

Parish: East Wittering And Bracklesham	Ward: East Wittering
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EWB/16/00492/FUL

Proposal Demolition of existing house and detached garage and construction of 5 no. flats and 1 no. single storey dwelling.

Site Ashbury Kimbridge Road East Wittering West Sussex PO20 8PE

Map Ref (E) 480297 (N) 96813

Applicant Mr Robert Harden

RECOMMENDATION TO DEFER FOR SECTION 106 THEN PERMIT



**NOT TO
SCALE**

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1.0 Reason for Committee Referral

Parish Objection - Officer recommends Permit

2.0 The Site and Surroundings

2.1 The application site comprises a two storey dwelling with a hipped roof with white render elevations and clay tile roof. The building is situated on a corner plot on the junction of Stocks Lane and Kimbridge Road. Demarcating the boundary of the application site is a mixture of landscaping and open grassed areas. Vehicular access to an area of off-road parking is provided from Kimbridge Road.

2.2 The application site is bounded on the south eastern elevation by a two storey dwelling, 140 Stocks Lane. To the north-west, on the opposite side of Kimbridge Road, is the neighbouring dwelling of Kimsea. There is a separation distance of approximately 22 metres between the opposing elevations of the two properties. The application building is set back from the roadside and the rear elevation abuts the western boundary of no. 140 Stocks Lane. As such, the site layout provides for little amenity space on site.

2.3 The application site is situated within 5.4km of the Chichester Harbour SPA and within the Settlement Boundary.

3.0 The Proposal

3.1 The application seeks planning permission for the demolition of the existing house and detached garage and construction of 5 no. flats and 1 no. single storey dwelling. The plans detail the widening of the kerb at the existing access along Kimbridge Road to facilitate 6 no. off-street car parking spaces. Landscaping proposals comprise a mixture of grass verges, planting and low lying boundary walls.

3.2 The proposed building comprises 3 storeys, but with the second floor contained entirely within the roof. Roof lights are proposed to serve the second floor, these would be 1.7 metres above finished floor level. The windows proposed along the rear elevation of the building at first floor level are proposed to be obscure glazed. The north east elevation, abutting Stocks Lane, would incorporate a dual pitched gable end. The proposed finishing to the elevations at first floor level comprise a mix of exposed render and horizontal timber cladding. The ground floor elevations would be finished in exposed brickwork.

3.3 Following the initial consultation period, the applicant has submitted amended plans following discussions with the Local Planning Authority. These plans vary the overall silhouette, fenestration and detailing of the building. The amended plans have been the subject of a re-consultation period, any further comments as a result of which will be updated at the meeting of the Planning Committee.

4.0 History

88/00136/EW	REF	Divide existing double plot, demolish existing garage and build bungalow with garage on new plot.
94/01621/DOM	WDN	Single storey rear extension.
94/02161/DOM	PER	Proposed utility room and shower room single storey rear extension

		plus extension to existing detached garage single storey.
98/00467/DOM	PER	Proposed brick wall and fence infill on boundary.
10/02478/DOM	PER	Replacement, repositioned detached garage.
16/00492/FUL		Demolition of existing house and detached garage and construction of 5 no. flats and 1 no. single storey dwelling.

5.0 Constraints

Listed Building	NO
Conservation Area	NO
Rural Area	NO
AONB	NO
Strategic Gap	NO
Tree Preservation Order	NO
South Downs National Park	NO
- Flood Zone 2	NO
- Flood Zone 3	NO
Historic Parks and Gardens	NO

6.0 Representations and Consultations

East Wittering and Bracklesham Parish Council

OBJECTION: This is overbuild. The design is too high, too bulky and out of character in an area of 3-bed semis and chalet bungalows. There is not enough parking on site. On-street parking in that area is already a problem as the road narrows at this point creating a hazard to traffic entering and exiting Stocks Lane as well as a danger to pedestrians. This road is busier than a usual side road as it is a through-route to West Bracklesham Drive used by locals to avoid the busy junction at Stocks Lane/Bracklesham Lane.

