

Report to: PLANNING COMMITTEE
Date of Meeting: 12 December 2018
Report from: Assistant Director of Housing and Built Environment

Application Address: 85-86 Castleham Road, St Leonards-on-sea, TN38 9NT
Proposal: Change of use from the council archive (B1) and storage site (B8) to the councils Direct Service Organisation (DSO) Street Cleansing operational depot (B2).
Application No: HS/FA/18/00777

Recommendation: Grant Full Planning Permission

Ward: HOLLINGTON 2018
Conservation Area: No
Listed Building: No

Applicant: Hastings Borough Council per Baker Architectural Ltd 29 Stirling Road Castleham Business Centre East St. Leonards-on-Sea, East Sussex. TN38 9NP

Public Consultation

Site Notice:	Yes
Press Advertisement:	No
Letters of Objection:	39
Petitions of Objection Received:	1
Letters of Support:	0
Petitions of Support Received:	0
Neutral comments received	0

Application Status: Not delegated - Petition received
Application on Council owned land

1. Site and Surrounding Area

The application site comprises an existing end of terrace industrial unit located in a short terrace of industrial buildings with vehicle access off Castleham Road. The application building used to store the Council's pest control officers equipment and materials and was last used as the Council's archive storage. The unit comprises a single-storey flat roof brick building at the front of the site containing two small office spaces, kitchen and toilet. Behind this is the industrial shed finished in blue corrugated cladding with a large roller shutter door

opening out onto a forecourt parking area to the side of the single storey office block. To the side/east of the unit is an enclosed/gated parking area with space for approximately 9 cars.

The planning use class of the application unit is currently B1 (office) and B8 (storage) and was changed from B2 (general industrial) in 2009 when the Council moved the archive to this unit.

The other industrial units in the immediate terrace are being used for a number of uses including a car garage/MOT centre, car parts distribution unit, a sporting goods storage and distribution unit, a loadcell manufacturer (use classes sui generis B2 & B8).

They were originally all operating under a B2 (general industrial) use class, following the grant of planning permission in 1978 (see below history). There are no planning restrictions in terms of the hours of operation, noise restrictions or type of B2 uses that could be carried out within the adjoining industrial units and they could operate 24 hours seven days a week under the terms of the planning permission.

The site is located within the wider Castleham Industrial Estate which contains a number of industrial, storage and office units. The Castleham Industrial Estate extends to the north (beyond a tree belt), south and west of the site. To the east of the site beyond a narrow tree belt, public footpath and area of greenspace, are residential properties in Augustus Way and Marcus Gardens.

The application site itself is located on a spur road off Castleham Road, and does not front out onto the main highway.

Constraints

A very small portion of the site is affected by surface water flooding. There are no other relevant site constraints.

2. Proposed development

This application proposes to change the use of the existing industrial units from a council archive (B1) and storage site (B8) to the Council's Direct Service Organisation (DSO) Street Cleansing operational depot (B2).

Key aspects of the proposed development are as follows:

- The site would be used for the operational management and storage of the Council street cleaning vehicles. No domestic refuse or recycling freighters will be based, or operate from, the application site.
- Waste from the DSO service will only be stored on site within contained vehicles, if it cannot be delivered to Pebsham Transfer Station on the day it is picked up.
- Supervisors and cleansing operatives will start arriving from 5.30am. The office will be officially occupied between 6am and 8pm 7 days a week. The other 6 members of the team work normal office hours between 7am and 5pm. The depot will be closed and locked by 8.30pm
- The whole fleet of 10 street cleansing vehicles will leave the depot at 6am. 2 of these are mechanical sweepers. All 10 return at 2pm and their crews then leave work. At least 1

vehicle, but on occasions, 2 vehicles will then go back out for a second shift, both returning at 8pm, where their crew(s) then leave work.

- One street cleansing vehicle is on call 24 hours 7 days a week to respond, on extremely rare occasions (likely to be less than once a year), to incidents such as road traffic accidents. This vehicle will be garaged at the depot.
- The 9 parking spaces to the side of the unit would be used as staff parking during the day. At night the street cleaning vehicles would be stored inside the building with the exception of two caged tipper which would be parked in the secure gated parking area at the side of the site, and two on the front wash down hardstanding (outside of secure gated parking area). One disabled parking space would be provided at the front of the unit. No operational street cleansing vehicles will be parked on the public highway.
- Vehicle washing would take place within the walled yard area at the front of the unit as shown with the dotted line around sweeper 1 and sweeper 2 positions on drawing BA1874.11B. This will take place on a rota basis, and therefore not every vehicle will be jet washed every day. Wash down calculations have been submitted with the application
- The proposed operating hours are from 05:30 to 20:30 Monday to Sunday.

Amendments:

The proposed operating hours have been amended from 24 hours a day seven days a week to 05:30 to 20:30 Monday to Sunday and bank holidays, with the exception of some out of hours operation in exceptional circumstances.

A plan indicating the location of a vehicle wash down area has been submitted.

A revised parking layout has been submitted to overcome initial comments from the Highway Authority regarding the suitability of the parking layout.

