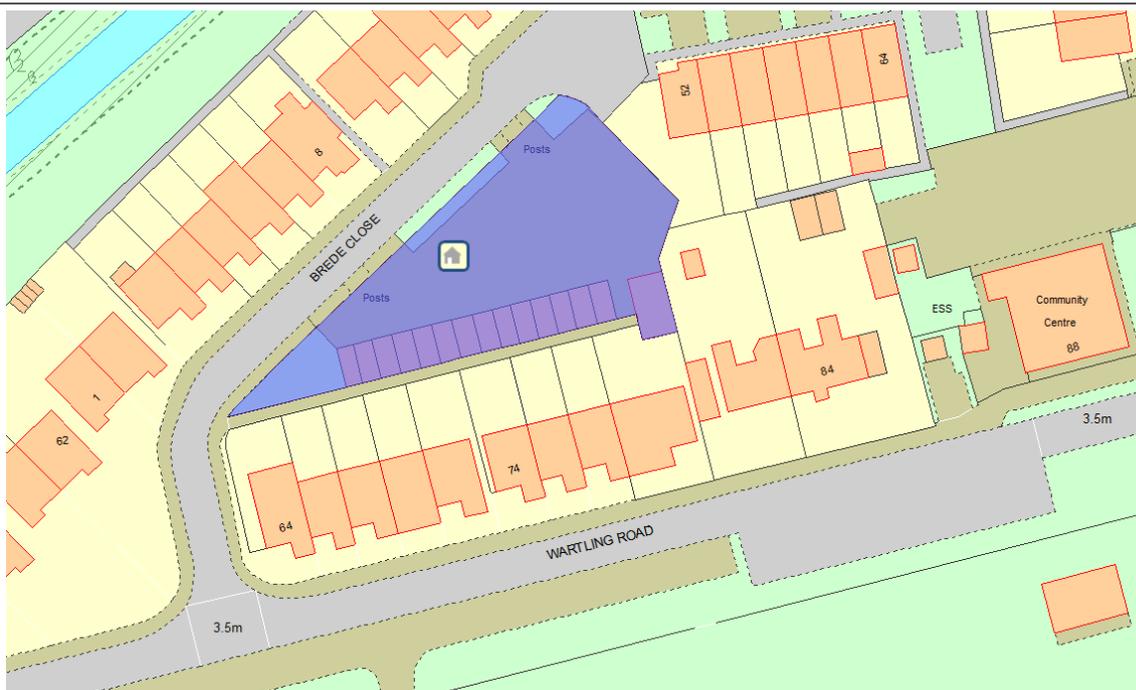


App.No: 180438	Decision Due Date: 25 June 2018	Ward: Devonshire
Officer: Anna Clare	Site visit date: 4 June 2018	Type: Planning Permission
Site Notice(s) Expiry date: 27 May 2018		
Neighbour Con Expiry: 16 July 2018		
Press Notice(s): n/a		
Over 8/13 week reason: To seek amendments to garage access		
Location: Land off Brede Close, Brede Close, Eastbourne		
Proposal: : Demolition of existing garages, and construction of 6no new dwellings, 1no. 1 bed 2 persons, 5no. of 2 bed 4 person houses; including associated parking, access, & landscaping. Amended plans submitted to provide improved access to proposed garages by moving the proposed development 1.4m further into the site.		
Applicant: Eastbourne Homes Ltd		
Recommendation: Grant Planning Permission subject to conditions		

Contact Officer(s): **Name:** Anna Clare
Post title: Specialist Advisor - Planning
E-mail: anna.clare@eastbourne.gov.uk
Telephone number: 01323 4150000



1 Executive Summary

- 1.1 Members will recall that this application was deferred from July's Planning Committee in order to facilitate an additional round of public consultation. Additional representations following the additional consultation have been incorporated into this report. 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 six 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
C8: Langney 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 Brede Close is an existing dead end street, running behind the section of Wartling Road which runs between the existing Crumbles Sewer and the

Sovereign Leisure Centre Roundabout. There are residential properties only to the northern part of Brede Close. The site refers to an existing garage court of 14 garages and a hard surfaced parking forecourt to the southern part of Brede Close, the car parking is informal and not laid out. There is an existing sub station to the south-eastern corner of the site, situated on the southern side of Brede Close.

