

Planning Committee

25 July 2022



Working in partnership with **Eastbourne Homes**

Time and venue:

6.00 pm in the Court Room at Eastbourne Town Hall, Grove Road, BN21 4UG

Membership:

Councillor Jim Murray (Chair); Councillors Peter Diplock (Deputy-Chair) Jane Lamb, Md. Harun Miah, Amanda Morris, Colin Murdoch, Barry Taylor and Candy Vaughan

Quorum: 2

Published: Friday, 15 July 2022

Agenda

- 1 **Introductions**
- 2 **Apologies for absence and notification of substitute members**
- 3 **Declarations of Disclosable Pecuniary Interests (DPIs) by members as required under Section 31 of the Localism Act and of other interests as required by the Code of Conduct.**
- 4 **Minutes of the meeting held on 30 May 2022 (Pages 5 - 10)**
- 5 **Urgent items of business.**

The Chairman to notify the Committee of any items of urgent business to be added to the agenda.
- 6 **Right to address the meeting/order of business.**

The Chairman to report any requests received to address the Committee from a member of the public or from a Councillor in respect of planning applications/items listed and that these applications/items are taken at the commencement of the meeting.
- 7 **2 Burrow Down. ID: 220109 (Pages 11 - 18)**
- 8 **41 Brampton Road. ID: 210882 (Pages 19 - 28)**
- 9 **Unit 7, The Crumbles. ID: 211058 (Pages 29 - 36)**
- 10 **Date of next meeting**

To note the next meeting of the Planning Committee is scheduled to be held on Monday, 22 August 2022.

Information for the public

Accessibility:

Please note that the venue for this meeting is wheelchair accessible and has an induction loop to help people who are hearing impaired. This agenda and accompanying reports are published on the Council's website in PDF format which means you can use the "read out loud" facility of Adobe Acrobat Reader.

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Speaking at Planning

Registering your interest to speak on Planning Applications

If you wish to address the Committee regarding a planning application, you need to register your interest by emailing committees@lewes-eastbourne.gov.uk **by 12 noon on Thursday 21 July**. Requests made beyond this date cannot normally be accepted. Please provide your name, address and contact number, the application number and the proposed development to which it refers. You need to make clear whether you wish to speak in favour or against the application and your relationship to the site.

The Public Speaking Scheme rules place a limit on the numbers of public speeches allowed and time allotted apply. So up to 2 members of the public can speak (up to 1 objector and 1 supporter) on a first come first served basis and that one person can act as spokesperson for a group. In addition, the ward member will be allowed to speak. Anyone who asks to speak after someone else has registered an interest will be put in touch with the first person, or local ward Councillor, to enable a spokesperson to be selected. Those who are successful, will receive an email to formally confirm their request to speak has been granted. The speech should take no longer than 3 minutes (which is approximately 500 words).

Please note:

Objectors will only be allowed to speak where they have already submitted objections in writing, new objections must not be introduced when speaking.

You should arrive at the Town Hall at least 15 minutes before the start of the meeting and will be advised which microphone to use.

The Chair will announce the application and invite officers to make a brief summary of the planning issues.

The Chair will then invite speakers to the meeting table to address the Committee in the following order:

- Objector
- Supporter
- Ward Councillor(s)

The objector, supporter or applicant can only be heard once on any application, unless it is in response to a question from the Committee. Objectors are not able to take any further part in the debate.

Information for Councillors

Disclosure of interests:

Members should declare their interest in a matter at the beginning of the meeting.

In the case of a disclosable pecuniary interest (DPI), if the interest is not registered (nor the subject of a pending notification) details of the nature of the interest must be reported to the meeting by the member and subsequently notified in writing to the Monitoring Officer within 28 days.

If a member has a DPI or other prejudicial interest he/she must leave the room when the matter is being considered (unless he/she has obtained a dispensation).

Democratic Services

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Working in partnership with **Eastbourne Homes**

Planning Committee

Minutes of meeting held in Court Room at Eastbourne Town Hall, Grove Road, BN21 4UG on 30 May 2022 at 6.00 pm.

Present:

Councillor Peter Diplock (Deputy-Chair).

Councillors Penny di Cara, Choudhury, Robin Maxted, Barry Taylor, Md. Harun Miah, Colin Murdoch and Candy Vaughan.

Officers in attendance:

Neil Collins (Senior Specialist Advisor for Planning), Leigh Palmer (Head of Planning First), Joanne Stone (Lawyer, Planning), and Emily Horne (Committee Officer)

1 Welcome and Introductions

Members of the Committee and Officers present introduced themselves to all those who were present during the meeting.

2 Apologies for absence and notification of substitute members

Apologies had been received from Councillors Lamb, Morris and Murray. Councillor di Cara confirmed that she was acting as substitute for Councillor Lamb. Councillor Choudhury confirmed that he was acting as substitute for Councillor Morris, and Councillor Maxted confirmed that he was acting as substitute for Councillor Murray.

3 Declarations of Disclosable Pecuniary Interests (DPIs) by members as required under Section 31 of the Localism Act and of other interests as required by the Code of Conduct.

None.

4 Minutes of the meeting held on 19 April 2022

The minutes of the meeting held on 19 April 2022 were submitted and approved as a correct record, and the Chair was authorised to sign them.

5 Urgent items of business.

There were no urgent items. An officer addendum, however, was circulated to the Committee prior to the start of the meeting, updating the main reports on the agenda with any late information (a copy of which was published on the Council's website).

6 The Tiled House, Chesterfield Road. ID: 211032

Demolition of existing dwelling and erection of 4no. bedroom single storey detached dwelling – **MEADS**

The Senior Specialist Advisor (Planning) presented the report. The application was brought back to committee following receipt of amended drawings concerning the neighbouring land, to determine if an alternative decision would have been made had this information been available when the application was reported to the Planning Committee in March 2022.

The Committee was advised by way of an Addendum that there were no further updates following completion of the officer's report.

The Chair exercised his discretion in allowing additional speakers to speak for and against the application, whilst giving equal speaking time to both sides to ensure natural justice.

Bob Lindsey (Neighbour) and Mr Dennis Scard (Chair of Meads Community Association) spoke in objection to the application. Mrs Naomi Timlin (Applicant) and Mr Alex Peacock (Architect) spoke in support of the application. Councillor Smart, Ward Councillor, addressed the Committee in objection to the application.

The Committee raised concerns regarding visual impact, over development and impact on the neighbouring property.

