

<b>REFERENCE NO -</b> 20/502770/FULL		
<b>APPLICATION PROPOSAL</b> Erection of single storey side extension, part single storey part two storey rear extension, new upper floor, together with external alterations and change of use of commercial to residential to form 10 No. residential units.		
<b>ADDRESS</b> Holman House, Station Road, Staplehurst, TN12 0QQ.		
<b>RECOMMENDATION</b> Grant Subject to Conditions.		
<b>SUMMARY OF REASONS FOR RECOMMENDATION</b> The proposal represents sustainable development within the built up area. Whilst a net increase over the previous approval for 7 units, it is considered that the proposal represents good quality design and will provide acceptable living conditions for future occupiers and will not adversely impact on the amenity of neighbours. There are no highways, or other technical or environmental objections.		
<b>REASON FOR REFERRAL TO COMMITTEE</b> Contrary to the views of Staplehurst Parish Council and Ward Member request.		
<b>WARD</b> Staplehurst	<b>PARISH/TOWN COUNCIL</b> Staplehurst	<b>APPLICANT</b> Arrant Land Ltd <b>AGENT</b> Blink Architecture
<b>TARGET DECISION DATE</b> 05/10/20		<b>PUBLICITY EXPIRY DATE</b> 30/07/20

### Relevant Planning History

The following summarises the relevant planning history relating to the property's previous use and the more recent development proposals.

#### Previous Use

96/0704 - Single storey rear extension. Approved 08.07.1996

97/1552 - Change of use of the building from a mixed retailing (A1) and residential uses to mixed office (B1) and residential uses together with the erection of a two and single storey rear extension. Approved 06.02.1998

05/0519 - Erection of a rear conservatory. Approved 04.05.2005

#### Latest Proposals

17/504258/FULL - Change of use and conversion of vacant business premises (offices B1) to residential (dwellinghouse C3) Approved 07.11.2017

18/501928/FULL - Conversion of existing commercial/residential building together with single storey side extension and single storey rear extension, to provide 7no. residential apartments. Approved 28.09.2018 19/503229/SUB - Submission of details pursuant to conditions; 6 Parking layout, 10 Construction site parking, & 13 Landscaping scheme. Approved 31.07.2018

20/501321/FULL - Erection of a second floor extension and rear first floor extension, including alterations to fenestration, to provide 3No. additional apartments and amendments to external landscaping and parking. Invalid 19.06.2020. (Officer Note – 20/501321/FULL was treated as invalid due to the incorrect description and format of development and has been re-submitted as the present application.)

## **MAIN REPORT**

### **1. DESCRIPTION OF SITE**

1.01 The application site comprises a two storey detached building that has historically been in mixed, commercial (bakery, retail and most recently offices) and residential uses. Access is taken directly off Station Road to an existing driveway that serves an established area of hardstanding and former garages / storage to the rear. The established access runs alongside the boundary with The Yews to the north, which has a garage between the main house and the boundary. Both aerial and historic maps show that this access has existed for some considerable time.

1.02 Staplehurst Free Church lies immediately to the south of the application site and is a large modern building extending along the majority of the rear boundary of the application site and with a large car park to the front. Otherwise the immediate surroundings are principally residential. (photo shows rear garden of application site)



1.03 Along the rear boundary, a wide access path separates the site from the rear boundaries of properties in Hurst Close. A short distance to the north of the application site, a backland dwelling, The Roost, takes access of the northern, wider section of the rear access. The application scheme does not propose any access to this path.

1.04 The existing building is of no heritage or townscape significance and there are no heritage assets or protected trees within or adjacent to the application site; the closest listed building being Sorrento (GII), some 70m north east, on the western, opposite side of Station Road.

### **2. PROPOSALS**

2.01 In 2018 planning permission was granted for a scheme to provide 7 units. The latest proposals involve the change of use from mixed commercial/residential to purely residential, in the form of 10 No. apartments, together with alterations to the building which include:

- part single / part two storey rear extension
- single storey side extension
- new second floor
- associated external alterations

2.02 To the front, there will be two visitor spaces, a drop-off area of permeable surfacing and refuse storage, which will be set behind a 1.5m new front boundary wall and new hedge planting. To the rear the existing access leads to resident parking which follows the broad layout of the approved scheme, albeit the 9 spaces previously approved will be increased to 10.