- 3.2 To the west the site is the Regency Park Development a modern housing development. Brede Close is a dead end, with no vehicle or pedestrian access through to the adjacent development.
- 3.3 There is a single tree within the site adjacent the substation within the south-east corner.
- 3.4 The properties of Brede Close and Wartling Road to the south are of a similar character and style, two storey single dwelling houses with small front garden areas.

4 Relevant Planning History

- 4.1 No relevant to the application.

5 Proposed development

- 5.1 The application proposes the erection of a terrace of 6 dwellings, 1 one bedroom flat at first floor to the east of the terrace with two undercroft parking spaces, and 5 three storey town houses with garages at the ground floor.
- 5.2 The properties are proposed facing north-west onto Brede Close. Three car parking spaces and landscaping is proposed to the south of the site at the entrance of Brede Close. A further two car parking spaces and refuse storage area are proposed to the northern boundary retaining an access road to the existing sub station at the south-eastern corner of the site.

6 Consultations

6.1 Specialist Advisor (Arboriculture)

- 6.1.1 The sycamore tree on the site is proposed to be removed. This is located on the southern aspect of the propose dwellings and would therefore case significant shade for the early part of the day. The tree would also harbour aphids and they would deposit honeydew over much of the garden. Similarly the tree will also produce prolific numbers of seedlings. Therefore I doubt that the future occupants will want ta tree in this position and I think they will collectively set about trying to get it removed. Therefore no objection in principle in terms of the existing trees. A condition relating to Landscaping is recommended.

6.2 Specialist Advisor (Planning Policy)

- 6.2.1 The site is located in Seaside Neighbourhood in a predominantly residential area as defined by the Core Strategy (adopted 2013) and Eastbourne Borough Plan,

respectively. The vision for Seaside Neighbourhood is to play an important role in the delivery of housing. The vision will be promoted by providing new housing through redevelopment.

- 6.2.2 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.
- 6.2.3 The site was assessed 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.
- 6.2.4 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 448 dwellings in Seaside Neighbourhood. Policy D5 focusses on delivering housing within sustainable neighbourhoods. Seaside Neighbourhood is defined as a sustainable neighbourhood and 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 six dwellings.
- 6.2.5 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 12 car parking spaces which has been assessed as sufficient.
- 6.2.6 Policy US5 (Tidal Flood Risk) states '*Development will not be permitted in areas*

considered to be in consultation with the Environment Agency, at an unacceptable risk of flooding from the sea. In areas which are at risk from flooding, where, in consultation with the Environment Agency, planning permission is granted development will be required to comply with construction standards and minimum floor levels.' Reference should be made to Strategic Flood Risk Assessment (SFRA) when considering location and potential future flood risks to developments and land uses. The site for the application is in Flood Zone 3; this is classed as high probability of land having 1 in 200 or greater annual probability of sea flooding. The flood risk assessment of the site enclosed with the proposal documents states that 'Construction of the proposed development will not increase the flood risk of the neighbouring properties. It is stated in policy D9 of the Core Strategy that 'development proposals that avoid areas of current or future flood risk and which do not increase the risk of flooding elsewhere' will be supported.

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 Southern Water

6.4.1 A formal application for connection to the sewer is required in order to service this development. Informative requested.

6.5 Environment Agency

6.5.1 We have no objection to the proposed development as submitted, subject to the inclusion a condition in relation to the carrying out of the development in accordance with the FRA, and an informative to advise the future occupants to sign up for the Flood Warning Service given the location of the site.

6.6 East Sussex County Council Highways

6.6.1 Trip generation

Based on an estimated average of 5-6 trips per day for each unit, the expected additional trips are expected to rmake between 30 and 36. This does not factor in existing trips to the garages. Consequently, it is not considered that additional trips due to this proposal would result in a significant increase on existing levels of traffic, and would generate a negligible impact on the local highway network.

6.6.2 Parking/cycle provision

The application proposes to provide 12 parking spaces, 7 of which are within garages. The ESCC parking calculator estimates the parking demand arising from the development is 6 spaces. ESCC guidance for Parking at Residential Developments stipulates that garage will only count as 1/3rd space each due to their limited use. As such, the considered parking provided is 7 spaces. The parking provision is therefore sufficient for the proposed development.