West Sussex County Council Highways

Summary

West Sussex County Council, as the Local Highway Authority (LHA) has been re-consulted for residential development at above site. From an inspection of the amended plans the revised scheme is for a single block consisting of 6 x flats (5 x 2-bedroom and 1 x 1-bedroom).

Access and Visibility

Six off street car parking spaces have been provided. The parking layout has been amended. A single widened dropped kerb on the frontage to Kimbridge Road will be provided. The second existing dropped kerb will be unused and should therefore be

reinstated to kerb. These works should be carried out under licence obtained from the WSCC Local Area Engineer. From an inspection of local mapping and the amended site plan vehicular visibility from the furthest south car parking space onto Kimbridge Road is wholly maintainable within highway land. Manual for Streets (MfS) advises that 43 metres stopping sight distance is provided for 30 mph speeds. However, the proximity of the junction with Stocks Lane means this is not achievable. The applicant should therefore demonstrate, from 2.4 metre back into the northern most car parking space from the road edge, maximum achievable vehicular visibility to the north. Fence/ boundary treatment within this splay should be kept to a height of no more than 0.6 metres. The small section of fencing/ wall to the south should also be kept below a height of 0.6 metres to aid visibility of pedestrians using adjacent footway. Details of visibility can be secured via condition.

Parking and Turning

On the basis of the six spaces remaining unallocated the WSCC Car Parking Demand Calculator envisions that five spaces would be required for the development. Details and confirmation of the parking remaining unallocated can be secured via condition. On this basis the LHA could not resist the application on parking grounds as sufficient provision has been demonstrated.

The widened dropped kerb could result in up to three on-street car parking spaces being taken away. The existing access results in one on-street car parking space being lost therefore up to two additional on street spaces could be taken away as a result of the development. The LHA do not consider that this level of displaced on street parking would cause grounds to resist the proposal. Whilst there is no junction protection nearby any illegal parking could be dealt with as an offence under Section 22 Road Traffic Act 1988 – (leaving vehicles in a dangerous position on the road including verge) and Section 137 Highways Act 1980 (wilful obstruction of the free passage along a highway.) Both of these acts are enforceable by Sussex Police.

A turn on site would be preferred, clearly though there is insufficient space to achieve this. However other properties have similar arrangements and balanced against this is the benefit of providing an opportunity to remove a vehicle that would otherwise be parked on the highway in a location where the existing practice is on-street parking by residents of adjoining properties which results in a noticeable narrowing of the existing available carriageway space.

Although a car could reverse from the proposed spaces MfS2 paragraph 10.6.1 states that "Vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously - similarly to how vehicles pull out when visibility along the carriageway is restricted".

Conclusion

The LHA does not consider that the proposal for 6 x flats would have a 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application the following conditions should be secured:

Details Approved

Access (details approved, access provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved drawing.

Reason: In the interests of road safety.

Details Required

Access closure (prior to first occupation)

No part of the development shall be first occupied until such time as the existing vehicular access onto Kimbridge Road has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

Car parking space (details required)

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority, including details of parking spaces to remain unallocated. These spaces shall thereafter be retained at all times for their designated use.

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

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

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

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access

Third Party Objection

Fourteen letters of objection were received throughout the public consultation period. These objections comprise the following issues:

- a) There have been several accidents and many near misses on the junction
- b) HGV have previously had to mount the pavement to gain access to Kimbridge Road
- c) Development would look straight into bedrooms opposite the site
- d) The development may result in light trespass which would impact upon the dark skies of the Chichester Harbour AONB