2.03 In addition to a communal garden of 107 sq.m, three of the ground floor apartments have external terraces, the largest of which is substantial at 50 sq.m.

2.04 Adjacent to the neighbour to the north an acoustic fence will be constructed, with a planting bed extending up to 2.5m in depth. A wildflower border will extend along the southern and eastern boundaries.

2.05 In terms of the unit mix and size standards, compared to the 2018 permitted scheme and set against national space standards, the scheme will provide...

				National Space Std
Plot 1	1 bed	52m <sup>2</sup>	(same as previously approved)	50m <sup>2</sup> +2
Plot 2	2 bed	85m <sup>2</sup>	(amended from 87m <sup>2</sup> )	70 m <sup>2</sup> +15
Plot 3	1 bed	48m <sup>2</sup>	(same as previously approved)	50m <sup>2</sup> -2
Plot 4	2 bed	75m <sup>2</sup>	(amended from 61m <sup>2</sup> )	70 m <sup>2</sup> +5
Plot 5	1 bed	47m <sup>2</sup>	(same as previously approved)	50m <sup>2</sup> -3
Plot 6	1 bed	46m <sup>2</sup>	(same as previously approved)	50m <sup>2</sup> +4
Plot 7	1 bed	48m <sup>2</sup>	(same as previously approved)	50m <sup>2</sup> -2
Plot 8	1 bed	69m <sup>2</sup>	(additional unit)	50 m <sup>2</sup> +19
Plot 9	2 bed	62m <sup>2</sup>	(additional unit)	61 m <sup>2</sup> -1
Plot 10	2 bed	85m <sup>2</sup>	(additional unit)	<u>70 m<sup>2</sup> +15</u>
				Net +52 sq.m

2.06 Whilst four of the units fall slightly below the national space standards, these units are unchanged from the previous 2018 approval. Notably the three new units each exceed space standards.

2.07 In terms of design, whilst the 2018 scheme principally retained the existing front elevational character, the latest proposals remodel the building such that it is more in keeping with other properties nearby. The applicant has submitted the following illustrative CGI image. Note that the Free Church is not visible in this view due to its significant setback from the street frontage.

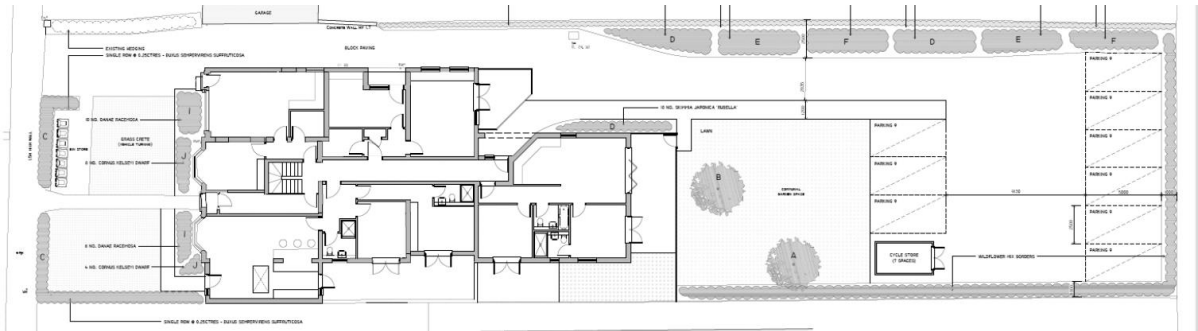


2.08 To assist Members in assessing the latest 2020 application against the previous 2018 approval, the proposed site layout and relevant elevations follow, set alongside the previously approved scheme.