Councillor Taylor proposed a motion against the officer's recommendation to refuse the application. This was seconded by Councillor Murdoch and was carried.

RESOLVED: by (5 votes to 2 against and 1 abstention) that planning permission be refused on the grounds of visual impact and impact on the street scene.

7 Moira House School, Upper Carlisle Road. ID: 220014

Partial demolition and change of use of vacant private school to C3 (residential) to enable conversion of Moira House, Boston House, and Dunn House to 33 apartments and 2 houses. Associated excavation to facilitate construction of covered parking area. Erection of 17 new family houses, along with dedicated parking for houses and associated landscaping, communal amenity space and play space – **MEADS**.

The Senior Specialist Advisor (Planning) presented the report.

The Committee was advised by way of an Addendum that no visibility evidence had been received following completion of the officer's report.

The Chair exercised his discretion in allowing an additional speaker to speak

for the application. No requests were received to speak against the application.

Mr Dennis Scard (Chair of Meads Community Association) and Mr James Taylor (Applicant) spoke in support of the application. Councillor Smart, Ward Councillor, addressed the Committee in support of the application.

The Committee welcomed the proposal and the collaborative approach between the developer, residents and the Meads Community Association.

Councillor Taylor proposed a motion to approve the application in line with the officer's recommendation. This was seconded by Councillor Miah and was carried.

RESOLVED: (unanimously) that Planning permission be approved, and to delegate the Head of Planning to fully evaluate the independent review of the submitted Financial Viability Assessment by the Council's elected consultants and to finalise the schedule of conditions; on the provision that these issues are concluded favourably, the Head of Planning to issue a Section 106 agreement to secure a local labour agreement, alterations to square off the junction of Carlisle Road with Upper Carlisle Road and to include dropped kerbs and tactile paving, improvements to pedestrian and bus stop facilities, travel Plan and audit fee of £4,500, as set out in the officer's report.

8 36 Broomfield Street. ID: 220236

Outline planning permission (Access, Appearance, Layout and Scale) for demolition of existing garage block and erection of 2x semi-detached 3bedroom dwellings, 2x semi-detached 2 bedroom dwellings and 3x detached 3 bedroom dwellings together with parking, garages and new site access road - **OLD TOWN.**

The Senior Specialist Advisor (Planning) presented the report.

The Committee was advised by way of an Addendum of information received concerning the rights of access to the site and surrounding properties.

Mr James Whelan (Neighbour) addressed the Committee in objection to the application.

The Committee raised concerns regarding the reduction in width of the access.

Councillor Maxted proposed a motion against the officer's recommendation to refuse the application. This was seconded by Councillor Taylor and was carried.

RESOLVED: (unanimously) that Planning permission be refused on the grounds that the development would by reason of the access arrangements prejudice the safety of highway users contrary to adopted policy.

9 19 Sancroft Road. ID: 210845

Demolition of existing dwelling and erection of 2no.3 bed semi-detached dwellings - **OLD TOWN.**

The Senior Specialist Advisor (Planning) presented the report

The Committee was advised by way of an Addendum that there were no further updates following completion of the officer's report.

Mr Andy Thurman (Neighbour) addressed the Committee in objection to the application.

The Committee was of a mixed opinion. A few members raised concerns regarding parking, out of keeping, unnecessary demolition of a single house to create two homes. Other members supported the design of the development and welcomed the proposal for two energy efficient family homes, instead of one.

Councillor Maxted proposed a motion to approve the application in line with the officer's recommendation. This was seconded by Councillor Vaughan. The motion was lost, with the Chair using his casting vote.

Councillor Diplock proposed a motion against the officer's recommendation to refuse the application. This was seconded by Councillor Murdoch and was carried.

RESOLVED: by (5 votes to 3 against) that Planning permission be refused on the grounds that the proposal due to the footprint, mass and quantum of the dwellings provided represents a cramped form of development. It would appear overly prominent and overbearing in the street scene and would introduce an unacceptable sense of terracing and would disrupt the special characteristics of the street. The development would therefore conflict with saved policies UHT1, UHT2 and UHT4 of the Eastbourne Borough Plan, policies B2, D1 and D10a of the Eastbourne Core Strategy and paras 128 and 130 of the NPPF. Insufficient information has been submitted to demonstrate that the proposal would be a sustainable form of development, contrary to adopted policy D1 of the Eastbourne Core Strategy and para. 11 and 152 of the NPPF and the Council's Sustainable Building Design SPD, 2013.

10 49 Philips Avenue. ID: 220265

Conversion of loft space to include hip to gable roof extension, rear dormer and roof light to front elevation - **ST ANTHONYS.**

The Senior Specialist Advisor (Planning) presented the report

The Committee was advised by way of an Addendum that there were no further updates following completion of the officer's report.

Councillor Vaughan proposed a motion to approve the application in line with the officer's recommendation. This was seconded by Councillor Miah and was carried.

RESOLVED: (unanimously) that Planning permission be approved subject to the conditions set out in the officer's report.

11 Date of next meeting

It was noted that the next meeting of the Planning Committee was scheduled to commence at 6:00pm on Monday, 27 June 2022.

The meeting ended at 8.24 pm

Councillor

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Agenda Item 7

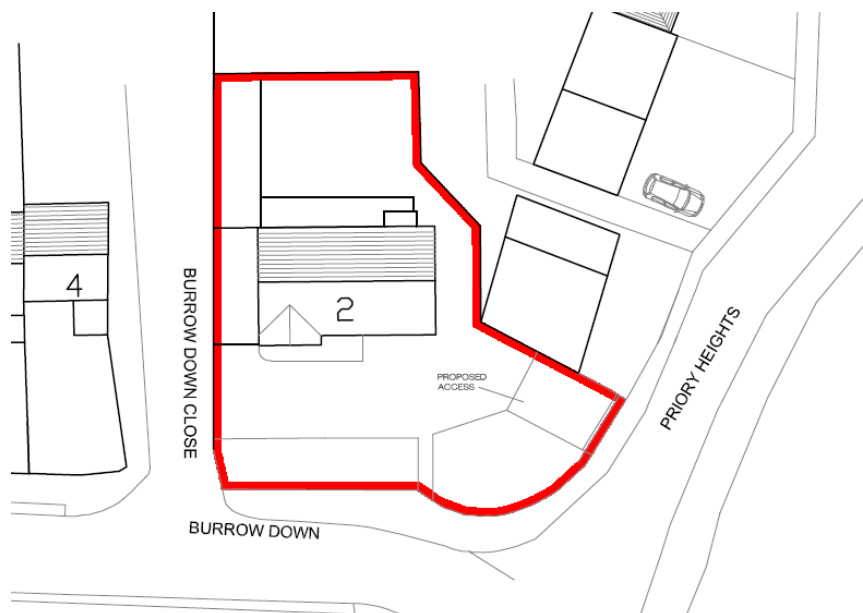
Report to: Planning Committee
Date: 25 July 2022
Application No: 220109
Location: 2 Burrow Down, Eastbourne
Proposal: Section 73 A retrospective application for the erection of a single storey side/rear extension (incorporating garage), erection of an open fronted glass roofed covered walkway to rear, erection of an elevated rear platform, white render of property and gated parking area at front of property