- e) Development would prevent adjacent gardens being used as a quality control site for Dark Sky Monitoring
- f) Development would result in the loss of existing trees and shrubs which have been in place for decades - this would have a distinct detrimental effect on the local environment
- g) Proposed and unspecified low-level planting is an inadequate substitute
- h) Indirect ecological consequences - the population of small birds in this neighbourhood has decreased dramatically in recent years
- i) Removal of existing pine trees is likely to cause an immediate increase in predation of birds by magpies
- j) Boundaries shown on submitted plans show part of the boundary wall under separate land ownership as being demolished and replaced
- k) Where Ashbury plot is situated is at the end of Kimbridge Road and already the number of cars parked outside makes it dangerous to pull into Kimbridge Road off Stocks Lane as visibility is limited and if an oncoming car is heading towards you then you are forced to stop on Stocks Lane until it is safe to drive onto Kimbridge Road
- l) Concern that the extra 5 flats would mean at least 5 extra cars parked/driving on Kimbridge Road
- m) Unimaginative design and over powering impact not only to us but the surrounding houses
- n) Design is too big for the plot intended not to mention the parking issues
- o) Overwhelming danger of the speed and volume coming down of what is effectively a single track road is ludicrous
- p) Privacy - third storey windows
- q) Young family and elderly residents
- r) No landscaping outdoor space
- s) The expansion to six units is likely to generate more noise and disturbance and seems utterly inappropriate
- t) The proposed ugly design effectively turns the building into a three-storey structure - the effect, together with the addition of two external stairways, is to create an intrusively large, overbearing structure
- u) It is completely at variance with the scale and design of surrounding properties
- v) Due to the bulk and design it would have an extremely detrimental effect on the neighbourhood
- w) This would be exacerbated by the proposed removal of all existing trees and shrubs, causing the building to dominate existing properties and the general street scene
- x) Lack of any garden space is also likely to have a detrimental effect on neighbouring properties in that it appears utterly inadequate for the proposed six units, which may be occupied by families with children
- y) With no provision of a turning space within the property, vehicles will be forced to reverse, either into or out of the property, producing even more problems with traffic flow
- z) There is no provision whatsoever for visitor parking off-road, so the increase in residential units from one to six is likely to create an even greater problem of congestion

Applicant/Agent's Supporting Information

The applicant's supporting information includes documentation that sets out other examples of similar development within the locality.

7.0 Planning Policy

The Development Plan

7.1 The Development Plan for the area comprises the Chichester Local Plan: Key Policies 2014-2029 and all made neighbourhood plans. There is no made neighbourhood plan for East Wittering and Bracklesham Parish Council at this time.

7.2 The principal planning policies relevant to the consideration of this application are as follows:

Policy 1: Presumption in Favour of Sustainable Development

Policy 2: Development Strategy and Settlement Hierarchy

Policy 33: New Residential Development

Policy 39: Transport, Accessibility and Parking

Policy 48: Natural Environment

Policy 49: Biodiversity

Policy 50: Development and Disturbance of Birds in Chichester and Langstone Harbours
Special Protection Areas

National Policy and Guidance

7.3 Government planning policy now comprises the National Planning Policy Framework (NPPF), paragraph 14 of which states:

At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking:

For decision-taking this means unless material considerations indicate otherwise:

- Approving development proposals that accord with the development plan without delay; and

- Where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless any adverse impacts of doing so would significantly or demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in (the) Framework indicate development should be restricted.

7.4 Consideration should also be given to paragraph 17 (Core Planning Principles), Section 6 (Delivering a Wide Choice of High Quality Homes) and Section 7 (Requiring Good Design).

7.5 The government's New Homes Bonus (NHB) which was set up in response to historically low levels of housebuilding, aims to reward local authorities who grant planning permissions for new housing. Through the NHB the government will match the additional council tax raised by each council for each new house built for each of the six years after that house is built. As a result, councils will receive an automatic, six-year, 100 per cent increase in the amount of revenue derived from each new house built in their area. It follows that by allowing more homes to be built in their area local councils will receive more money to pay for the

increased services that will be required, to hold down council tax. The NHB is intended to be an incentive for local government and local people, to encourage rather than resist, new housing of types and in places that are sensitive to local concerns and with which local communities are, therefore, content. Section 143 of the Localism Act which amends S.70 of the Town and Country Planning Act makes certain financial considerations such as the NHB, material considerations in the determination of planning applications for new housing. The amount of weight to be attached to the NHB will be at the discretion of the decision taker when carrying out the final balancing exercise along with the other material considerations relevant to that application.