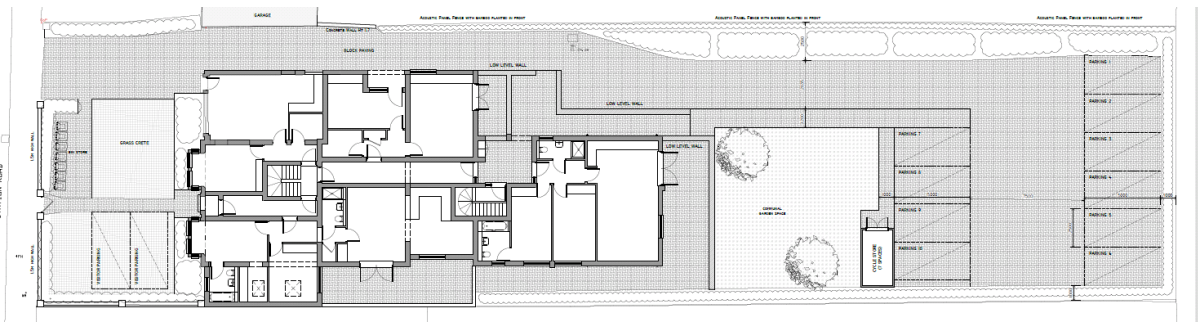
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Site Layout (NTS)

2018 Permission



2020 Application



Street Scene

2018



2020



Front Elevation



PROPOSED FRONT ELEVATION  
1:100

2018

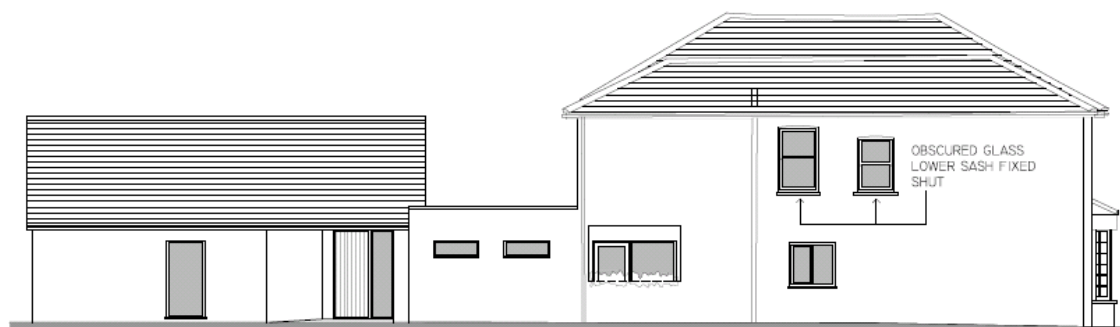


PROPOSED FRONT ELEVATION  
1:100

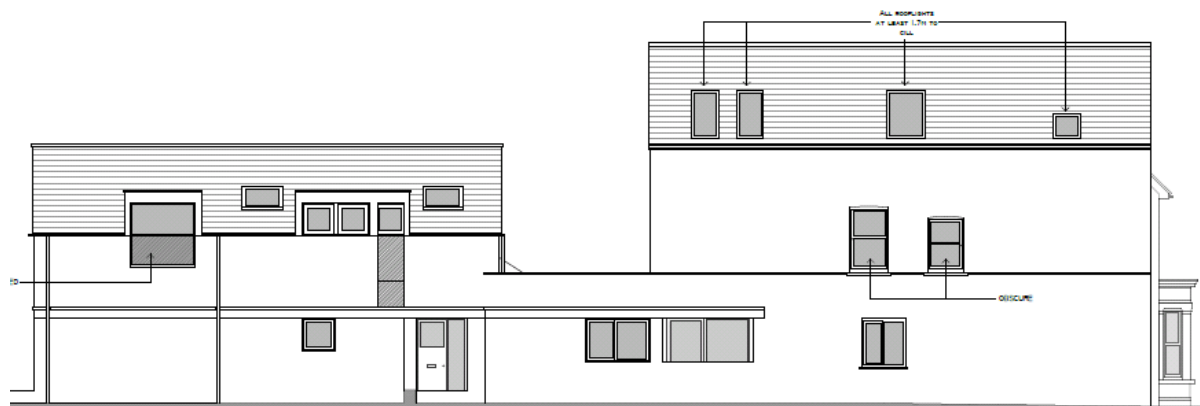
2020

Side Elevation Facing The Yews

2018



2020



**3. POLICY AND OTHER CONSIDERATIONS**

Maidstone Borough Local Plan 2017

- SS1 Spatial Strategy
- SP5/SP10 Staplehurst RSC
- SP18/DM4 Heritage
- DM1 Good Design
- DM5 Brownfield Land
- DM9 Residential Development
- DM23 Car Parking
- DM21/DM23 Traffic and parking Considerations