Applicant : Mr Fabian Hoxha
Ward: Old Town

Recommendation: Approve Subject to Conditions

Contact Officer: **Name:** Robin Hirschfeld
Post title: Senior Caseworker
E-mail: Robin.Hirschfeld@lewes-eastbourne.gov.uk
Telephone number: 01323 410000

Map Location:



1. **Executive Summary**

- 1.1 The application has been referred to the Committee due to the number of objections and for the Planning Committee members to debate the issues around the retrospective proposals.
- 1.2 The application seeks retrospective permission for the erection of a single storey side/rear extension (incorporating garage), erection of an open fronted glass roofed covered walkway to rear, erection of an elevated rear platform, white render of property, a gated parking area at the front of property and minor alterations development approved under planning application ref: 180360.
- 1.3 The application is considered to comply with local and national policies and is recommended for approval subject to conditions.

2. **This application is recommended for approval.**

3. **Relevant Planning Policies**

3.1 National Planning Policy Framework:

- 2: Achieving Sustainable Design
- 4: Decision-Making
- 7: Requiring good design
- 8: Promoting health and safe communities
- 12: Achieving well-designed places

3.2 Eastbourne Core Strategy Local Plan 2006-2027:

- B1 Spatial Development Strategy and Distribution
- B2: Creating Sustainable Neighbourhoods
- D10a: Design

3.3 Eastbourne Borough Plan 2001-2011:

- NE4: Sustainable Drainage Systems
- NE28: Environmental Amenity
- UHT1: Design of New Development
- UHT4: Visual Amenity
- UHT5: Protecting Walls/Landscape Features
- UHT7: Landscaping
- US3: Infrastructure Services for Foul Sewage and Surface Water Disposal
- US4: Flood Protection and Surface Water Disposal
- HO20: Residential Amenity
- TR2: Travel Demands
- TR11: Car Parking

4. **Site Description**

- 4.1 The application site is a detached dwelling that has been extensively enlarged and is sited on a larger corner plot towards the top of Burrow Down Road in Eastbourne.

4.2 Due to the topography of the area the property is sited on land that slopes upwards from South to North (front to back). As such the rear of the property is significantly higher than the front.

5. **Relevant Planning History**

5.1 There is extensive history for the application site with various extensions and alterations on the site.

5.2 170902

Proposed two storey extension: First floor extension to cover entire ground floor and second floor comprised of rooms in roof with roof lights, Proposed garage to side elevation along with the provision of a new vehicle cross over, new porch and associated alterations. (amended plans submitted), Householder, Refused, 10/10/2017.

5.3 171388

Proposed in-fill ground floor extension and porch to front elevation and first floor extension to cover the entire ground floor footprint along with associated alterations and new proposed driveway. (Revised application following refusal of PC 170902), Householder, Approved conditionally, 24/01/2018.

5.4 180287

Application for approval of materials reserved by condition no.8. (PC/171388), Approval of Condition, Approved unconditionally, 28/06/2018.

5.5 180360

Proposed first floor extension Householder, Approved conditionally, 29/06/2018.

5.6 180817

Proposed construction of new vehicle crossover. Hard standing to be permeable tarmac with ACO drain channel at bottom of drive to discharge any run off to new soakaway as shown on plans. LD Certificate (proposed), Issued 31/10/2018.

5.7 210856

Variation of condition 2 (plans) in relation to planning permission 180360 to approve 'as built', Variation of Conditions, Refused, 26/11/2021.

6. **Proposed Development**

6.1 The side/rear extension measures approximately 8.78 m deep and approximately 2.30 m wide. The front 4.03 m portion accommodates a garage and storage area with the 4.75 m rear element accommodating an open fronted garden room. Due to the topography of the site the mono pitch roof garage/storage extension is approximately 3.94 m high at its highest point. The open fronted garden room to the rear is approximately 3.79 m high at its highest point.

- 6.2 The glass roof covered walkway measures approximately 10.26 m wide, 1.93 m deep and (from the lower ground level up) 3.07 m high. The front of the walkway partially extends over the rear elevated platform.
- 6.3 The rear elevated platform area is 0.91 m high and covers all but a section of lower ground level, closest to the rear elevation of the house, and 1.75 m deep.
- 6.4 Whilst a new vehicle crossover and permeable parking area were approved under application reference 180817 the applicant has extended the parking area and erected black iron gates to the front and side. Due to the topography of the site the parking area is sited 2m higher than the highway ground level. The proposed iron gates are sited on top of the parking area and they measure approximately 1.7 m high.
- 6.5 Following officer concerns the applicant proposes to install brick slips to the front and side elevations of the parking area, install brick planters 0.45 m high in the front corners and middle of the parking area and plant laurel hedging along the sloped verge at the front of the property.
- 6.6 In addition to the above works the property has been rendered in white.

7. **Consultations**

- 7.1 Southern Gas Network - No Comment.
- 7.2 ESCC Highways Department - No Comment.

8. **Neighbour Representations**

- 8.1 Public notification regarding the application has been undertaken in the following ways:
- 8.1.1 Letters have been sent to all registered properties adjoining the site.
- 8.1.2 A site notice has been displayed in the vicinity of the application site.
- 8.2 The neighbour consultation period expired on 10 March 2022.
- 8.3 1 letter of support has been received.
- 8.4 6 Objections have been received and cover the following points:
- Visual impact
 - The proposal is dominant and overbearing due to the location
 - Loss of light/ overshadowing
 - Loss of privacy
 - No planning received for the building works
 - Overbearing
 - Impact on neighbouring amenities due to noise and smoke/air pollution
 - Height, scale and bulk
 - Character of development
 - The driveway would be dangerous

9. **Appraisal**

9.1 Principle of Development:

9.1.1 There is no objection in principle to the proposed development provided it would be designed to a high standard, respect the established character of the area and would not have an adverse impact on amenity.

