 2007

- NE28: Environmental Amenity
- UHT1: Design of New Development
- UHT2: Height of Buildings
- UHT 4 Visual Amenity
- UHT Protected Walls and Landscapes
- UHT6: Tree Planting
- UHT7: Landscaping
- HO2: Predominantly Residential Areas
- HO7: Redevelopment
- HO20: Residential Amenity
- TR2: Travel Demands
- TR6: Facilities for Cyclists
- TR11: Car Parking

Site Description:

The existing property is a detached dwelling house within a substantial corner plot at the corner of East Dean Road and Upland Road. The existing access to the site is at the corner of Upland Road, close to the junction with East Dean Road, the site has off street parking and a garage adjacent East Dean Road.

The existing property is set down from either road within the site and does not address either street scene. The site is also screened from both roads with extensive hedges and trees.

The substantial copper beech tree in the eastern corner of the site is subject to a Tree Preservation Order (TPO).

The site is generally level within the boundary walls, however both Upland Road and East Dean Road rise to the west, and the two dwellings adjacent to the west boundary are situated on higher ground.

The area is predominantly residential, characterised by two-storey dwellings. To the east the majority of houses on East Dean Road (EDR) are pairs of semi-detached properties, to the west the character of Upland Road changes to detached two storey properties on wide plots. Opposite the site on East Dean Road is Downside Court, a substantial building that has been divided into flats/houses.

The building is not listed, nor is it situated within a conservation area.

Relevant Planning History:

120562

Erection of a detached two storey dwelling with garage and parking.

Outline (all matters reserved)

Approved conditionally

18/02/2013

151314

Erection of a two and a half storey building containing 10 two Bedroom flats and 12 parking spaces with a new vehicular access from Upland Road.

Planning Permission

Refused for the following reasons;

1. The proposed building, by reason of its design, bulk, mass, siting and orientation would be out of character with the prevailing pattern of development in the area and would also have an overbearing and unneighbourly relationship to the occupiers of the nearby residential properties. It would therefore fail to comply with policies B2 and D10a of the Eastbourne Core Strategy Local Plan 2013, Policies UHT1 and UHT2 and HO20 of the Eastbourne Borough Plan (Saved policies) 2007 and paragraphs 56-66 of the National Planning Policy Framework.
2. The proposal by reason of the size of some of the proposed residential flats being below the National Housing Space Standards is considered to provide substandard accommodation for the future occupiers contrary to policy B2 of the Core Strategy Local Plan.

21/04/2016

Dismissed on Appeal.

Whilst the Inspector found that there would be no harm to the living conditions of the neighbouring properties the development would be

unacceptably harmful to the character and appearance of the area. This is discussed further in this report.

Proposed development:

The application proposes the demolition of the existing dwelling on the site and the erection of two separate two and a half storey (upper storey within the roof) building to accommodate 10 flats.

The proposal would result in a net gain of 9 dwellings, 8x2bed and 2x1bed.

The application also proposes a new access from Upland Road to the site with provision of 12 car parking spaces, bin and cycle storage within the site. The existing vehicular access would be removed with the footpath and boundary wall reinstated.

Consultations:

Specialist Advisor (Arboriculture)

No objection to the proposals. The application has made changes to the previous application and addressed previous concerns. The proposed crossover is situated suitably between the two highway street trees ensuring damage during construction is minimised, and the proposal is now at reasonable distance from the protected Beech Tree. Conditions requested for landscaping and protection of trees.

Specialist Advisor (Planning Policy) Supported in planning policy terms for the following reasons; their full response is outlined below:

The site is located on the cusp of two neighbourhoods identified in Eastbourne Core Strategy Local Plan 2006-2027 (adopted 2013). One of the neighbourhoods identified is the 'Summerdown & Saffrons Neighbourhood'. It is predominately residential in character and land uses are characterised by a mix of residential properties. The vision for Summerdown & Saffrons Neighbourhood is '*To make a contribution to the provision of housing and employment for Eastbourne and increase housing choice to make the neighbourhood more sustainable, whilst protecting the natural and historic environment and improving linkages to other areas of the town, especially the town centre, reducing reliance on the car*'. This is to be promoted through a multitude of factors including; providing new residential units, mainly through conversions of existing properties and increasing the provision of affordable housing in the neighbourhood.