Staplehurst Neighbourhood Plan 2016(20)

- Vision 1 – Maintaining and enhancing the rural character of Staplehurst
- Vision 2 & H3 – Contributing to mixed communities
- Vision 4 – Using land efficiently
- Vision 5 – Respecting the built environment
- Vision 6, PW4, H1– Contextual design

National Planning Policy Framework (NPPF) / National Planning Practice Guidance (NPPG)

- Insert para references
- Sustainable development
- Efficient use of land
- Mixed communities
- Planning positively

#### 4. LOCAL REPRESENTATIONS

##### Local Residents:



4.01 Representations have been received from 8 local residents raising the following (summarised) issues, which are considered within the 'assessment' section below.

- Out of character with village
- Inadequate parking and access
- Increased traffic and parking
- Risk to pedestrians
- Loss of amenity through noise
- Poor design
- Overlooking and loss of privacy
- Overshadowing
- Inadequate amenity for future occupiers

4.02 In addition the neighbouring Staplehurst Free Church has objected on the grounds of:

- Over-intensification of the site
- Parking from church users will limit access visibility

4.03 The following matters were raised by residents, but are not material planning considerations and therefore cannot be taken into account in the determination of this application.



- Impact on shared drain
- Potential presence of wells
- The application is for financial gain
- Application submitted during lockdown
- Repeat planning submissions
- The fact that objections to the previous invalid application were removed from website

## 5. CONSULTATIONS

(Please note that summaries of consultation responses are set out below, with the response discussed in more detail in the main report where considered necessary)

### Staplehurst Parish Council

- 5.01 Overdevelopment, harm to character of street, out of character with predominant family home nature of area, inadequate parking and access, noise impact from driveways on neighbours, lack of biodiversity gain, inadequate waste provision, loss of neighbouring amenity

### Kent Police

- 5.02 Advice engagement with Secure by Design principles

### Southern Water

- 5.03 Recommend seeking advice re building on or close to sewers. (SW note sewer runs under tarmac access and parking)

### MBC Environmental Health

- 5.04 No objection. Seek EV charging and conditions to manage internal noise levels.

### KCC Highways

- 5.05 No objection on highways grounds (access and parking) subject to a construction site management condition.

## 6. APPRAISAL

### **Main Issues**

- 6.01 The key issues for consideration relate to:

- The Principle of Development
- Character and Appearance
- Residential Amenity
- Traffic and Parking

### **The Principle of Development**

- 6.02 The principle of development, that is, the use of the site to accommodate an apartment-led scheme, was established within the 2018 permission; which was considered under the same policy framework as the current application.
- 6.03 The site is sustainably located, midway between the station area and emerging retail facilities to the north and the village 'heart' to the south.

- 6.04 The principle of optimising brownfield land complies with the NPPF and the development plan, subject to other considerations such as transport and amenity.
- 6.05 Whilst the Parish Council refer to the area being predominantly family homes, in terms of the principle of providing smaller dwelling types, both the NPPF and the development plan seek to provide a range of housing types to meet needs. Policy H3 of the Neighbourhood Plan (SNP) seeks to ensure the mix of new housing responds to local needs and local demands in terms of prices, sizes and tenures and in doing so to provide a range of appropriate tenures and sizes of new properties to meet local needs and demands. In doing so the SNP recognises the need to provide for smaller units, for example, to be built within walking distance of the station. The SNP continues to state that such housing types may be suitable for young professionals who have grown up in Staplehurst, who now need regular access to London but wish to live in affordable accommodation within their home village.
- 6.06 Similarly, Policy SP19/1 of the MBLP seeks a range of housing sizes and types to meet the varied needs of the population. It is therefore considered that the provision of 1 and 2-bed apartments would respond positively to the objectives of both the MBLP and the SNP.
- 6.07 With a net gain of 9 units and a total floorspace below the 1,000 sq.m threshold, the scheme is not required to provide affordable housing under Policy SP20. Nevertheless, a range of small units will provide market homes at the lower end of the local price ranges.

