

App.No: 180441	Decision Due Date: 25 June 2018	Ward: Ratton
Officer: Anna Clare	Site visit date: 24 May 2018	Type: Planning Permission
Site Notice(s) Expiry date: 27 May 2018		
Neighbour Con Expiry: 31 May 2018		
Press Notice(s): n/a		
Over 8/13 week reason: To seek further clarification over access arrangements, and amendments to the scheme		
Location: Land adjacent to 38 Timberley Road, Timberley Road, Eastbourne		
Proposal: : Demolition of existing garages, and construction of 4no 2 bed 4 person houses; including associated parking, access, & landscaping		
Applicant: Eastbourne Homes Ltd		
Recommendation: Grant planning permission subject to conditions		

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1 Executive Summary

- 1.1 The application is brought to committee given the application is submitted by Eastbourne Homes Ltd and given the nature of the proposal the redevelopment of a garage court.
- 1.2 The proposal will result in the net gain of four residential dwellings in a sustainable location. For reasons outlined in the report the design, layout and impacts of the development of existing residential properties are considered acceptable.
- 1.3 Therefore the benefits of the proposal are considered to outweigh any harm caused and as such it is recommended that planning permission should be granted subject to conditions.

2 Relevant Planning Policies

- 2.1 National Planning Policy Framework 2012
 - 4. Promoting sustainable transport
 - 6. Delivering a wide choice of high quality homes
 - 7. Requiring good design
- 2.2 Core Strategy Local Plan 2013 Policies
 - B1: Spatial Development Strategy and Distribution
 - B2: Creating Sustainable Neighbourhoods
 - C7: Hampden Park Neighbourhood Policy
 - D1: Sustainable Development
 - D5: Housing
 - D8: Sustainable Travel
 - D10a: Design
- 2.3 Eastbourne Borough Plan Saved Policies 2007
 - UHT1: Design of New Development
 - UHT4: Visual Amenity
 - UHT7: Landscaping
 - HO2: Predominantly Residential Areas
 - HO6: Infill Development
 - HO8: Redevelopment of Garage Courts
 - TR2: Travel Demands
 - TR6: Facilities for Cyclists
 - TR11: Car Parking

3 Site Description

- 3.1 The site refers to an existing garage court of 20 garages, accessed by an existing vehicular access from the south onto Timberley Road.

- 3.2 The site is surrounded on all four sides by two storey single family dwellings of a similar style and character. The site is not situated within a conservation area.
- 3.3 The site is sloped by approximately 1m from the west to east, with properties to the East lower than those to the west.

4 Relevant Planning History

- 4.1 No relevant planning history.

5 Proposed development

- 5.1 The application proposed the demolition of the existing garages on the site and the erection of a terrace of 4, 2 bed, 2 storey residential properties.
- 5.2 The proposal is to utilise the existing access into the site, with a terrace of 4 dwelling facing south with private rear gardens. 9 car parking spaces are proposed within the site.

6 Consultation

6.1 Specialist Advisor (Arboriculture)

- 6.1.1 There are no trees on the site to be impacted by the development. The site is not readily visible to the wider public and access is narrow with limited space for planting.

6.2 Specialist Advisor (Planning Policy)

- 6.2.1 The site is located in Hampden Park Neighbourhood as defined by the Core Strategy (adopted 2013). The vision for Hampden Park Neighbourhood is to increase its level of sustainability whilst assisting in the delivery of housing. The vision will be promoted by delivering housing through infill development on underused land.
- 6.2.2 The site was assessed (ref:HA44) for its development potential in the Strategic Housing and Economic Land Availability Assessment (SHELAA), 2017, and the overall assessment deemed the site suitable for housing and potentially developable. The NPPF encourages effective use of land by reusing land that has been previously developed (brownfield land), provided it is not of high environmental value. As the site has been identified in the SHELAA, it is considered that the principle of residential development is accepted for this proposal.
- 6.2.3 Policy B1 of the Core Strategy will deliver at least 5,022 dwellings in accordance with the principles of sustainable development, more specifically a total of 84 dwellings in Hampden Park Neighbourhood. Policy D5 focusses on delivering housing within sustainable neighbourhoods. Old Town Neighbourhood is defined