The other neighbourhood is identified as 'The Old Town Neighbourhood'. It is characterised by traditional terraced and semi-detached family homes of two, three and four bedrooms. The vision for The Old Town Neighbourhood is '*to maintain its position as the most sustainable neighbourhood in town, protecting and enhancing its important local services and facilities and improving opportunities for sustainable transport alternatives. However it will generally see little*

development due to the limited availability of sites. The Core Strategy has identified this area as a 'sustainable neighbourhood'. Policy B1, as mentioned in the Spatial Development Strategy explains that higher residential densities will be supported in these neighbourhoods.

The site is located within the predominantly residential area as defined by Eastbourne Borough Plan Policy HO2. The site is within the curtilage of an existing dwelling, which means that it is classed as 'greenfield' land. However, the National Planning Policy Framework supports sustainable residential development and planning permission should be granted to meet local and national housing needs. The site would be considered a windfall site, as it has not previously been identified in the Council's Strategic Housing Land Availability Assessment. The Council relies on windfall sites as part of its Spatial Development Strategy (Core Strategy Policy B1) and the development does propose significant increase in residential accommodation to what was previously present resulting in a net gain of 10 dwellings.

It is important to note that as this application is for 10 units, it does not meet the threshold for contribution towards affordable housing.

Policy B2 of The Core Strategy states that all schemes of development will be assessed against generic criteria. This set of criteria includes 'requirement to protect the residential and environmental amenity of existing and future residents'. This application includes a new access point for the site from Upland Road with plans to close up the current access point. It is recommended that the viability of a new access point in this road is consulted by The Highways Agency to ensure it has no adverse effect on the protection of the residential and environmental amenity.

Additionally, The Five Year Housing Land Supply is a material consideration in determining this application. Currently, Eastbourne is only able to demonstrate a 2.9 year supply of land. This proposal, for 10 additional units, will make a contribution towards increasing the number of year's supply of housing land.

To conclude, this application is in accordance with the National Planning Policy Framework through its consideration of development on greenfield land to meet local housing needs and Policy HO2 of the Borough Plan being identified as a windfall site. This development will result in a net gain of 10 dwellings and will be contributing towards increasing the number of year's supply of housing land for Eastbourne thus assisting the town in reaching its Five Year Housing Land Supply targets.

Southern Water

No development or tree planting should be located within 3m either side of the centreline of the public foul sewer and all existing infrastructure should be protected during the course of construction works. Southern water requires a formal application for the connection to the public foul sewer to be made. *Officer's note: all of the proposed buildings are sited outside of the development threshold and the sewer line runs though the proposed car park court.*

Environment Agency

No response received.

East Sussex County Council Archaeologist

This application is not situated within an Archaeological Notification Area, due to the presence of a large post-medieval chalk pit. The excavation of this chalk pit would have removed any earlier below ground archaeological remains. For this reason I have no further recommendations to make in this instance.

South East Water

No response received.

East Sussex County Council Highways Taking into account the increase in vehicle movements generated as a result of this development it is not considered that a severe impact will be created on the highway network and therefore it is in accordance with the NPPF. Their full response is outlined below:-

It is noted that the Transport Report submitted with planning application 151314 has been resubmitted to support this proposal. Although it is noted that the access and size of units has changed it is considered that the key highway related information including speed data, parking provision and trip generation is unlikely to have changed significantly.