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

9.2.1 It is considered that due to the sloping topography of the rear garden, coupled with the presence of boundary screening, development to the rear of the dwelling would have no significant impact upon the amenity of neighbours to the west / northwest of the site.

9.2.2 On the southern side, Burrow Down Close separates the site from neighbouring occupants to the south. As such, the proposed single storey side/rear extensions do not unduly impact neighbouring amenities due to the separation distances and the single pitched roof design.

9.3 Design

9.3.1 In assessing the proposal, the character of the local context is noted. The application site is different to the majority of neighbouring dwellings due to the more substantial plot size, but it is also noted that the pre-existing bungalow possessed a visual appearance that was divergent from the prevailing character of dwellings in the vicinity, including in terms of its architectural design, scale and rendered facing materials.

9.3.2 The facing materials of the proposed extensions are sympathetic to the local context and result in a development with sufficient quality to be deemed acceptable when considering the visual amenity of the area. The extensions would be relatively tall in places when viewed from Burrow Down Close, but this is mainly due to the significant sloping topography of the site and is acceptable when considering this site constraint.

9.3.3 Turning to the raised hard standing to the front of the dwelling, the visual appearance of the as-built structure is dominant in the street-scene, which is exacerbated by the significant sloping topography. Amendments have been received following officer concerns, which include the addition of brick slip cladding to the concrete facing wall at the front of the structure and soft landscaping to soften the impact on the surrounding street scene. It is considered that the amendments mitigate the visual impact of the existing structure through a more sympathetic treatment.

9.3.4 When considered holistically, the development proposals, including the mitigation measures secured by this permission, would result a

development that would not mirror but be sympathetic to the neighbouring context.

- 9.3.5 Conditions are recommended, which would provide strict but adequate controls to ensure that the requisite mitigation is implemented within a timescale to be agreed by the LPA.

9.4 Drainage

9.4.1 No details have been submitted to demonstrate how surface water would be managed in the interest of flood risk and highway safety.

9.4.2 Planning permission is recommended subject to details being approved pursuant to conditions, including a programme of works and a completion statement to ensure works are completed within an agreed timescale. Conditions would also prevent the parking of vehicles on-site until an agreed drainage scheme has been implemented in accordance with the agreed programme. This is in the interest of highway safety.

10. **Human Rights Implications**

- 10.1 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.

11. **Recommendation**

- 11.1 It is considered the proposal complies with national and local policy and is therefore recommended for approval subject to the following conditions:

- 11.2 **Time Limit:** The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 11.3 **Approved Drawings:** The development hereby approved shall be carried out in accordance with the following approved plans received on 8 February 2022 and 27 April 2022:

- 2022-02-03c Amended proposed ground floor plan
- 2022-02-05c Amended proposed front and side elevations
- 2022-02-06b Amended proposed rear and side elevations
- 2022-02-04a Proposed first floor plan
- 2022-02-08a Block plans

Reason: For the avoidance of doubt and to ensure that development is carried out in accordance with the plans to which this permission relates.

- 11.4 **Soft Landscaping:** The site shall be landscaped strictly in accordance with the approved Plans 2022-02-03c Amended proposed ground floor plan and 2022-02-05c Amended proposed front and side elevations in the first planting season after approval.
- Any new tree(s) that die(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 approve details unless agreed otherwise with the Local Planning Authority.
- Reason: In the interest of visual amenity and sustainability in accordance with saved policies UHT1 and UHT4 of the Eastbourne Borough Plan, policies B2, D1 and D10a of the Eastbourne Core Strategy and para. 130 of the NPPF 2021.
- 11.5 **Programme of Works:** Within 3 months of the date of this permission, a programme of works, including timescales for completion of the works, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development, hereby approved, shall be undertaken in accordance with the approved programme.
- Reason: In the interest of the visual amenity of the area.
- 11.6 **Rainwater Goods:** Notwithstanding the plans hereby approved, all water run-off from the new roof shall be dealt with using rainwater goods installed at the host property and rainwater goods or downpipes shall not encroach onto neighbouring property and shall be retained as such thereafter.
- Reason: To ensure that surface water is dealt with appropriately within the application site and not affect adjoining property by way of localised flooding or encroachment.
- 11.7 **PD Rights Removed:** Notwithstanding the provisions of the Town and Country (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no development described in A-E of Schedule 2, other than hereby permitted, shall be undertaken without the prior grant of planning permission from the Local Planning Authority.
- Reason: To control future extension and alteration of the dwelling house in the interest of the visual amenity of the area.
- 11.8 **Drainage:** Notwithstanding any approved details with regards to these matters, a surface water drainage scheme and maintenance and management plan shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, the development, hereby approved, shall be undertaken in accordance with the approved details and in accordance with the programme of works approved pursuant to condition 4 (para. 11.6) of this permission.
- Reason: To reduce the risk of flooding and in the interest of highway safety.
- 11.9 **Completion Statement:** Following completion of all development approved pursuant to conditions of this permission, a Completion Statement shall be

submitted to and approved in writing by the Local Planning Authority, which demonstrates that the development has been fully implemented in accordance with the approved details and the programme of works approved pursuant to condition 4 (para. 11.6) of this permission.

Reason: To ensure that works are implemented in accordance with the approved details, in the interest of the safety of highway users.

12. **Appeal**

12.1 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.

13. **Background Papers**

13.1 None.

Agenda Item 8

Report to: Planning Committee
Date: 25 July 2022
Application No: 210882
Location: 41 Brampton Road, Eastbourne, East Sussex, BN22 9BN
Proposal: Change of use of existing building B1 (C)light industrial to B8 storage and distribution, part-demolition of existing buildings and erection of bulk storage facility