as a sustainable neighbourhood, it is ranked number one in section B2 of the Core Strategy. Policy B1 states that priority will be given to previously developed sites with a minimum of 70% of Eastbourne's housing provision to be provided on brownfield land. Furthermore the National Planning Policy Framework (NPPF) supports sustainable residential development. As of 1 January 2018, Eastbourne is only able to demonstrate a 3.16 year supply of housing land, meaning that Eastbourne cannot demonstrate a five-year housing land supply. Para 14 of the NPPF identifies that where relevant policies are out of date, permission should be granted 'unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole'. In addition, national policy and case law has shown that the demonstration of a five year supply is a key material consideration when determining housing applications and appeals. The site has previously been identified in the Council's SHELAA (2017) and the application will result in a net gain of four dwellings.

- 6.2.4 Policy HO8 of the Eastbourne Borough Plan states that planning permission will be granted for the redevelopment of garage courts for residential purposes subject to a well-designed development in terms of siting, scale and materials, no significant harm to residential, visual and environmental amenity, no adverse effect on road safety and provision of adequate car parking. The proximity of neighbouring residential buildings form an important consideration in the determination of the application and these are detailed matters for consideration by the case officer. TR11 of the Eastbourne Borough Plan considers car parking, and new developments must comply with approved maximum car parking standards. The proposal includes nine car parking spaces.
- 6.2.5 Policy US4 of the Eastbourne Borough Plan states that 'All development should make adequate provision for floodplain protection and surface water drainage.' On site remediation through Sustainable Drainage Systems (SuDS) would be required to deal with surface water run-off and drainage into the Eastbourne Park Flood Storage area.
- 6.2.6 The development would provide affordable housing, in line with paragraph 159 of the National Planning Policy Framework (NPPF), the proposal addresses the need for affordable housing. Furthermore policy D5 of the Core Strategy identifies a significant level of need for affordable housing in Eastbourne and the current proposal will provide a positive contribution to this need.
- 6.2.7 In conclusion, the proposal will have a positive contribution to housing numbers and is considered to be in accordance with adopted policy. The garage court is currently not vacant. However the Design and Access statement suggests that the garage court site is currently underutilised and no longer provides an important function for the local area. Furthermore the Core Strategy identifies a significant level of affordable housing need and it is important to maximise the provision of affordable housing. We consider the application to provide sustainable development in line with the NPPF. Therefore there is no objection from a planning policy perspective.

6.3 CIL

6.3.1 The development of housing is liable to CIL, however no payment will be liable as the proposed dwellings are to provide social housing.

6.4 East Sussex County Council Highways

6.4.1 Trip Generation and Impact

The applicant has not provided trip generation analysis as part of this application, but based on an estimated average of 5-6 trips per day for each unit, the expected trip generation from the proposed dwellings is expected to range between 20 and 24 one-way movements per day. This does not factor in existing trips to the garages. Consequently, it is considered that additional trips due to this proposal would not result in a significant increase on existing levels of traffic, and would generate only a negligible impact on the local highway network.

6.4.2 Access

The existing access is narrow, at approximately 3m in width. The planning officer has indicated that the applicant proposes to widen this to approximately 4m by taking part of the front garden of the adjacent property. The adjacent property owner would have to agree to this and the sale of their land to facilitate the widening. However the narrow width of the access (even at 4m) would prevent two-way vehicle flow. As such, vehicles may have to reverse to allow other vehicles to pass, but, given the quiet nature of Timberley Road, and the relatively low number of houses proposed, it is not expected that this would cause any undue safety concerns.

6.4.3 It should be noted though that the submitted Highways Letter only shows swept paths for a large car. It is considered that the site should be able to accommodate delivery vehicles. As such, I would request that swept paths are provided showing a 4.6 tonne panel van able to access and egress the site in forward gear, including appropriate turning manoeuvres on site.