Access

The access serving the existing unit of Uplands Road is substandard to serve the increase in units, not only is it single width, the proximity to the junction with East Dean Road is less than ideal. The transport report includes details of a proposed new access which allows adequate separation from the junction. Speed/vehicles count surveys carried out over 7 days have been submitted that show that Upland Road has low vehicles flows and average speeds below 30mph. This data has been used to determine the appropriate visibility splays for the new access in accordance with national design guidance. Although I would prefer to see 2.4m x 43m visibility splays provided (30mph standard), given the evidence provided the proposed splays are acceptable. The visibility to the east would also be greater than shown on the submitted plan. As noted in the Transport Report it is

acknowledged that parking does currently take place in the visibility splays which although not ideal is acceptable in some circumstances, as noted in Manual for Streets guidance. The access width would need to be increased to a minimum of 4.5m to allow for two way traffic flow.

Originally Highways objected to the plan which did not contain a 'plateau' as detailed within the submitted plans for application 151314. The plan was revised on Highways recommendation and they have removed any objection to the proposed access.

Pedestrian visibility splays have been provided either side of the access which is suitable to maintain inter-visibility.

Parking

A total of 12 parking spaces are proposed to serve the 10 units on site. Using the ESCC Parking Calculator a development of 8 no. 2 bedroom flats and 2 no.1 bedroom flats in the Old Town ward are likely to create a demand for 12 spaces (all unallocated) based on census data and including for likely car ownership growth up to 2027. The 12 parking spaces are therefore adequate, if any additional spaces are required for visitors there is sufficient space to accommodate extra vehicles along Upland Road without causing any significant problems. The submitted transport report includes details of parking surveys carried out which accord with observations.

It is noted that the cycle parking is in accordance with the East Sussex County Council's adopted parking standards with 8 cycle parking spaces provided within a communal store; these parking facilities need to be covered and secure.

Accessibility

The site is reasonably well served by bus with the routes that pass along East Dean Road linking to Eastbourne Town Centre as well as destinations along the A259 towards Brighton. The nearest bus stop is within 200m of the site. There are also shops and other facilities within walking distance. However, the topography in the area would put off some from walking and/or cycling. There are also regular train services from Eastbourne Railway Station to Lewes which provide connections for onward journeys. Eastbourne Railway Station is 2 km from the site which is in accordance with the IHT 'Providing for Journeys on Foot' is the preferred maximum for commuting.

Waste Collection

The plans indicate that refuse collection will take place within 25m of the access which is in accordance with the requirements set out in good practice refuse and recycling collection guidelines.

Traffic Generation

The Transport Report uses the TRCIS database to assess the likely trip generation of the development. This has shown that approximately 32 additional trips will take place per day (compared to what the current use of the site is likely to generate), with 2-3 in each peak hour. I have checked this myself using a larger data set and obtained the same result. This level of additional vehicle movement can be accommodated by the local highway network without significant issue.

It is noted that concerns have been raised with safety of the junction of Uplands Road and East Dean Road. Having checked the Sussex Police accident database, within the last 3 years 4 accidents have been reported along East Dean Road, not at the junction with Upland Road (1 fatal and 3 slight) all are the result of driver error rather than road layout. Taking into account the increase in vehicle movements generated as a result of this development it is not considered that a severe impact will be created on the highway network and therefore it is in accordance with the NPPF.

East Sussex County Council Lead Local Flood Authority (SuDs)

Due to the scale/nature/location of the development there is the potential for localised flooding. Conditions are recommended to control this issue.

Regeneration Officer

It is noted that the revised planning application in respect of the above qualifies for a local labour agreement in line with the thresholds for development detailed on page 11 of the Local Employment and Training SPD dated November 2016. Regeneration requests that should planning permission be granted it be subject to a local labour agreement.

The previous planning application for this site (151314) was recommended for approval subject to a local labour obligation.