### **Character and Appearance**

- 6.08 As identified above, the existing building is not considered to be of such merit that it justifies retention in an unaltered form. Whilst the 2018 permission focussed upon the retention of the existing character, this latest proposal would adopt a different form, but one that, as illustrated in the street scene and CGI above, reflects local character and in the view of Officers is of a more attractive appearance in terms of the streetscape than the previous approval, ie, that compared to the 2018 approval, it is an improvement to the street scene and character of the area.
- 6.09 Whilst the building's height is increased, the additional floor is accommodated within a traditional roofscape in a manner not dissimilar to a number of existing properties in the vicinity, buildings which contribute to the quality of the Station Road Character Area as identified in the SNP
- 6.10 At 5.2 the SNP states that 'new housing should be influenced by the traditional character and style of the village, referencing the local context through high quality materials and styles appropriate to the place'. HOUSING THEME (Policy Code H) of the SNP seeks to *"..... ensure that new housing designs are high quality and respond appropriately to the Kentish context"*, whilst SNP POLICY H1 states that *" the design of new housing developments should be principally informed by the traditional form, layout, character and style of the village's vernacular architecture"* and that *"....new housing development must be shaped and influenced by the traditional character and style of the village"*.
- 6.11 In terms of the street scene and the character of the area, it is considered that the proposed design responds positively to the qualitative requirements of Local Plan Policy DM1 and the objectives of the Neighbourhood Plan, which is centred around new development referencing local context and demonstrating the use of high quality materials and styles appropriate to the place.'

- 6.12 Compared to the 2018 permission, the massing of the rear annex of the development is increased, with a greater depth and increased height. Glimpses of the rear annex will be visible across the car park of the adjacent Church, however, this element will not be prominent and in the context of the significant rear depth of the church and backland development to the north it is not considered that it would adversely affect the character of the street scene.
- 6.13 In summary, it is considered that the latest proposals represent a contextually-led approach and will have a positive impact upon the character of the area.

### **Residential Amenity**

- 6.14 In terms of future occupiers of the development, it is considered that, overall, a good quality of amenity would be achieved. Whilst some of the already approved units fall slightly below national internal spaces standards as they are treated as 2-person units, the new units and others within the development exceed the standard, some by a considerable margin. The rear ground floor units have some dedicated external amenity and the rear garden is considered to be of a good useable size.
- 6.15 With regard to the impacts upon neighbouring amenity, the principle considerations are :
- Overlooking and privacy
  - Noise and disturbance
  - Loss of natural light or overshadowing
- 6.16 The locations of concerned neighbours are shown on the plan at paragraph 4 above. The properties to the rear in 25 and 27 Hurst Close are some distance from the new build elements. The main rear wall is circa 80m from their own rear elevation and the closest part of the proposed annex circa 64m. At this distance it is not considered that any harmful overlooking would occur. The principle of the rear parking court was established in the 2018 approval and the provision of one additional parking space, from 9 to 10, is not considered to be likely to lead to any material increased impact in terms of noise and disruption.
- 6.17 Members should also note that the rear area was and could be used for vehicle movements associated with the historic commercial use.
- 6.18 One neighbour immediately facing across Station Road and one circa 100m to the north east object. Having regard to the positive impact upon the street scene, I do not consider that their visual amenity would be harmed. Due to the separation distance across Station Road I do not consider that any loss of light would be experienced.
- 6.19 Whilst the scheme will provide three additional parking spaces compared to that approved, having regard to the intervening traffic conditions on Station Road, I do not consider that the additional movements would result in undue noise or disturbance.
- 6.20 We then turn to assess the impact upon The Yews, which borders the site to the north. This is a two storey house with accommodation in the roof. The house is set off the boundary by the width of a single garage.
- 6.21 The existing relationship between the properties is shown below. The Yews has a number of windows facing to the rear and across towards the application site. It has a patio area to the rear of the garage and the garden beyond. The application

building has a number of existing windows facing towards The Yews, the use of which are not under planning control.