6.4.4 Furthermore, swept paths for fire tenders have not been submitted within the Highways Letter. Turning for fire tenders would not be possible on site, but plans should be provided showing fire tenders accessing the site, and reversing back to the highway. ESFR should be able to give a further view regarding the appropriate measures required in this instance.

6.4.5 Refuse Collection

The applicant has indicated that there would be a refuse collection point to the south-east of the site. The collection staff would be required to walk to the collection point from the highway, as there is insufficient width for refuse vehicles to use the access. The applicant has stated that the Eastbourne Borough Council (EBC) have agreed that the proposed refuse collection point is acceptable, though this should be confirmed by EBC's waste management team, as the collection point is located approximately 35m away from the highway, which is beyond the recommended maximum distance stated in ESCC good practice guidance.

6.4.6 Parking / Cycle Provision

The applicant is proposing 9 vehicle parking spaces on site. ESCC's parking calculator indicates that the expected parking demand for the proposed 4

houses is 5 vehicles if unallocated. Furthermore, the proposed development should cater for the expected displacement of vehicles from the existing garages. The submitted Highways Letter indicates that, from information obtained from EBC, 11 of the garages are void or leased to residents living at least a mile away from the site. If all the garages leased locally (9) are used for parking, then the required number of additional vehicles that should be accommodated is 9. Overall, the proposals should demonstrate sufficient capacity for 14 vehicles.

- 6.4.7 The applicant has undertaken a parking survey for streets within a 200m radius of the site. The area surveyed is considered acceptable. The submitted Highways Letter states that there is capacity for 48 vehicles within walking distance of the site during weekdays, and 60 during the weekend. As such, it is considered that the proposals can adequately accommodate the proposed parking demand, through parking provision on site and capacity on-street.
- 6.4.8 Consideration should also be given to the future maintenance of the car park. As it is intended that the car park is off the public highway, but intended to be available for public use/current users of garages, the maintenance of the car park is the responsibility of the applicant. If the applicant decides to sell the development or individual dwellings, the car park might not be maintained by future owners. Taking this into account, I would request further details regarding the management of the parking area.
- 6.4.9 The dimensions of the parking bays are measured as 4.8m x 2.4m, which is below the required standards as set out in ESCC's 'Guidance for Parking at Residential Developments', Furthermore, if parking bays 1 and 9 are adjacent to walls, these should be widened to 3.0m as per ESCC standards, and swept paths should be provided to demonstrate access is possible.
- 6.4.10 The applicant has not proposed cycle parking spaces, though a shed has been provided towards the rear of each house, which could be used for this purpose. It is considered that this would be acceptable and should be secured by condition.
- 6.4.11 **Walking and Cycling**
The site is located within walking distance of local shops. Furthermore, Hampden Retail Park is within 1.5km of the site, which, whilst being beyond the recommended maximum walking distance of 800m as per IHT guidance, is within comfortable cycling distance. The footways in the area are generally of sufficient width and condition.
- 6.4.12 **Public Transport Accessibility**
The nearest bus stops are approximately 200m east of the site. The bus stops serve Shinewater, Langney, Willingdon Trees and Eastbourne Town Centre. The nearest rail station is Hampden Park, approximately 1.1km east of the site, serving Hasting, Eastbourne, Brighton and London.
- 6.4.13 **Construction**
Given that the existing access is narrow, and would not be able to accommodate large construction vehicles, construction activity could have a significant impact

on the flow of traffic and pedestrian safety on the surrounding highway network. It would therefore be necessary for a Construction Traffic Management Plan to be provided, with details to be agreed.

6.5 East Sussex County Council Highways Further Comments dated 1 July 2018.

The applicant has submitted additional information on 26 June, consisting of a drawing (116.0004.002) showing the swept paths for a 7.5t panel van and a fire tender. The swept paths show the vehicles reversing into the site, and egressing the site in forward gear. Whilst this would not be ideal, it is considered that the infrequent nature of these types of manoeuvres would mitigate this, and is therefore acceptable in this instance.