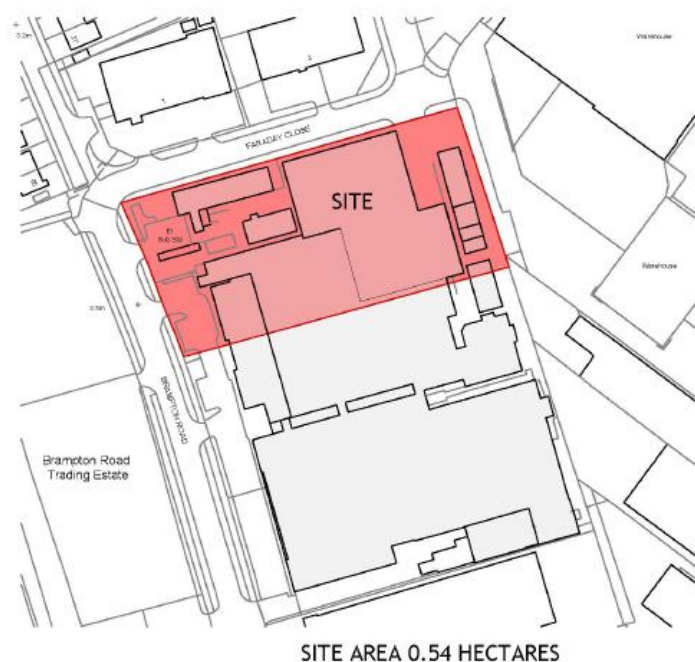
Applicant: Britannia Beckwith

Ward: Hampden Park

- Recommendation:**
1. Delegate to the Head of Planning to:
 - a) Liaise with ESCC Highways with regard to any proposed heads of terms for S106 and any additional conditions;and on conclusion of this consultation process:
 2. Approve with conditions, subject to S106 Agreement to secure:
 - a) Local Labour Agreement
 - b) Any ESCC Highways requested heads of terms.

Contact Officer: **Name: Neil Collins**
Post title: Senior Specialist Advisor - Planning
E-mail: neil.collins@eastbourne.gov.uk
Telephone number: 01323 410000

Map Location:



1. **Executive Summary**

- 1.1 This application is brought before the Planning Committee as it is a major application, in line with the Council's adopted Scheme of Delegation.
- 1.2 The application site was originally part of a larger site formerly owned and operated by TEVA, a pharmaceutical manufacturing and logistics company. The application site has since been severed following development proposals for the rest of the site, which have been considered by the Planning Committee with a resolution to approve subject to S106.
- 1.3 This application seeks planning permission for demolition of a number of smaller existing buildings on the site, change of use of the retained building from light industrial to storage and distribution (Use Class B8) and construction of an additional storage facility, together with associated parking and circulation spaces.
- 1.4 During this application, prior approval has been granted for the proposed demolition on site, as outlined in this application, and this has now been carried out in accordance with the approved methodology.
- 1.5 The proposal would result in reuse of this site for an industrial and employment generating use that is wholly in line with the land use policy requirements in this established industrial estate. The facilities would be high quality and would secure investment in inwardly migrating business to the Borough.
- 1.6 The proposal is considered to meet many of the objectives of employment related policy in the Eastbourne Core Strategy and the Employment Land Local Plan (ELLP). Therefore, the development accords with the Development Plan.
- 1.7 The application is recommended for approval subject to conditions, together with a Section 106 legal agreement (to be determined) to secure a Local Labour Agreement in line with adopted policy requirements, together with any additional heads of terms and conditions following conclusion of the consultation with ESCC Highways.
- 1.8 For the above reason, in the absence of a formal response from ESCC Highways, Officers are seeking the delegated authority from the Committee to conclude this process.

2. **Relevant Planning Policies**

- 2.1 National Planning Policy Framework 2019:
 2. Achieving sustainable development
 3. Plan-making
 4. Decision-making
 5. Delivering a sufficient supply of homes
 8. Promoting healthy and safe communities
 9. Promoting sustainable transport
 11. Making effective use of land
 12. Achieving well-designed places

15. Conserving and enhancing the natural environment.

2.2 Eastbourne Core Strategy Local Plan 2006-2027:

B1: Spatial Development Strategy and Distribution

B2: Creating Sustainable Neighbourhoods

C7: Hampden Park

D1: Sustainable Development

D2: Economy

D5: Housing

D7: Community Sport and Health

D8: Sustainable Travel

D9: Natural Environment

D10: Historic Environment

D10A: Design

2.3 Eastbourne Borough Plan 2001-2011:

UHT1: Design of New Development

UHT4: Visual Amenity

UHT6: Tree Planting

UHT7: Landscaping

HO1: Residential Development Within the Existing Built-up Area

H07: Redevelopment

H09: Conversions and Change of Use

HO20: Residential Amenity

TR1: Locations for Major Development Proposals

TR2: Travel Demands

TR5: Contributions to the Cycle Network

TR8: Contributions to the Pedestrian Network

TR11: Car Parking

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

BI2: Designated Industrial Areas

BI4: Retention of Employment Commitments

NE4: Sustainable Drainage Systems

NE23: Nature Conservation of Other Sites

2.4 Eastbourne Employment Land Local Plan 2016:

EL1: Economy and Employment Land

EL2: Industrial Estates

2.5 Supplementary Planning Documents and other relevant documents:

3. Site Description

- 3.1 The application site was originally part of a larger site formerly occupied by TEVA, a pharmaceutical manufacturing and logistics company, and included buildings used for light industrial use and associated storage and distribution. The application site was severed following development proposals for the rest of the site, which have been considered by the Planning Committee with a resolution to approve subject to S106.
- 3.2 The site has changed during the application period following the grant of prior approval for demolition in line with the details contained within this application. This has been carried out and the site now comprised a single retained building, awaiting the outcome of this application.
- 3.3 The site currently benefits from three accesses, two on Brampton Road and one on Faraday Close.
- 3.4 The site is located within the Hampden Park Ward and the Hampden Park Neighbourhood, as defined by the Core Strategy 2013. It is also located within a designated Industrial Estate.
- 3.5 The site falls across all three of the Environment Agency's Flood Risk Areas: 1 (Low Risk), 2 (Medium Risk) and 3 (High Risk).

4. Relevant Planning History

- 4.1 The site has been the subject of an extensive number of planning applications over the years, the majority of which are small scale applications for alterations/extensions/plant associated with the established industrial use of the site. As such, applications have not been listed here for reference.

5. Proposed Development

- 5.1 The applicant is an established company operating in storage facilities together with a removals and transportation fleet.
- 5.2 This application seeks planning permission for demolition of a number of smaller existing buildings on the site, a change of use of the sole retained building from light industrial to storage and distribution and the construction of an additional storage facility between the existing building and Brampton Road, together with associated parking and circulation spaces.
- 5.3 The proposal would result in a net reduction of in floorspace compared to the existing buildings due to the amount of demolition and the change in the nature of the buildings from multiple storeys to storage facilities.
- 5.4 Associated parking and circulation spaces would be provided to accommodate the required operation. This element of the scheme has been revised during the application to take account of ESCC Highways concerns.