North Facing Elevation of Application Site

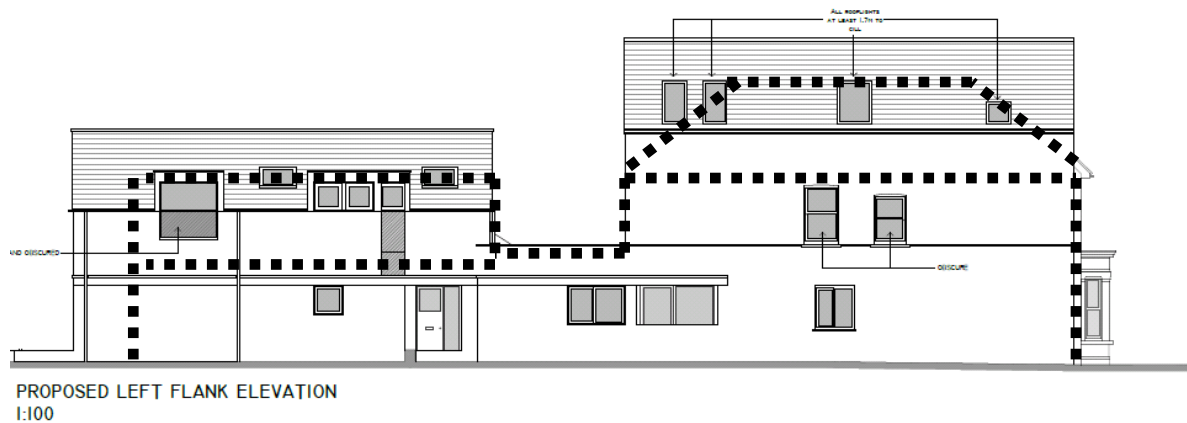


The Site



The Yews

- 6.22 Firstly, in considering the change in the rear site layout, the principal change is the addition of one further parking space and the associated increase in vehicle movements and pedestrians. The access driveway remains as per that approved by Committee in 2018, together with the proposed acoustic fence and landscape buffer adjacent to the rear garden of The Yews. It is not considered that an increase in vehicular activity from 9 to 10 cars would represent a level of disruption that would justify refusal of the latest scheme.
- 6.23 The two visitor parking spaces to the front are also a net addition when compared to the 2018 scheme, however, the front of the property already has parking for two vehicles associated with the previous use. Front garden parking is characteristic of the area and having regard to the existing noise levels from passing traffic and the established access to the rear, it is not considered that the use of these two visitor spaces would lead to a loss of amenity.
- 6.24 It is noted that the EHO raises no objection in terms of potential disturbance from traffic or pedestrian activity.
- 6.25 We then turn to consider the potential impact of the proposed massing, to which there are two considerations; the increased height and mass of the main house and the increased height and depth of the rear 'annex'.
- 6.26 The diagram below shows the flank elevation as now proposed, with the 'approximate' outline of the previously approved scheme shown dashed.



- 6.27 In terms of the main house the eaves increase in height from circa 5.5 metres to 7 metres and the ridge from 8.25 to 9.75 metres, both circa 1.5 metres. The front and rear building lines are unchanged as this represents the existing building footprint. The Yews does not have any windows in the gable facing the main house, but does have a second floor dormer and ground floor patio. Due to the height of the dormers they will benefit from natural light from above and around the proposal, so I consider that the increased bulk will not result in a material loss of natural light to windows to habitable rooms.
- 6.28 The rear part of the neighbour's patio will inevitably experience an increased sense of enclosure and a reduction in light as a result of the increased massing, however, the patio forms part of a large garden over which it enjoys views and as such, any impacts on this area would not be so significant as to justify refusal.
- 6.29 Concerns have been raised over the increase in size of the rear annex, the depth of which is increased by 2 metres (previously approved 14.5m), with the height increased at eaves to 4.5 metres (approved 2.5m) and ridge height of 7 metres (approved 5.5m).
- 6.30 The annex is set off the boundary by circa 7.5 metres and at its closest, circa 16 metres from the neighbour's nearest habitable room window. As such it falls well below the 45 degree angle and would not lead to any material loss of natural light.
- 6.31 Whilst there is an increase in mass in both of the proposed new build elements, it is not of a scale that would result in an overbearing impact and whilst the application property extends to the rear, the outlook of The Yews is clearly principally down its own garden. Members should note that the Free Church extends 40 metres to the rear of its residential neighbours and so the principle of some built elements to the rear is established by this and the 2018 approval.
- 6.32 Finally, turning to potential overlooking. On the main flank of the building, two first floor windows currently have unrestricted glazing and can look towards The Yews. These will be obscured as part of this scheme, resulting in a net benefit. The new rooflights at second floor will have a cil level of not less than 1.7metres and due to their angle, will not permit views down to the neighbours garden.
- 6.33 In terms of the annex, two rooflights will serve a bathroom and provide roof level lighting with no risk of overlooking. Small dormers will provide additional lighting to the kitchen and bedroom, but will again be obscured up to a height that prevents overlooking. Members should note that the main living area and larger bedroom are designed to face away from the neighbour. It is therefore considered that there would be no loss of privacy to The Yews.