6.5.1 In addition, the applicant has confirmed via the planning officer that the properties will be managed by Eastbourne Borough Council / Eastbourne Homes Ltd for a minimum period of 40 years. Furthermore, the applicant has indicated that a contractual obligation would be created to ensure future owners of the development would be responsible for the maintenance of the parking area.

6.5.2 It is considered that the submitted information satisfactorily addresses my previous concerns regarding access and the maintenance of the car park.

6.6 East Sussex Fire and Rescue Service

6.6.1 Whilst the access width is acceptable no turning space is provided which is required given the distance. Where it is not possible or reasonably practical to achieve vehicle access requirements for a pumping appliance to within 45m of all points within a dwelling-house, a relaxation may be acceptable if a domestic sprinkler system is installed. The fitting of a sprinkler system will enable fire appliance access to be extended to a maximum of 90m from all points within the dwelling.

7 **Neighbour Representations**

9 Objections have been received and cover the following points, any comments which are not material planning considerations are not included;

- Impact on surrounding residential properties
 - Privacy
 - Noise
 - Overshadowing
- Over developing the site
- Create a feeling of overcrowding
- Design of the proposed dwellings is out of keeping
- Narrow width of the access
- Impact from the demolition of the garages
- Access for emergency vehicles
- Demolition of the garages is a removal of the amenity of the residents who rent them.
- Impacts on services, GP's, Schools etc.

- Risk of Flooding
- Impact on parking in the area
- Water pressure/capacity

8 Appraisal

8.1 Principle of development:

- 8.1.1 The principle of the redevelopment of the garage court for residential development is acceptable in principle.
- 8.1.2 The site has been previously identified for its development potential in the Strategic Housing and Economic Land Availability Assessment (SHELAA), 2017, and the overall assessment deemed the site suitable for housing and potentially developable.
- 8.1.3 The National Planning Policy Framework (NPPF) supports sustainable residential development. As of 1 January 2018, Eastbourne is only able to demonstrate a 3.16 year supply of housing land, meaning that Eastbourne cannot demonstrate a five-year housing land supply. Therefore in accordance with para 14 of the, permission should be granted 'unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole'.
- 8.1.4 The proposal will result in the net gain of four residential dwellings in a sustainable location. Whilst it is acknowledged that the garage court is still in use the applicant states it is underused and no longer an important
- 8.1.5 Therefore the principle of the development is acceptable

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

- 8.2.1 The dwellings are proposed as a terrace central to the site facing south. There is a separation distance, elevation to elevation of 25m with the properties to the south on Timberley Road, and between 20 and 27m with properties to the north on Maplehurst Road. This proximity of residential properties is considered reasonable in an urban environment and is evident elsewhere in the immediate area. Therefore the proposal is not considered out of keeping with the pattern of development in the area.
- 8.2.2 The properties most affected by the proposal will be 29 and 31 Maplehurst which are the terrace to the east of the proposal. The end of terrace will be within 3m of the end of No.29 Maplehurst rear garden, just under 13m from the rear elevation of their property. The end property is propose with a gable fronted hipped roof to minimise the impact on this property. Given the orientation of the properties there will be a limited amount of light loss to the rear gardens of these properties and a general loss of some outlook to NO.29. However given no windows are proposed in the side elevation, which can be controlled by condition, it is not considered there would be a detrimental impact on the privacy afforded these properties.