6.6.3 An amended plan was submitted, along with an associated swept path plan showing the development moved further from the kerbline, thereby allowing access and egress from the proposed garages without risk of collision with vehicles parked opposite on Brede Close.

6.6.4 The parking demand in the existing garages and in the hardstanding area in front of the garages would be required to be accommodated. It is not expected that all the garages in use will be for the parking of vehicles, but it is assumed that the forecourt area would be used by local residents. As such, the estimated number of displaced vehicles is 17 (6 in garages, 11 on the hardstanding area). Unless otherwise proven through parking surveys of current usage for these areas are provided, the applicant is required to demonstrate capacity for 17 vehicles in the local highway network.

6.6.5 The applicant has submitted a Technical Note, which accepts that the available parking on Vine Square is unlikely to be used by residents. It also states that Eastbourne Borough Council own the grass verge area on Wartling Road where parking currently occurs. Confirmation has been subsequently received from the Planning Officer that Eastbourne Borough Council owns and is responsible for the maintenance of this area of land, and the council do not have plans to remove the informal arrangement of parking at present.

6.6.6 It is considered that the total available parking capacity, as identified in the parking survey, is 22 spaces. 17 spaces are required to accommodate informal parking that currently occurs within the site so the parking survey sufficiently demonstrates that this is achievable.

6.6.7 Accessibility

The site is situated within walking distance of local shops and services, with a retail park approximately 500m to the north of the site. Footways in the area are generally in good condition and there are suitable crossing facilities where appropriate. The nearest bus stop is approximately 230m east of the site and has services running from Eastbourne Town Centre, Sovereign Harbour and Langney. The nearest train station is Eastbourne Railway Station, with regular services to Lewes, Brighton and London and is accessible by bus from the site.

6.6.8 Construction

The access to the site is via Wartling Road and Brede Close, two narrow cul-de-sacs. Construction activity at the site could have a significant impact on the flow of traffic and pedestrian safety in the surrounding highway network. It would therefore be necessary for a Construction Traffic Management Plan to be provided, with details to be agreed.

7 Neighbour Representations

7.1 Objections have been received from 10 surrounding residential properties on the following grounds;

- Loss of garages
- Impact on parking
- Due to the location of the driving test centre, Brede Close is used by driving instructors
- Princes Park attracts people parking in the Close
- Providing more dwellings will make the road busier
- Over development/over crowding
- Additional noise and pollution from more traffic
- Visual impact
- Impact on the existing properties light/outlook/privacy
- Proposed properties are higher than existing and therefore overbearing
- Design is out of keeping with existing properties
- Limited access for deliveries/services
- Loss of view
- Impact on wildlife

Councillor Wallis has objected to the application stating;

- The design is not in keeping with the neighbourhood
- The height of the building would be intrusive and impacts on existing residents privacy
- The area is already heavily developed
- Impacts on car parking – the area suffers with excessive on street parking
- Access to Brede Close is narrow and already difficulty for emergency vehicles, delivery vans etc.

52 Wakehurst Road have written in objection to the application. This property shares a boundary with the site to the east. They object to the positioning of the bin store adjacent the boundary which could result in pest issues, smell issues, and rubbish blowing into their property; the store could also assist with people climbing over the fence that separates the property from the site.

64 Wakehurst comment in support in principle for the development but ask for a pedestrian route to be considered between Regency Park development and Brede Close.