Other Local Policy and Guidance

7.6 The aims and objectives of the Chichester in Partnership Community Strategy 2016-2029 which are relevant and material to the determination of this planning application are:

- Support communities to meet their own housing needs

8.0 Planning Comments

8.1 The main issues arising from this proposal are:

- i) Principle of development
- ii) Appropriateness of design
- iii) Impact on the amenities of neighbouring properties
- iv) Highway safety
- v) Landscaping
- iv) Chichester Harbour Special Protection Area

i) Principle of development

8.2 Policy 2 (Development Strategy and Settlement Hierarchy) of the Chichester District Council Local Plan Key Policies (2014-2029) supports development within the settlement hubs including that of East Wittering. Within settlement hubs Policy 2 seeks to provide a range of homes. Therefore, the principle of development is acceptable in principle subject to all other material considerations.

ii) Appropriateness of design

8.3 Policy 33 (New Residential Development) of the Chichester District Council Local Plan Key Policies (2014-2029) provides seven criteria against which new residential development should be assessed. The policy requires development to meet the highest standards of design which is in keeping with the character of the surrounding area and its setting in the landscape.

8.4 The submitted plans detail a mixture of exposed brickwork, render and horizontal timber cladding finishing the elevations of the building. These materials pick up on those found within the immediate locality within existing and more recent development along Kimbridge Road and the B2179.

8.5 The proposed building retains the character of a two storey property (as the second floor is contained within the roof) which is characteristic of other dwellings along Kimbridge Road. Whilst the overall height, size and scale of the main building represents an increase to the

existing building on the site, the varying ridge heights of the building, coupled with the part hipped, part gable end roof form, reduces the overall perception of scale and massing. Whilst there will be a perceptible increase in the size and massing as a result of the proposal, this would not be to such a degree as to be out of keeping with the established character of the area.

8.6 Other nearby properties in the area mainly comprise dwellings set back from the carriageway, a mixture of single and two storey properties, including some with a third floor contained within the roof space. The proposal includes the retention of the existing brick wall, supplemented by further proposed planting, which may be secured through condition. Appropriate landscaping in conjunction with the proposed design of the building would ensure the predominant character of the surrounding area is retained.

8.7 Whilst Policy 33 of the Local Plan does not stipulate a threshold on required amenity space, an element of private communal amenity space would be provided for, around the proposed building. Given the smaller size of the proposed properties and that they would be unlikely to provide for family accommodation that would give rise to a need for a greater provision of private amenity space, the level of private outdoor amenity space proposed is appropriate. In addition, the application site is in close proximity (within walking distance) to the waterfront and public beaches, which would ensure that future occupants of the proposed dwellings would have sufficient access to public open space and amenity opportunities.

iii) Impact on the amenities of neighbouring properties

8.8 Concern has been raised by third parties in respect of the potential impact upon the amenities of neighbouring properties, specifically the relationship between the proposed building and existing dwelling located to the north-west (Kimsea). However, the distance to Kimsea equates to circa 22 metres from elevation to elevation. The Council's design guidance which is typically used for assessing impacts on residential amenity suggests that 21 metres is typically sufficient to prevent issues of privacy and overlooking. In addition the relationship in question is one across the public highway, whereby a lesser level of privacy is to be expected.

8.9 Windows along the first floor north-west elevation remain in a comparable position as that of the existing dwelling occupying the site. Therefore, whilst there may be a material increase in the instances of overlooking from the proposed windows the development would not result in any further opportunity for overlooking of neighbouring properties to that which already exists. Whilst the proposal introduces roof lights to the second floor which do not exist in the present building, these windows would be situated in excess of 1.7 metres above finished floor levels (which can be controlled through appropriate conditions). On this basis, the roof lights along the north-west elevation would not result in an adverse impact in relation to the overlooking of neighbouring dwellings or an erosion of the privacy currently afforded to those dwellings to an unacceptable degree.