Neighbour Representations:

29 objections have been received and cover the following points:

- Highway safety
- Increased level of traffic
- Amount of traffic on A259 and steep slope and sharp bend
- The access is too close to the junction
- Poor visibility around the bend of the A259
- Insufficient parking
- Upland Road is too narrow for two cars to pass
- Not in keeping with the character of the area
- Proposals will not improve the amenities of the area
- Removal of street parking
- Character of the area is detached houses not apartment blocks
- Loss of trees

- Increased noise levels
- Development will dominate the street scene
- Loss of light to Downside Court (no the north of the site)
- This proposal is not substantially different from the previously refused scheme
- Loss of privacy to surrounding houses
- Overcrowding/over development of the area
- The block at the higher western end would be 1-2 storeys higher than other buildings
- Blocks will tower over existing properties
- Size and mass out of keeping with the character and appearance of the immediate area
- Upper flats would look directly into existing properties upper floors
- Creation of a precedent for other development
- The plot is currently an island of greenery which would be destroyed by the development
- Loss of the existing building which is Edwardian and with typical original features
- Some of the inspectors comments have been addressed the proposal would still be dominant.
- Reduction in light to Upland Road and opposite
- The drive for additional housing is no rationale for over development
- Impact on the gateway to the SDNP
- Strain on utility demand, more waste and general pollution
- Increased light pollution
- Removal of the screening hedge between the site and No.53 East Dean Road.
- Plans do not show separate pedestrian access which is dangerous for pedestrians

Councillor Ungar as ward councillor

Objects to the application on the grounds of the height, mass and design, and that this is over development of a sensitive site which you pass entering Eastbourne or when leaving to enter the SDNP. Also objects on the grounds of parking and highway safety from increased traffic.

Appraisal:

Principle of development:

The site is within the existing built-up area and predominantly residential area, which as defined by the Borough Plan (Saved policies 2007) though the boundary of this area runs with the boundary of the South Downs National Park to the north-east of the site and to the west of Ridgeland Close.

The Five Year Housing Land Supply is a material consideration in determining this application. Currently, Eastbourne is only able to demonstrate a 2.9 year supply of land. This proposal, for 9 additional units, will make a contribution towards increasing the number of year's supply of housing land.

At the heart of the NPPF is the presumption in favour of sustainable development. The site is considered a sustainable location given the proximity to amenities/services and good public transport links within an established residential area.

In accordance with paragraph 49 of the NPPF the presumption is in favour of supporting the application unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits of the proposal.

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

Properties of Upland Road are on higher ground level to the site which dips away, the blocks are sited to address the East Dean Road frontage. The siting results in the blocks being in excess of 20m from the front elevation of Uplands Road properties. The separation distances are considered in line with the pattern of development in the wider area and would not give rise to overlooking or privacy impacts to significantly harm the living conditions of the adjacent Upland Road properties.

The proposal is sited in the same position in relation to the boundary of No.53 EDR as the previous application with some 5m between the two properties. Windows in the side elevation serve an en-suite and a secondary living room window. The perception of overlooking would be limited and not significant to warrant a refusal of the application on this ground.

The proposed building is sited 4-5m from the front boundary with EDR. Therefore again the separation between the front of Downside Court to the north of EDR and the blocks would be in excess of 20m. Again this is considered a natural relationship either side of the road.

This application plot is disproportionately larger than the majority of others in the area and given the siting of the existing dwelling/garage is such that some of the nearby properties may well have benefited over time from not being overlooked or having views over this plot however at the distances (highlighted) above, it is considered that any loss of view, privacy or overshadowing would not be as severe so as to sustain a reason for refusal.

The height of the proposal would obviously be greater than the existing property and the building is sited closer to the boundary with East Dean Road, however it is not considered that the height would result in an overbearing relationship with Downside Court opposite the site.

The previous application was refused on the grounds of impact on surrounding residential properties. However at appeal the inspector in terms of impact on the living conditions of surrounding properties noted that the block would be larger than the existing house and its siting would be different however he concluded that there would be no unacceptable harm to

the living conditions of the occupiers of the neighbouring properties. Therefore given that this proposal does not alter this relationship it is considered it would be unreasonable to refuse the application on this ground. To sustain a refuse on this application would be very likely to lead to a cost claim (at appeal) for unreasonable behaviour.