- 8.2.3 Some overlooking will be increased from the rear upper floor windows towards the further properties of the terrace no.33 and 35 however this overlooking already occurs from other properties in close proximity and from the garage court itself.
- 8.2.4 Properties to the west 21-31 Meadowlands will be less impacted by the development given the slightly longer gardens, a separation distance of 15m elevation to side elevation and the orientation will not result in a loss of light or overshadowing from the proposed development.
- 8.2.5 The dwellings were originally proposed with large windows to the bedrooms on the front and rear elevations at first floor level however these were reduced in size following concerns raised regarding the perception of overlooking.
- 8.2.6 An alley/walkway is proposed to be retained around the properties and rear gardens to retain the access afforded to all properties surrounding rear gardens.
- 8.2.7 The access is proposed to be widened by taking 0.8m of the front garden of the existing property to the east No.32 Timberley Road. This property is under the same ownership. This will result in this property having windows directly onto the access road, however the existing low level wall affords little privacy from the existing access. Given the number of dwellings and considering the existing use it is not considered that this proposal will increase comings and goings to an extent to be significantly detrimental to the occupier of this property.
- 8.2.8 The property to the west of the access is under separate ownership and no alterations to this are proposed. The owners of this property object to the application including on the grounds of impact on their privacy both to the rear and side. The property has existing windows in the side elevation however these are already overlooked from the existing access. Again it is not considered that the use of the access way given the number of properties and considering the existing use will have significant additional impacts on this property.
- 8.3 Impact of proposed development on amenity of the future occupiers:
- 8.3.1 The total proposed internal floor area of the four two-bedroom dwellings fall within the accepted minimum as recommended by the DCLG's Technical Housing Standards (79m²) for a two storey, two bedroom house (approximately 81-82m²).
- 8.3.2 Policy B2 of the Core Strategy states that all schemes within a neighbourhood will be required to 'Protect the residential and environmental amenity of existing and future residents'.
- 8.3.3 The proposed units are considered to provide a good standard of accommodation for future occupiers in accordance with policy B2 of the Core Strategy and The NPPF (para 9) which aims to pursue sustainable development and seeks positive improvements in the quality of the built environment as well as in people's quality of life. Improvements include: replacing poor design with better design; improving the conditions in which people live; and widening the

choice of high quality homes. Policy D1 considers sustainable development and the proposal is demonstrating efficient use of land and infrastructure, in line with policy.

8.4 Design issues:

8.4.1 The materials proposed are a yellow stock brick to the ground floor of the elevations off set with a grey fibre cement board fixed vertically at first floor level and to either gable end, with a grey artificial slate tiled roof.

8.4.2 The development is two storeys in height which is as per the pattern of the wider development of the area. The existing surrounding properties are red brick with brown tile. The design is considered acceptable and whilst in contrast to the existing properties has limited impacts on the street scene given the site is contained to the rear of other properties.

8.4.3 Given the location/context this design response is considered appropriate as are the materials.

8.5 Impacts on trees:

8.5.1 There are no trees on the site to be impacted by the proposal.

8.6 Impacts on highway network or access:

8.6.1 No objection in principle is raised by ESCC Highways, further swift path analysis of the largest vehicles expected to enter the site have been provided at their request. The ESCC Parking Demand Calculator anticipates that the proposed developments would result in the following parking demands. The calculator takes into account Census data by ward and by housing tenure. If spaces are unallocated the development, 4 dwellings which are 'affordable' according to the calculator would create a demand for 4 car parking spaces. If allocated at 1 space per unit, the demand created would be 5.7 spaces. Whether the spaces are allocated or not could be controlled by condition if felt necessary.

8.6.2 In total 9 parking spaces are proposed within the site, it is not indicated if these would be allocated or unallocated. The car parking spaces are 2.4m by 4.8m which is in line with the Manual for Streets Guidance. East Sussex Standards require 2.5m x 5m spaces therefore the proposal is slightly below this. It is considered the 9 spaces fill for the width of the site, to provide 10cm wider spaces will result in the loss of 1 space so providing 8 parking spaces. As the width distance is so minimal it is considered reasonable to accept the Manual for Streets width measurement to allow more spaces to be provided.

8.6.3 The total number of spaces provided is therefore considered to meet the demands created by the development. It would not be considered that the development of the 4 residential properties would create additional traffic generation on the surrounding highway network when compared with the existing 20 garages to warrant a refusal of the application on the grounds of additional vehicle movements.

- 8.6.4 Further to comments by ESCC Highways Consultation has taken place with ESFRS who state that whilst the width of the access is acceptable no turning head is proposed. Therefore the properties would need to be installed with a sprinkler system which increases the maximum distance from 45m to 90m for a fire appliance. The rear elevation of the furthest property is 70m.
- 8.6.5 In relation to refuse collection, the proposed collection point at the top of the access road is 26m from Timberley Road. The Good Practice Guide for Developers for refuse and recycling storage within Eastbourne advises on a distance up to 25m from a vehicular access. Whilst slightly over this recommendation the access is flat and straight and as such it is considered on balance this is reasonable.
- 8.6.6 Eastbourne Homes Ltd, the Applicant has confirmed that it is the intention that the car parking along with the property would be managed by EBC/EHL therefore ensuring the car parking is retained in the long term.