- 6.34 On the basis that I consider there would be no adverse impact to the immediate neighbour, nor do I consider that the other neighbours further to the north would be adversely affected.

### **Traffic and Parking**

- 6.35 Kent County Council Highways have commented on the application and do not raise any objection to access or parking arrangements. As detailed above, this is an established driveway that has served a mixed use property. The net increase of three spaces and the associated movements do not generate impacts sufficient to object in terms of highway safety.
- 6.36 This section of Station Road is heavily trafficked, particularly during peak hours, but residential driveways accessing directly onto the Road is a common feature amongst the majority of properties. The scheme is designed to allow cars to enter and leave in forward gear. As with neighbours, service vehicles would serve from the road.
- 6.37 It is noted that the adjacent Church has 19 parking spaces and no objection was raised on highways grounds. It is not considered that the juxtaposition of the Church and this scheme would result in adverse conditions.

### **Other Matters**

- 6.38 The applicant has agreed to conditions requiring EV Charging, plus bird bat and bee habitats. Officers also consider that as the rear annex is relatively discreet, it is appropriate to seek PV installation and this is again covered by condition.
- 6.39 As previously identified there are no heritage assets or protected trees within or adjacent to the application site. The closest listed building is Sorrento (GII), some 70m north east, on the western, opposite side of Station Road. There is no material visual relationship between the two and in the context of the limited scale of change in appearance, it is not considered that the application site affects the setting of the listed building.
- 6.40 A number of residents have raised concerns regarding the submission of several schemes over time and the apparent removal of objections from the website. Officers advise that the previous application 20/501321/FULL was treated as invalid and re-submitted in the present form at the request of the Council as the previous application could not be determined in the form submitted. As the application was returned as invalid (not withdrawn), it was removed from the website together with all documents (and any comments made prior to this).
- 6.41 The proposed development is CIL liable. The Council adopted a Community Infrastructure Levy on 25 October 2017 and began charging on all CIL liable applications approved on and from 1 October 2018. The actual amount of CIL can only be confirmed once all the relevant forms have been submitted and relevant details have been assessed and approved. Any relief claimed will be assessed at the time planning permission is granted or shortly after.

### **PUBLIC SECTOR EQUALITY DUTY**

- 6.42 Due regard has been had to the Public Sector Equality Duty, as set out in Section 149 of the Equality Act 2010. It is considered that the application proposals would not undermine objectives of the Duty.

## **7. CONCLUSION**

- 7.01 Having regard to the above, it is recommended that planning permission be granted subject to the conditions listed below.

## **8. RECOMMENDATION**

GRANT planning permission subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission;  
  
Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004
- 2 The development hereby permitted shall be carried out in accordance with the following approved plans/drawings: PO4 Floor / roof plans, PO5 Elevations, PO6 Site plan.  
  
Reason: To ensure the quality of the development is maintained and to prevent harm to the residential amenity of neighbouring occupiers.
- 3 Before the development hereby permitted is first occupied, the first floor windows opening on the northern elevation of the existing building and the new windows in the rear annex at first floor level (as shown on drawing number P05) shall be obscure glazed and shall be incapable of being opened except for a high level fanlight opening of at least 1.7m above inside floor level and shall subsequently be maintained as such:  
  
Reason: To safeguard the privacy of existing and prospective occupiers.
- 4 No development above slab level on the extensions hereby permitted shall take place until details of how decentralised and renewable or low-carbon sources of energy will be incorporated into the development hereby approved, have been submitted to and approved in writing by the local planning authority. The approved details shall be installed prior to first occupation and maintained thereafter.  
  