8.10 Further concern has also been raised by third parties in respect of the potential overlooking of the neighbouring property to the south east (no. 140) as a result of the proposed windows at first floor level on the south east elevation of the proposed building. As a result the applicant has altered the internal layout and the position of the proposed windows, to allow for the appropriate use of obscure glazing, which could be secured through appropriate condition.

8.11 It is considered that the proposed development has been appropriately designed as to minimise the impact on the amenities of neighbouring properties and would not have an undue adverse impact on neighbouring dwellings through the loss of light, overlooking or outlook from those properties.

8.12 In light of the above, the development results in a design that reinforces the character of the surrounding area. The development therefore accords with the contents of Policy 33 (New Residential Development) of the Chichester District Council Local Plan Key Policies (2014-2029).

iv) Highway safety

8.13 Policy 39 (Transport, Accessibility and Parking) of the Chichester District Council Local Plan Key Policies (2014-2029) requires all development to provide for the access and transport demands that they create.

8.14 The application provides for 6 no. off street car parking spaces in connection with the residential dwellings. The parking provision/access point is retained as existing, although it is widened through the provision of an extended drop kerb. The applicant has also provided details of cycle parking in connection with the dwellings on the site.

8.15 The Local Highway Authority (WSCC) has been consulted and have assessed sufficient off-street parking has been provided as part of the proposals. Equally, the Highway Authority considers that sufficient visibility splays could be achieved from the site, which should be secured by way of condition. Therefore, a condition would be necessary to require the provision of the proposed car parking and visibility splays of 43 metres, prior to first occupation of the development.

8.16 Having regard to the considerations set out above, the development provides for safe and sufficient access and parking for the transport demands they create. Therefore, the development accords with the contents of Policy 39 (Transport, Accessibility and Parking) of the Chichester District Council Local Plan Key Policies (2014-2029).

v) Landscaping

8.17 Policy 48 (Natural Environment) of the Chichester District Council Local Plan Key Policies (2014-2029) requires development to recognise distinctive local landscape character and sensitively contribute to its setting and quality. The policy also requires proposals to respect and enhance the landscape character of the surrounding area and site, and public amenity through detailed design.

8.18 The application proposes landscaping around the proposed built form of the development, comprising a mixture of an existing dwarf brick wall, areas laid to grass and elements of more significant planting. Other associated hard surfacing is proposed in the form of paving around the building.

8.19 Mature landscaping and planting along the boundaries of properties are a common feature along Kimbridge Road and Stocks Lane. The proposed landscaping reflects the surrounding established character and appearance of the area and provides continuity within the street scape. A condition would be necessary to agree further details of the landscaping and to secure its provision as part of the development.

vi) Chichester Harbour Special Protection Area

8.20 The application site falls within the Chichester Harbour Special Protection Area where any net increase in residential unit results in harm which is required to be offset. The applicant has confirmed in writing a willingness to provide sufficient mitigation in accordance with Policy 50 of the Local Plan to offset the potential harm caused to the SPA designation. Therefore, the development accords with Policy 50 (Development and Disturbance of Birds in Chichester and Langstone Harbours Special Protection Areas) of the Chichester District Council Local Plan Key Policies (2014-2029).

Section 106 Agreement & CIL

A financial contribution is sought via Unilateral Undertaking to offset the harm caused to the Chichester Harbour Special Protection Area. This payment is payable upon the granting of consent. In addition the development is liable to pay the Council's Community Infrastructure Levy (CIL) charge at a rate of £120 per sqm.

Conclusion

Based on the above it is considered the proposal complies with development plan policies and therefore the application is recommended for approval.

Human Rights

In reaching this conclusion the Human Rights of the applicants and nearby occupiers have been taken into account when reaching this recommendation and it is concluded that the recommendation to permit is justified and proportionate.