5.5 The units would be accessed via the existing access points from the public highway on Brampton Road and Faraday Close.

6. Consultations

6.1 External

6.2 ESCC Highways

6.2.1 ESCC Highways has been liaising with Officers during the application with regard to concerns surrounding the parking arrangement and the parking provision for the intended use.

6.2.2 The Highways Officer has responded positively to revisions and additional information aiming to addressing the initial concerns and formal response is awaited.

6.3 Internal

6.8 Specialist Advisor - Regeneration

6.3.1 In support of the job creation that would be brought about by the proposal (30).

6.3.2 The application qualifies for a local labour agreement as it meets the thresholds for a residential development as detailed on page 11 of the Employment and Training Supplementary Planning Document adopted November 2016.

7. Neighbour Representations

7.1 No representations have been received regarding the application following public notification.

8. Appraisal

8.1 Principle of Development

8.1.1 Given the location of this site within a designated Industrial Area, as defined by the Core Strategy 2013, consideration of the application is governed principally by related Core Strategy policy D3: Economy, policies ELP1 (Economy and Employment Land) and EL2 (Industrial Estates) of the Employment Land Local Plan 2016, together with saved policies BI1, BI2 and BI4 of the Eastbourne Borough Plan 2003.

8.1.2 The Employment Land Local Plan (ELLP) explains (at paragraph 2.21) that economic growth has changed in recent years and that Eastbourne has seen lower levels of inward investment particularly due to the age and quality of the existing stock. Paragraph 2.22 describes that the majority of existing stock was built in the 1960's and 1970's and will 'not necessarily meet the needs of existing and future businesses' and describes the opportunity to redevelop to provide higher quality and more suitable stock. It goes on to confirm that the ELLP needs to '*ensure it provides the right space...including new, high quality floorspace*'.

- 8.1.3 Policy D2: Economy of the Core Strategy 2013 outlines the objectives for employment land, including, *‘Maximising the use of existing employment sites, through redevelopment for employment use and increased density on existing industrial estates, and the upgrading of the existing stock’*. Policy ELP1 of the ELLP also confirms a *‘presumption in favour of sustainable economic development’* in assessing proposals concerning employment land and (in policy EL2) that, *‘within the designated Industrial Estates, redevelopment and intensification of under-utilised sites to provide B class use floorspace will be supported’*.
- 8.1.4 It is noted that this proposal would lead to a net loss of employment floorspace when compared to the existing. However, the proposal would incorporate high quality facilities, built to modern standards, which would be attractive to businesses inside and outside of the Borough. Indeed, the applicant is an inwardly migrating business, already operating elsewhere in Sussex with experience in the storage and distribution industry.
- 8.1.5 This proposal would introduce high quality employment floor space suitable for business start-ups, which meets with the overarching objectives of the ELLP.
- 8.1.6 The Council’s Regeneration Team have confirmed their support for the proposals, including the employment generation opportunities, which the application confirms would comprise 30 new jobs.
- 8.1.7 Taking account of the above considerations, the proposal is considered to meet the overarching objectives of adopted policy and would provide for the ongoing in employment needs of the Borough, both for existing and inwardly migrating businesses.
- 8.2 Amenity for future occupants
- 8.2.1 The site is close to, but separated from, neighbouring occupants by the public highways of Brampton Road and Faraday Close.
- 8.2.2 As such, the proposed building would not have any significant impact upon the light and outlook for neighbouring occupants.
- 8.2.3 In addition, no new windows would affect neighbour amenity.
- 8.2.4 Taking account of the above, no amenity issues have been identified.
- 8.3 Accessibility and impacts upon highway networks.
- 8.3.1 Policy TR2 of the Eastbourne Borough Plan states that development proposals should provide for the travel demands they create and shall be met by a balanced provision for access by public transport, cycling and walking. Additionally, Policy D8 of the Core Strategy recognises the importance of high-quality transport networks and seeks to reduce the town’s dependency on the private car.
- 8.3.2 The development would be accessible by foot, train, bus, cycle, and car. The site is located close to Hampden Park Train Station and numerous other means of public transport nearby. Numerous bus stops are in the vicinity, including on Mountfield Road and Lottbridge

Drove. Taking this into account, the site is very accessible, including via sustainable means of transport.

- 8.3.3 At the time of writing, ESCC Highways is yet to provide formal comments on the application. However, Highways have been involved during the application and provided informal views throughout. This has highlighted a concern with the amount of parking, particularly the balance between visitor and distribution vehicular parking on site, in the interest of preventing an exacerbation of on-street parking stress in the vicinity.
- 8.3.4 However, during the application, the applicant has responded to these concerns through revisions to the layout and parking provision, which can be summarised as an increase to the visitor parking, together with an operation and parking strategy which allows for flexible use of the larger service vehicle spaces whilst they are undertaking daily operations off site. This has been accepted by ESCC Highways and is acceptable subject to their final confirmation.
- 8.3.5 Receipt of formal comments would also conclude any remaining heads of terms and/or conditions required by ESCC Highways.
- 8.3.6 Vehicle manoeuvring
- 8.3.7 The applicant has demonstrated by way of swept path diagrams that service vehicles would be able to access and egress the site safely.

8.4 Other matters

- 8.4.1 Surface Water Drainage
- 8.4.2 The applicant has submitted a Drainage Strategy for the site, which concludes that there is little opportunity for infiltration at the site given the geological ground conditions. Coupled with the amount of hard surfacing and absence of soft landscaping features in the scheme, the surface water run off from the proposal would not be altered from the existing arrangement.
- 8.4.3 Construction Management
- 8.4.4 A Construction and Environmental Management Plan (DCEMP) would be required by condition to ensure that demolition/construction related traffic would be suitably managed in relation to the site, including delivery times, parking, types of vehicles and construction traffic movement on and around the site. The Plan would demonstrate how the environmental impacts of construction upon neighbouring occupants would be mitigated. The plan would also include pollution mitigation measures, including dust suppression, wheel washing, commitment to not burning on site, etc.
- 8.4.5 Flood Risk
- 8.4.6 The site falls across all three of the Environment Agency's Flood Risk Areas: 1 (Low Risk), 2 (Medium Risk) and 3 (High Risk) although zones 2 and 3 only affect a small north eastern portion of the site.

8.4.7 The applicant has submitted a Flood Risk Assessment (FRA) in support of the application, which is considered to be acceptable.