Reason: To ensure an energy efficient form of development. Details are required prior to commencements as these methods may impact or influence the overall appearance of the development.
- 5 The development hereby approved shall not commence above slab level until details of a scheme for the provision of accessible electric vehicle charging points, including a programme for their installation, maintenance and management, shall be submitted to and approved in writing by the local planning authority. The electric vehicle charging points as approved shall be installed prior to occupation of the

building hereby permitted and shall thereafter be retained and maintained in accordance with the approved details.

Reason: To promote the reduction of CO2 emissions through the use of low emissions vehicles in accordance with the NPPF.

- 6 The development hereby approved shall not commence above slab level until, written details of the materials to be used in the construction of the external surfaces of the building(s) hereby permitted have been submitted to and approved in writing by the local planning authority and the development shall be constructed using the approved materials;

Reason: To ensure a satisfactory appearance to the development.

- 7 Notwithstanding the details as shown on drawing number P06 the development shall not be occupied until details of hard and soft landscape works which shall include the use of permeable paving upon the access and hardstanding parking areas have been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include details of native species planting and habitat for birds, bees and bats. The approved landscaping shall be planted in the first available planting season. If any part of the approved native planting becomes dead, dying or diseased within 5 years of planting it shall be replaced with a similar species of a size to be agreed in writing with the Local Planning Authority and shall be retained at all times in accordance with the terms of this condition. The approved hardstanding shall be carried out in accordance with the approved details before first occupation of the apartment and retained thereafter;

Reason: To ensure satisfactory appearance to the development and in the interest of sustainable water drainage.

- 8 No development shall take place until details of on site parking and turning for all construction traffic have been submitted to and approved in writing by the local planning authority. The details shall be implemented before construction commences and retained until the completion of the construction.

Reason: To ensure adequate on site parking and turning provision is made for construction traffic In the interest of highway safety and the free flow of traffic.

- 9 Prior to the occupation of the apartments, details of an acoustic fencing along the northern boundary of the site to protect the neighbouring site against transmission of airborne sound shall be submitted to and approved in writing by the local planning authority and the approved scheme shall be completed before first occupation of any dwelling and shall be maintained thereafter.

Reason: To mitigate the effects of potential noise nuisance.

- 10 Any external lighting shall be in accordance with details that have been previously been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: To protect the night-time rural environment in the interest of visual amenity.

Reason: In the interests of visual amenity.

- 11 The development hereby approved shall not commence above slab level until, details of satisfactory facilities for the storage of refuse on the site have been



submitted to and approved in writing by the local planning authority and the approved facilities shall be provided before the first occupation of the building(s) or land and maintained thereafter;

Reason: No such details have been submitted and in the interest of amenity.

- 12 No additional windows, doors, voids or other openings shall be inserted, placed or formed at any time in the north facing wall(s) of the building hereby permitted;

Reason: To prevent overlooking of adjoining properties and to safeguard the privacy of their occupiers.

- 12 The approved details of the parking/turning areas shall be completed before the commencement of the use of the land or buildings hereby permitted and shall thereafter be kept available for such use. No development, whether permitted by the Town and Country Planning (General Permitted Development) (England ) Order 2015 (or any order revoking and re-enacting that Order, with or without modification) or not, shall be carried out on the areas indicated or in such a position as to preclude vehicular access to them;

Reason: Development without adequate parking/turning provision is likely to lead to parking inconvenient to other road users and in the interests of road safety.

## **INFORMATIVES**

- 1) In the interest of ensuring sufficient foul capacity is provided to the development, prior to the commencement of development, an application shall be made to the statutory undertaker under s106 of the Water Industry Act 1991 requesting a connection to the public sewer.
- 2) The applicant is advised that in order to avoid nuisance to neighbours they should seek to only use plant and machinery used for demolition and construction between 0800 hours and 1900 hours on Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays and at no time on Sunday and Bank Holidays.
- 3) The applicant is advised that in order to avoid nuisance to neighbours they should only seek to allow vehicles to arrive, depart, be loaded or unloaded within the general site between the hours of 0800 hours and 1900 Mondays to Fridays and 0800 to 1300 hours on Saturdays and at no time on Sundays and Bank Holidays.

Case Officer: Austin Mackie