RECOMMENDATION

DEFER FOR SECTION 106 THEN PERMIT subject to the following conditions and informatives:-

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2) The development hereby permitted shall be carried out in accordance with the approved plans; 0064-003 Proposed Site Plan, 0064-004 Ground and First Floor Plans, 0064-005 Second Floor and Roof Plan, 0064-006 Elevations and 0064-007 Elevations and Cross Sections.

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

3) The development hereby permitted shall not be constructed other than in accordance with the materials specified within the application form and plans, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that a harmonious visual relationship is achieved between the new and the existing developments.

4) No part of the development hereby permitted shall be first occupied until visibility splays of 43 metres by 43 metres have been provided at the proposed site vehicular access onto Kimbridge Lane in accordance with plans and details that shall first have been submitted to and approved in writing by the Local Planning Authority. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

5) **No part of the development hereby permitted shall be first occupied** until the car parking has been constructed and laid out in accordance with the approved site plan and the details specified within the application form. These spaces shall thereafter be retained at all times for their designated purpose and shall remain undesignated and each available for parking by any occupier of the development or visitor thereto.

Reason: In the interests of ensuring sufficient car parking on-site to meet the needs of the development.

6) **No part of the development hereby permitted shall be first occupied** until covered and secure cycle parking spaces have been provided in accordance with plans and details that shall first have been submitted to and approved by the Local Planning Authority. Thereafter the cycle parking shall be retained for that purpose in perpetuity.

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

7) **No part of the development hereby permitted shall be occupied** until refuse and recycling storage facilities have been provided in accordance with a scheme that shall first have been submitted to and approved in writing by the Local Planning Authority. Thereafter the refuse and recycling storage facilities shall be maintained as approved and kept available for their approved purposes in perpetuity.

Reason: To ensure the adequate provision of onsite facilities in the interests of general amenity and encouraging sustainable management of waste.

8) **The development hereby permitted shall not be first brought into use** until a scheme detailing hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include plans showing the proposed finished levels or contours; means of enclosure; car parking layouts; other vehicles and pedestrian access and circulation areas; details and samples of the hard surfacing materials; and a planting plan and schedule of plants noting species, plant sizes and proposed numbers/densities and a programme for the provision of the hard and soft landscaping. Thereafter the scheme shall be carried out in accordance with the approved details and once provided, the works shall be retained in perpetuity.

Reason: In the interests of amenity and of the environment of the development.

9) All hard and soft landscape works shall be carried out in accordance with the approved details and in accordance with the recommendations of the appropriate British Standards or other recognised codes of good practice. **These works shall be carried out in the first planting season after practical completion or first occupation of the development**, whichever is earlier, unless otherwise first agreed in writing by the Local Planning Authority. Any trees or plants which, within a period of 5 years after planting, are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure the provision and establishment of a reasonable standard of landscape in accordance with the approved designs.

10) No part of the development hereby permitted shall be undertaken until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority, showing the site set up during construction. This shall include details for all temporary contractor's buildings, plant and stacks of materials, provision for the temporary parking of contractor's vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

11) Notwithstanding any indication shown on the approved plans, and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) hereby approved, **the dwelling shall not be first occupied until** the first floor window(s) in the south eastern elevation of the development hereby permitted shall be permanently;

(i) glazed with obscure glass with a glass panel which has been rendered obscure as part of its manufacturing process to Pilkington glass classification 5 (or equivalent of glass supplied by an alternative manufacturer), and

(ii) non-opening below 1.7 metres from the finished floor level of the room in which the window is installed.

Reason: To protect the privacy of the occupants of the adjoining residential property/ies.

12) Notwithstanding the provisions of Part 1 Schedule 2 of the Town and Country Planning ((General Permitted Development) (England) Order, 2015 (or any Order revoking, re-enacting or modifying that Order) no window(s) or door(s) shall be inserted into the elevations or roof pitches of the development hereby permitted without a grant of planning permission.

Reason: To protect the residential amenities of occupants of the adjacent dwelling.

INFORMATIVES

- 1) The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

For further information on this application please contact James Cross.