8.7 Conclusion:

- 8.7.1 The site has been previously identified for its development potential in the Strategic Housing and Economic Land Availability Assessment (SHELAA), 2017, and the NPPF supports sustainable residential development.
- 8.7.2 Eastbourne is only able to demonstrate a 3.16 year supply of housing land, therefore In accordance with paragraph 14 of the NPPF, permission should be granted 'unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole'.
- 8.7.3 The proposal will result in the net gain of four residential dwellings in a sustainable location. For reasons outlined in the report the design, layout and impacts of the development of existing residential properties are considered acceptable.
- 8.7.4 Therefore the benefits of the proposal are considered to outweigh any harm caused and as such it is recommended that planning permission should be granted subject to conditions.

9 **Human Rights Implications**

- 9.1 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.

10 **Recommendation**

- 10.1 Grant planning permission subject to the following conditions;

1. The development hereby permitted shall be begun before the expiration of three years from the date of permission.
Reason: To comply with Sections 91 and 92 of the Town and County Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
2. The development hereby permitted shall be carried out in accordance with the approved drawings;
17-076 0007 P04 Proposed Site Plan
17-076 0008 P03 Proposed Plans and Elevations Plots 1. 2. 3 and 4
17-076 0009 P01 Proposed Indicative Street Scenes
3. Reason: For the avoidance of doubt and in the interests of proper planning.
4. The external finishes of the development hereby permitted shall be as stated on the approved drawings unless agreed otherwise in writing by the Local Planning Authority.
Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area.
5. Prior to the commencement of development details of the finished floor level of the approved dwellings shall be submitted to and approved in writing by the Local Planning Authority.
Reason: To protect the amenity of surrounding residents given the ground level differences across the site.
6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extension, enlargement or other alteration of the dwellinghouses, and no outbuildings shall be erected within the curtilage of the dwellings other than that expressly authorised by this permission shall be carried out without planning permission obtained from the Local Planning Authority.
Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties
7. Prior to the commencement of the development details of foul and surface water drainage scheme to be submitted to and approved in writing by the Local Planning Authority.
Reason: To ensure satisfactory foul and surface water drainage is provided to the development.
8. Of the 9 parking spaces hereby approved a maximum of one parking space per dwelling shall be allocated, the rest shall remain unallocated for additional vehicles/visitors.
Reason: To ensure visitor parking spaces are maintained within the site.
9. 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 on Sundays or Bank Holidays unless previously been agreed In writing by the Local Planning Authority.

Reason: In the interest of maintaining the amenities of nearby residents/occupiers.

10. No development shall commence until the vehicular access serving the development has been constructed in accordance with the approved drawing 17-076 0007 P04 Proposed Site Plan

Reason: In the interests of road safety.

11. The access shall have maximum gradients of 4% (1 in 25) from the channel line, or for the whole width of the footway/verge whichever is the greater and 11% (1 in 9) thereafter.

Reason: In the interests of road safety.

12. No part of the development shall be occupied until the car parking has been constructed and provided in accordance with the approved plans. The area[s] shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To provide car-parking space for the development.

13. No part of the development shall be occupied until cycle parking spaces have been provided in accordance with the approved details. The area[s] shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

14. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and egress and routeing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

- details of site welfare structures

Reason: In the interests of highway safety and the amenities of the area

15 Notwithstanding the details shown on the plans hereby approved all dwellings shall be fitted with a 'sprinkler system' prior to the first occupation and this facility shall remain maintained and functional for the life of the development.

Reason:- in the interest of fire safety.

11 Appeal

- 11.1 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.

12 Background papers

The background papers used in compiling this report were as follows:

- **Case file**