8.4.8 Community Infrastructure Levy

8.4.9 The development is CIL liable.

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 considered 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 conditions and a S106 Agreement to cover local labour agreement and any heads of terms requested by ESCC Highways.

10.2 Planning permission would be subject to the following conditions:

10.3 **Time Limit:** 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).

10.4 **Approved Plans:** The development hereby permitted shall be carried out in accordance with the following approved drawings:

- To be updated by Addendum

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

10.5 **External Materials:** The external surfaces of the development, hereby approved, shall be finished in accordance with the approved details, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the development has a satisfactory appearance.

10.6 **Drainage Maintenance and Management:** Prior to first use of the development, hereby approved, a maintenance and management plan for the drainage feature of the site shall be submitted to and approved in writing by the local planning authority. Thereafter, the drainage features shall be managed and maintained in accordance with the details approved for the lifetime of the development.

Reason: To reduce the risk of flooding, both on and off site, to improve and protect the water quality and improve existing habitats

10.7 **Parking spaces:** No part of the development shall be occupied until the car parking spaces have been constructed and provided in accordance with the approved plans. The spaces shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To ensure car-parking spaces are provided prior to occupation and retained thereafter.

- 10.8 **Construction and Environment Management:** Prior to commencement of the development (including demolition), hereby approved, a Construction and Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority, which 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 times of any deliveries related to the development, which should avoid peak travel times;
 - the storage of plant and materials used in construction/demolition of the development,
 - the erection and maintenance of any security hoarding;
 - the provision and utilisation of wheel washing facilities or any other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
 - dust and/or any pollutants;
 - confirmation of no burning of materials on site;
 - measures to manage flood risk during construction; and
 - details of public engagement both prior to and during construction works
 - detailed methodology on any piling.

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

11. **Appeal**

- 11.1 Should the applicant appeal the decision the appropriate course of action to be followed, considering the criteria set by the Planning Inspectorate, is written representations.

12. **Background Papers**

- 12.1 None.

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Agenda Item 9

Report to: Planning Committee
Date: 25 July 2022
Application No: 211058
Location: Unit 7, The Crumbles, Eastbourne
Proposal: Change of use of former cinema (sui generis) to Class E(a) and erection of external garden centre.

Applicant : Iain Pratt
Ward: Sovereign

Recommendation: Approve subject to conditions and S106 for Travel Plan Monitoring

Contact Officer: **Name:** Chloe Timm
Post title: Specialist Advisor
E-mail: Chloe.timm@lewes-eastbourne.gov.uk
Telephone number: 01323 410000

Map Location:



1. **Executive Summary**

- 1.1 This application is presented to the Planning Committee in line with the Scheme of Delegation as it proposes major development.
- 1.2 The use of the building for retail purposes and the erection of a garden centre area to the rear are considered to be compatible with surrounding uses and, as such, would not result in a harmful impact upon the character and appearance of the surrounding area or the amenities of the neighbouring residents. The proposed development will bring into use a unit that has been vacant for a significant period.
- 1.3 The recommendation of approval is subject to a S106 agreement for a Travel Plan Monitoring Fee and subject to conditions to ensure the unit is not subdivided into smaller units that may attract businesses more suited to the town centre.

2. **Relevant Planning Policies**

2.1 National Planning Policy Framework:

- 2: Achieving Sustainable Development
- 4: Decision Making
- 6: Building a Strong and Competitive Economy
- 7: Ensuring Viability of Town Centres
- 9: Promoting Sustainable Transport
- 11: Making Effective Use of Land
- 12: Achieving Well Designed Places.

2.2 Eastbourne Core Strategy Local Plan 2006-2027:

- B1: Spatial Development Strategy and Sustainable Distribution Centre
- B2: Sustainable Neighbourhood
- C14: Sovereign Neighbourhood Policy
- D2: Economy
- D4: Shopping
- D10a Design.

2.3 Eastbourne Borough Plan 2001-2011:

- HO20: Residential Amenity
- LCF10: Location of Major Leisure Developments
- LCF11: Major Leisure Developments
- SH7: District, Local and Neighbourhood Centres
- TR2: Travel Demands
- TR11: Car Parking

UHT1: Design of New Development

UHT4: Visual Amenity.

3. **Site Description**

- 3.1 The site is occupied by a large unit housed within a metal clad structure which was previously in use as a multi-screen cinema, the unit is currently unoccupied.
- 3.2 The unit is part of the Crumbles Retail Park which consists of a number of similar sized units, primarily in retail use, which are arranged around a large car parking area.
- 3.3 The retail park is accessed via a roundabout on the A259 (Pevensey Road) that is dual carriageway to the west and single carriageway to the south. Pedestrian access is available via crossings on the A259 as well as from the wider Sovereign Harbour development to the south of the site.

4. **Relevant Planning History**

4.1 EB/1986/0431

Comprehensive mixed-use development for residential, commercial business, hotel, leisure, and a retail element not exceeding 240,000 square feet gross, also including the constructions of harbours and associated works.

Approved Conditionally – 20/05/1988.

4.2 110848

Demolition of existing health and fitness building, formation of a new pedestrian link and the erection of commercial units (Class A1, A2, A3, D1 and/or D2) facing towards the new pedestrian link, with a replacement cinema above. Change of use of the existing cinema to Class A1 Retail Use, and an extension of existing unit 6 for retail purposes, along with new/replacement Mezzanine Floors in the retail units. External works to refurbish the retail units, improvements to the related pedestrian walkway and formation of additional car parking. Provision of new vehicular accesses from Atlantic Drive and Harbour Quay (limited to use only by buses)

Approved Conditionally – 28/11/2012.

4.3 180666

Change of use of unit 7 (Ground and First Floor) from a cinema (Use Class D2) to Retail (Use Class A1).

Approved Conditionally – 03/01/2019.

4.4 180667

Extension of existing mezzanine floor in Unit 7 to be used for retail purposes (Use Class A1).

Approved Conditionally – 03/01/2019.

5. **Proposed Development**

- 5.1 The proposal is for the change of use of the existing unit from a cinema (Sui Generis) to Class E(a) (Retail) and the erection of a garden centre to the rear of the unit.