Impact of proposed development on amenity of future occupiers of the proposed development:

The proposal consists of;

	No. Bedrooms	Occupancy	Proposed size	National Standard	
Flats 1-4	2 Bed	3 Person	60.9m ²	61m ²	Meets
Flat 5	2 Bed	4 Person	71.6m ²	70m ²	Exceeds
Flat 6 and 8	2 Bed	3 Person	62.9m ²	61m ²	Exceeds
Flat 7 and 9	1 Bed	2 Person	46.9m ²	50m ²	Under sized
Flat 8	2 bed	3 Person	62.9m ²	61m ²	Exceeds
Flat 10	2 Bed	3 Person	60.7m ²	61m ²	Slightly under sized

The proposed units would all have good outlook and light and as shown above whilst some of the flats fall marginally short of the recommended minimum standards based on the overall accommodation the standard is considered acceptable.

Flats 7 and 9 are undersized when considered as 2 person occupancy but exceed single occupancy recommended sizes.

Design issues:

Planning permission was refused for the redevelopment of the site for 10 flats within a single block. The appeal against the decision was also dismissed.

Key points of the inspector's decision in relation to the proposed design are noted below;

- The block would have a much greater mass than the house it would replace and the proximity to the boundary with EDR would mean that the building would be readily visible from that street notwithstanding the retention of the boundary wall and planting.
- The irregular floorplan of the building would further draw attention to the block presence in views from EDR.

- The properties on the southern sides of Upland Road and EDR share a stepped roof slope, reflecting the sloping nature of the streets. The block would not share this characteristic. The lack of this on the proposal results in an unduly elongated and top heavy appearance.

This proposal has amended the design of the blocks, separating into two blocks by 3m to break up the visual appearance. The two blocks are dual fronted in terms of detailing, though the entrance doors are to the Upland Road side of the site onto the car parking area. This results in a building that is attractive and detailed in both elevations, so as one elevation does not appear as the rear elevation.

The eastern block B, has been reduced in size and lowered below the ridge of Block A so that the roofs step up between the blocks and then to No.53 East Dean Road. Part of the ground floor will be below pavement level therefore slightly obscuring views in the street scene.

In terms of materials and the detailed design, the proposal tries to draw on design features of surrounding building with pitched roof gable ends to the elevations, tile hung first floor and bay window projections. The detailed design gives interest to the elevations and reduces the visual bulk of the blocks. The roof is relatively top heavy in a sense that the lower floor heights are reduced to minimise the overall height of the building however it is not considered that this detracts from the overall character of the proposal.

EDR in this part, to the southern side of the road is characterised with pairs of large semi-detached properties on raised front garden areas given the properties are on a hill. EDR on the northern side is more mixed character with detached two storey properties set down from the road as the land drops away into the Old Town Neighbourhood. Downside Court is a converted and extended block of flats/properties with a detailed and characterful elevation facing EDR albeit set back and at lower level therefore not really providing a street scene.

Comments have been made about the impact of the proposal on the entrance/exit of Eastbourne and the South Downs National Park. The site is currently heavily vegetated which hides from EDR that the site is actually occupied with a dwelling. The Beech Tree in the prominent eastern corner of the site which is covered by a TPO is to be retained and protected during the course of the construction.

The proposal will change the appearance of the site from both EDR and Upland Road that is not disputed. However the Inspector on the previous application did not agree that the development would detract from the approach into the SDNP, to the setting of the park, or Eastbourne's wider skyline stating that the scale would mean that its visual impact would be limited to the immediate environs of No.2. Therefore it is not considered reasonable to refuse the application on this basis.

Impacts on trees:

The Specialist Advisor for Arboriculture has confirmed that the proposed new access is an acceptable distance from both street trees which are to be retained and protected during the course of the construction which will be controlled by condition. The proposed building is also an acceptable distance from the protected Beech Tree and therefore has raised no objection to the proposals.