Appraisal

8.1 Principle of development:

8.1.1 The principle of the redevelopment of the garage court for residential development is acceptable.

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 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'.
- 8.1.4 The proposal will result in the net gain of six 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 proposal is three storeys to overcome flooding issues by placing all living accommodation on the upper floors and to provide garage accommodation for a vehicle at ground floor. The height is minimised by incorporating gable ends to either front and rear elevation and pitched roof between.
- 8.2.2 The proposed properties are upside down, with bedrooms at first floor and living accommodation at second floor level. The properties are proposed to face the existing properties on the northern side of Brede Close, north-west. With the rear elevation facing south-west, towards the rear elevation of properties to the rear on Wartling Road which face south.
- 8.2.3 The five dwelling houses proposed three storeys are to the northern end of the terrace with the southern most property a two storey building with garage at ground floor and a one bed flat at first floor level. The terrace of three storey properties will be situated between 15m and 30m from the rear elevation of the existing properties. The siting of the proposed development was amended during the application, moving the block 1.5m closer to the rear of the site to provide improved access to the garages following concerns raised by ESCC Highways.
- 8.2.4 Whilst they are higher than the existing it is not considered they would create a significantly overbearing relationship with the existing properties. Only the last two properties (plots 5 and 6) are proposed with windows in the rear elevation at second floor level. The three in closest proximity to the existing residential properties are proposed with rooflights to serve the third floor and all will have windows to the front elevation.
- 8.2.5 The proposed first floor flat has windows serving the hall way and living area to the rear elevation and an external staircase from the hall. This will be some 16m from the rear elevation of the existing properties of Wartling Road. The staircase has a small platform area which is not large enough for use as a terrace; and

gives access to the rear garden for the flat. The use of the staircase could be limited by condition for access purposes only.

- 8.2.6 It appears that the layout of the site has been carefully considered to minimise the impacts in on the existing properties. The proposed development is to the north of the existing Warling Road properties and therefore is unlikely to cause any significant overshadowing regardless of the height.
- 8.2.7 To the front elevation the properties will appear as town houses with a small window in the gable end to serve the second floor. It is not considered that this elevation will cause significant overlooking either perceived or actual towards the existing properties to the front to warrant the refusal of the application.
- 8.2.8 Therefore on balance given the orientation, the layout and the proposed fenestration it is not considered the development will significantly impact on the existing properties to warrant the refusal of the application.
- 8.3 Impact of proposed development on amenity of future occupiers
- 8.3.1 The total proposed internal floorspce for the one-bedroom dwellings falls within the accepted minimum GIA (50m²) for a one storey, one bedroom flat (approximately 52m²).
- 8.3.2 The total proposed internal floorspace for the two-bedroom dwellings falls within the accepted minimum GIA (75m²) for a three storey, two bedroom dwelling (approximately 80m²).
- 8.3.3 The dwellinghouses are townhouses, with ground floor garages to provide car parking. The first floor is proposed bedrooms with the living accommodation within the roofspace at second floor level. To protect the amenity of the existing properties on Wartling Road three of the 5 properties which are in closest proximity are proposed with rooflights only to the rear living space, windows are proposed to the kitchen area at the front of the property. The two eastern most properties are proposed with rear elevation windows at second floor level. It is not ideal to have only rooflights to the rear living space, however this is open plan and natural light and ventilation will be provided.
- 8.3.4 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'. Therefore the proposal is in accordance with policy B2 of the Core Strategy. The NPPF (para 9) 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.
- 8.3.5 Therefore on balance the proposal is considered to provide an acceptable standard of amenity for future occupiers.

8.4 Design issues:

8.4.1 The proposed town houses with garages at ground floor is not evident in the immediate area which is predominantly two storey residential properties. However there are town houses elements within the adjacent Regency Park Development. They are not considered an unusual form of development generally, especially on confined sites with a general lack of on street car parking. The layout and separation distances are considered reasonable within an urban environment and are evident in the surrounding area. Therefore the proposal would not be out of character with the surrounding pattern of development.

8.4.2 The development is proposed to be constructed in yellow brick with grey tiled roof and dark grey fibre cement cladding fixed vertically to the first floor and side elevations. The existing properties of Brede Close and Wartling Road are red brick with red tile cladding at first floor and brown tiled roof. The adjacent Regency Park development is a more modern development with a mix of materials, including render, red brick and cladding. Given the mixed character within the wider area, the proposed materials and the style of the proposed properties is considered acceptable.

8.5 Impacts on trees:

8.5.1 There is no objection in principle to the loss of the sycamore tree. There are elements of landscaping to the proposal which will soften the appearance of the development. The landscaping content will be secured by condition to be implemented pre occupation of the dwellings.

8.6 Impacts on highway network or access:

8.6.1 Based on estimated average trips per day for each unit, and considering the existing use of the garages, it is not considered that additional trips due to this proposal would result in a significant increase on existing levels of traffic, and would generate a negligible impact on the local highway network.