6. **Consultations**

6.1 East Sussex Highways:

6.1.1 Development Proposal

The site is located in The Crumbles and currently consists of an existing cinema. The application seeks planning permission for the change of use of the former cinema (Sui Generis) to Class E(a) and erection of external garden centre

6.1.2 Access

The development has existing access from the car park in the Sovereign Harbour Retail Park and this is to remain the same as part of the proposed development

6.1.3 Trip Generation

A parking beat survey was undertaken in the surrounding car park, Sovereign Harbour Retail Park, to ascertain the current level of car parking. The results determined that on a Friday, Saturday and Sunday there would be approximately 99% parking stress. However, this leaves 195 parking spaces unoccupied across the site. The survey therefore determines there is enough capacity to accommodate parking demand generated from the proposed development of the garden centre.

A trip generation assessment has now been submitted as part of this application. This illustrated that the proposed development would generate approximately 107 additional two-way vehicular trips during the weekend peak hours. It is noted that a previous application for the site generated 185 trips in the weekend peak hours. Local junction assessment was undertaken for that development, which was considered acceptable. As such, it is considered that this application for a lower level of trips generated would be acceptable.

6.1.4 Car Parking

The proposed development will consist of 2,658m² of E(a) use with an external 728m² of garden centre. In accordance with the County Councils parking guidance, 1 car parking space per 25m² gfa plus 50m² gfa of usable space for loading and unloading for each 750m² gfa are required for non-food warehouses with garden centres. Therefore, 106 car parking spaces are required to serve the retail development.

The planning, design and access statement states there will be no change in the number of shared customer car parking spaces. As a number of trips to the site can be considered linked trips to other

sites within the retail park, this existing parking provision is considered acceptable in this instance.

6.1.5 Cycle Parking

East Sussex County Council guidance for parking at residential developments advises that there should be a provision of 1 short term cycle parking space per 350m² gfa plus 1 long term space per 10 full time staff. As there are to be 48 employees for this development there should be communal cycle parking provision for 13 cycles. The cycle storage should be covered, secure and convenient. Further details of cycle parking facilities should be secured as a condition.

6.1.6 Refuse Collection

No details of refuse collection have been submitted; however, it is assumed collection will take place from the rear service yard.

6.1.7 Travel Plan

A travel plan has been submitted. It is recommended that the applicant provides a Travel Plan Pack for all staff, in order to encourage the uptake of sustainable modes of transport. This should include detail of bus timetables, bus stops, train stations and timetables, local facilities and distances on both foot and cycle etc. The travel plan should include targets for reduced car use and a monitoring programme to ensure these targets are met.

6.1.8 With the above in mind, I would not wish to object to this application. subject to the imposition of conditions and a S106 Agreement for the contribution of £6,000 for Travel Plan monitoring and audit fees.

6.1.9 The development shall not be occupied until cycle parking area has been provided in accordance with details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the area[s] shall thereafter be retained for that use and shall not be used other than for the parking of cycles. Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development.

6.1.10 The submitted travel plan shall be in operation on occupation of development and thereafter for a period of five years. The appointed Travel Plan Coordinator shall provide monitoring reports to the Local Planning Authority after 1, 3 and 5 years to be audited by the Highway Authority. Reason: In order that the development use hereby permitted maximises its accessibility by non-car modes and to meet the objectives of sustainable development.

6.2 Environment Agency:

6.2.1 No Objection to the proposal.

7. **Neighbour Representations**

7.1 One letter of support – Increase footfall to the area.

7.2 Two letters of general observation – A leisure use would be preferable due to the amount of retail units already in the area.

8. **Appraisal**

8.1 Principle of Development:

8.1.1 The site is located within a District Shopping Centre. Policy D4 of the Eastbourne Core Strategy states that ‘the Council will enable the enhancement of consumer choice and strengthening of the vitality, viability and accessibility of the district and local centres by supporting new retail development which complies with the sequential approach to site selection.

8.1.2 The application was accompanied by a sequential assessment that provided evidence that no units of the size of the proposed scheme were available within the Town Centre. The location of the development within the District Centre, which comes second only to the Town Centre in the retail hierarchy, is therefore supported by policy D4.

8.1.3 The unit has a current use as a cinema (sui generis) and is currently vacant following the relocation of the cinema to the Beacon Centre in Eastbourne Town Centre. Policy LCF10 of the Eastbourne Borough Plan identifies the Town Centre as the preferred location for major leisure proposals and, as such, the relocation of the cinema was encouraged by planning policy.

8.1.4 The proposed change of use is acceptable in terms of retail impact as the size of the unit is not available within the preferred Town Centre location. However, should the unit be subdivided into a number of smaller units, there is a significant risk that town centre shops that require smaller units would migrate to these units. As such, a condition will be used to prohibit subdivision of the unit in order to help maintain the vitality and viability of the Town Centre. A further condition will be used to restrict the Class E use to those that would be best suited to an out-of-town retail park and would not compromise the vitality and viability of the Town Centre.

8.1.5 It should be noted that planning permission has previously been granted, but has now lapsed, for the conversion of the cinema to retail use and subdivide into two units.

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

8.2.1 The site is located within a purpose-built retail park where there are a number of similar uses in operation. The retail park is self-contained and screened by landscaping and fencing. The scale of the building would not increase, there would be the creation of a garden centre to the rear of the existing building.

8.2.2 The nearest residential dwellings are at the Waterfront, approximately 125m to the southeast. It is considered the proposal

would not have a detrimental impact on the amenities of the residential occupiers in the area.

8.3 **Design:**

8.3.1 The external appearance of the building would remain unaltered to the front and there would be the erection of a garden centre area to the rear.

8.3.2 The proposed fencing would not be visible within wider retail park area and is considered appropriate in terms of height and design.

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 It is recommended the application is approved subject to a S106 agreement for the Travel Plan Monitoring Fee of £6,000 and the following conditions:

10.2 **Timeframe:** The development hereby approved shall be commenced before the expiration of three years from the date of this permission.

Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

10.3 **Drawings:** The development hereby permitted shall be carried out in accordance with the following approved drawings:

Location Plan

Block Plan

211210-01-02 – Proposed Elevations

BM-GFG-0-011 – Garden Centre Fence Detail

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

10.4 **Cycle Parking:** The development shall not be occupied until cycle parking area has been provided in accordance with detail which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the area[s] shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

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

10.5 **Travel Plan Monitoring:** The submitted travel plan shall be in operation on occupation of the development and thereafter for a period of 5 years. The appointed travel plan coordinator shall provide monitoring reports to the

Local Planning Authority after 1, 3 and 5 years to be audited by the Highway Authority.

Reason: In order that the development use hereby permitted maximises its accessibility by non-car modes and to meet the objectives of sustainable development.

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**

12.1 None.