Other than the protected tree all trees/shrubs will be removed to facilitate the development. Therefore the landscaping of the site will be controlled by condition to ensure suitable screening to the EDR frontage and the boundary with Uplands Road.

Impacts on highway network or access:

The access serving the existing unit of Uplands Road is substandard to serve the increase in units, not only is it single width, the proximity to the junction with East Dean Road is less than ideal. Therefore a new access is proposed further into Upland Road; following some amendments ESCC Highways have confirmed the access is appropriate in terms of visibility and gradient to/from the site.

A Transport report was submitted with the application analysing additional vehicle movements as a result of the development and ESCC Highways are content that the level of additional vehicle movement can be accommodated by the local highway network without significant issue.

A number of objections have been received to the application on the basis of road safety and the additional traffic generation. ESCC Highways have confirmed as above they are aware of concerns with safety of the junction of Uplands Road and East Dean Road however they advise that taking into account the increase in vehicle movements generated as a result of this development it is not considered that a severe impact will be created on the highway network and therefore it is in accordance with the NPPF.

A total of 12 parking spaces are proposed to serve the 10 units on site. Using the ESCC Parking Calculator a development of 8 no. 2 bedroom flats and 2 no.1 bedroom flats in the Old Town ward are likely to create a demand for 12 spaces (all unallocated) based on census data and including for likely car ownership growth up to 2027. The 12 parking spaces are therefore adequate, if any additional spaces are required for visitors there is sufficient space to accommodate extra vehicles within the wider highway network without causing any significant problems. The submitted transport report includes details of parking surveys carried out which accord with observations. Cycle parking is also proposed to ESCC Highways standards within the site and this will be controlled by condition.

Whilst residents' concerns are noted the previous application for the development of the site was not refused on highway safety grounds and the advice from ESCC highways is that the proposal would not result in severe impacts to warrant the refusal of the application, therefore it would be considered unreasonable to introduce this as a reason for refusal on this application.

Planning obligations:

Given the number of units proposed the application qualifies for a local labour agreement in line with the thresholds for development detailed on page 11 of the Local Employment and Training SPD dated November 2016.

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 amendments to the scheme overcome previous concerns regarding the bulk and scale of the proposal. The separation into two blocks and the stepping up of the roofs reduces the visual bulk of the proposals and the detailed design of the blocks will not detract visually from the existing surrounding properties.

ESCC Highways have agreed that the access is sufficient for the proposed number of units and the impact on the wider highway network will not be severe to warrant refusal of the application.

Recommendation:

1. Subject to a satisfactory Legal Agreement to cover Local Employment Initiatives then Grant Planning Permission subject to conditions;
2. Should the S106 agreement not be signed within a reasonable time period, , within 8 weeks from the date of the Committee resolution (unless an extension of time has been agreed) the application should be refused on the grounds that the application would not meet policy requirement in terms of the delivery local labour initiatives.

Conditions;

- 1) Time for commencement
- 2) Approved drawings
- 3) Submission of details of materials

- 4) Details of hard and soft landscaping, including planting plans and schedules
- 5) No retained tree to be cut down, uprooted or destroyed
- 6) Protective fences to trees
- 7) Details of services in relation to trees and RPA's
- 8) Details of design and construction of the footway and wall re-instatement which is indicated within the RPA of T1 Beech.
- 9) No burning on or adjacent the site during construction
- 10) Protective fencing during construction to street trees
- 11) No development until the existing vehicular access has been physical closed
- 12) No occupation until visibility splays to new access provided, and maintenance of such.
- 13) Submission of construction management plan
- 14) No occupation until parking spaces has been constructed and made available.
- 15) No occupation until cycle parking has been provided and made available
- 16) Maximum gradients for the proposed access.
- 17) No occupation until pedestrian visibility splays have been provided.
- 18) Prior to commencement submission of details of finished floor levels.
- 19) SUDS details
- 20) Suds proof that details have been implemented

Informatives:

1. Southern water informative
2. Highways Informative

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.