8.6.2 The application proposes to provide 12 parking spaces in total, given 5 of these are garages which ESCC guidance stipulates will only count as 1/3rd space the total parking spaces provided is considered to be 6 spaces. The ESCC parking calculator estimates the parking demand arising from the development is 6 spaces, therefore the parking provision is therefore sufficient for the proposed development.

8.6.3 ESCC Highways consider that the parking survey of available surrounding on street parking should show space for the displacement of 17 vehicles (6 in garages, 11 on the hardstanding area). The Applicant has provided details of the occupiers of the garages which shows that 5 of the garages are occupied by immediately surrounding properties. Therefore it can be considered these could be housing vehicles otherwise vying for on street parking spaces.

8.6.4 It is considered that the parking survey shows available parking capacity of 22 spaces, when including the informal parking area, owned by Eastbourne

Borough Council adjacent to Princes Park. ESCC Highways have not raised an objection to the application. Therefore it is considered that the displaced parking can be accommodated on street. As such it is not considered that a reason for refusal on the grounds of the impact on parking generally in the area could be justified.

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 following approved drawings;

17-076 0007 P04 Proposed Site Plan S03 Brede Close

17-076 0008 P03 Proposed Floor Plans S03 Brede Close

17-076 0009 P04 Proposed Floor Plans S03 Brede Close

17-076 0010 P02 Proposed Indicative Street Scenes

17-076 0011 P02 Sketch Section ***needs amending

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

3. The external finishes of the development hereby permitted shall be as stated on the approved drawings, unless agreed otherwise by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area.

4. Prior to the completion or first occupation of the development hereby approved, whichever is the sooner; details of treatment of all parts of the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner.

Details shall include:

- a) a scaled plan showing vegetation to be retained and trees and plants to be planted:
- b) proposed hardstanding and boundary treatment
- c) a schedule detailing sizes and numbers of all proposed trees/plants
- d) sufficient specification to ensure successful establishment and survival of new planting.

Any new tree(s) that dis(s) are/is removed, become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which die, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Replacement planting shall be in accordance with the approved details unless agreed otherwise with the Local Planning Authority.

Reason: To safeguard and enhance the character and amenity of the area.

5. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) (April 2018) and the following mitigation measures detailed within the FRA:

1. The measures as stated in paragraph 7.1.2 shall be implemented:
 - i. Ground floor is to be used for garages, storage and access only, with living accommodation restricted to the first floor and above
 - ii. Ground floor levels are set as high as is practicable, and no lower than 3.5mAOD
 - iii. First floor levels are set no lower than 6.2mAOD
2. All Flood Resistant and Resilient construction measures proposed within paragraph 7.1.4 of the FRA are implemented.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: In line with section 9 of the Planning Practice Guidance of the National Planning Policy Framework (NPPF) for Flood Risk and Coastal Change to reduce the risk of flooding to the proposed development and future occupants.

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 enlargement or extension, window, dormer window, rooflight or door other than those expressly authorised by this permission shall be constructed without planning permission obtained from the Local Planning Authority to the dwellings hereby approved.

Reason: To safeguard the amenities of the occupiers of nearby properties.

7. 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 outbuildings, raised platforms or hardsurfacing shall be erected within the curtilage of dwelling houses hereby approved 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 and to the character of the area.

8. Notwithstanding the approved drawing, prior to the first occupation of the development hereby approved details of the enclosure to the proposed bin storage shall be provided and approved in writing by the Local Planning Authority, the development shall thereafter be carried out in accordance with the approved drawings prior to the first occupation of the development.

Reason: To ensure satisfactory refuse and recycling to the properties and to protect the amenity of the adjacent residential property.

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 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 S03 Brede Close

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 routing 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.

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

15. No development shall commence until details of the relocation or removal of the telegraph pole on the site, with the necessary agreement from the provider/owner has been submitted to and approved in writing by the Local Planning Authority, the telegraph pole shall thereafter be removed or relocated prior to the commencement of development in accordance with the details approved.

Reason: To sustain the connections for existing residential properties.

Informative

1. Advice to Applicant: As the development is within Flood Zone 3, we strongly advise that the occupants of the properties sign up to our Flood Warning Service. More details can be found here:

<https://www.gov.uk/sign-up-for-flood-warnings>

11 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.

12 Background papers

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

- **Case file**