The application is supported by the following documents:

- Design and Access Statement
- Transport Statement
- Waste Statement
- Applicant's response to objections

Relevant Planning History

HS/FA/09/00299 Change of use from B2, General Industrial, to both B1, Business (front area) and B8, storage and distribution (rear). To be used for council offices and council archive storage. New mesh fencing to site perimeter
GRANTED 22 July 2009

HS/FA/08/00274 Amalgamation of units 85 & 86 including a) The continuation of a boundary fence around the adjacent access/car park hard standing area, b) The addition of roller shutters to the glazed rear window exterior, to provide security from vandalism/theft
GRANTED 16 June 2008

HS/FA/78/00156 Erection of block comprising eight units factories and provision of 56 parking spaces
GRANTED 12 April 1978

There are no restrictions on the permission regarding the opening or operating hours on any of the units.

National and Local Policies

Hastings Local Plan - Planning Strategy (2014)

Policy FA1 - Strategic Policy for Western Area

Policy SC1 - Overall Strategy for Managing Change in a Sustainable Way

Policy E1 - Existing Employment Land and Premises

Policy SC7 - Flood Risk

Hastings Local Plan - Development Management Plan (2015)

Policy LP1 - Considering planning applications

Policy DM1 - Design Principles

Policy DM3 - General Amenity

Policy DM4 - General Access

Policy DM6 - Pollution and Hazards

Other Policies/Guidance

Sussex Air Quality and Emissions Mitigation Guidance 2013

National Planning Policy Framework (NPPF)

Paragraph 11 sets out a general presumption in favour of sustainable development and states that development proposals which accord with the development plan should be approved without delay. Paragraph 12 of the NPPF states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Three dimensions of sustainability given in paragraph 8 are to be sought jointly: economic (by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation); social (providing housing, creating high quality environment with accessible local services); and environmental (contributing to, protecting and enhancing natural, built and historic environment) whilst paragraph 9 advises that plans and decisions need to take local circumstances into account, so they respond to the different opportunities for achieving sustainable development in different areas.

Paragraph 80 of the NPPF states significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Paragraph 92 of the NPPF states to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;
- c) guard against the unnecessary loss of valued facilities and services, particularly where

- this would reduce the community's ability to meet its day-to-day needs;
- d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and
 - e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

Paragraph 127 of the NPPF requires that decisions should ensure developments:

Function well;

- Add to the overall quality of the area for the lifetime of that development;
- Are visually attractive in terms of:
 - * Layout
 - * Architecture
 - * Landscaping
- Are sympathetic to local character/history whilst not preventing change or innovation;
- Maintain a strong sense of place having regard to:
 - * Building types
 - * Materials
 - * Arrangement of streets
- Optimise the potential of the site to accommodate an appropriate number and mix of development;
- Create safe places with a high standard of amenity for future and existing users

3. Consultation comments

Hastings Borough Council (Environmental Health - **No objection subject to conditions** (10-14)

Require a full noise report by condition, as well as details of any lighting schemes, fixed plant machinery and times of operation for jet washing facilities.

East Sussex County Council (Highways) - **No objection subject to conditions** (7-9)

Following the submission of a revised parking plan, the Highway Authority are now satisfied that enough parking provision is provided, and that there is sufficient space to accommodate larger vehicles overnight, together with appropriate turning space.

East Sussex County Council (SUDs) - **No objection subject to conditions** (5-6)

Note the volumes of water to be discharged as a result of the proposed use are quite low, albeit relatively frequent, and that there is no increase in impermeable area.

East Sussex County Council (Waste and Minerals) - **No comment**

No comments were made in response to the consultation

Southern Water - **No objection subject to conditions** (5-6)

Adds standard notes and conditions for new development relating to drainage connections

4. Representations

58 objections from 41 individuals were received during the application process. These followed the display of a single site notice at the front of the application site when the application was registered, and several more notices posted in the surrounding areas following the submission of amended plans.

In addition, 1 petition of objection has been received, comprising 71 signatures. This raises the following areas of concern:

- Change of use request
- Noise from the site
- Proposed working hours
- Potential odours from the site
- Spill light concerns
- General impact on the local environment

A summary of the individual objections received is provided below:

- Loss of residential amenity
- The site is too close to residential areas
- Noise disturbance from vehicles early in the morning and in the evening
- Air pollution/smells resulting from storage or movement of waste. Unclear as to whether waste will actually be stored on site and how this relates to landfill opening hours
- Potential smells from vehicles regardless of whether waste is stored on premises
- Light pollution early in the morning and late in the evening
- Potential use poses a health risk to local residents
- Increased parking pressure on surrounding road network (particularly residential areas to the rear)
- The site is not sustainable in terms of public transport, contrary to claims
- The vehicles operating from the site will have to make longer journeys to unload given the current location is in very close proximity to the landfill site.
- Unsuitable site for this type of business.
- The proposed site is not large enough for this type of operation with regards to vehicles with possibility of over spill of cars/vehicles.
- The environmental impact to residents and wildlife in the area.
- Operating hours would be 24 hours 7 days a week - not suitable for residential area, and will impact negatively on neighbours
- To change the use to 'B2' "general industrial" would not be appropriate for a unit so close to a residential area.
- Would set a precedent for other B2 uses in the area
- Concern regarding the storage of waste overnight and the impact this would have on the area.
- More suitable sites are available
- Water consumption has been underestimated

Non material planning considerations and concerns:

- Ability of the Council to make an impartial decision given that they are the applicant
- Negative impact on house value within the local estates

5. Determining Issues

This proposal has raised significant concern from neighbouring residential occupiers in terms of potential for noise and light pollution, together with odour, parking and whether a B2 use is appropriate in this location. These issues will be discussed in detail throughout the remainder of this report.

a) Principle

The site is in a sustainable location and the application is therefore in accordance with policy LP1 Hastings Local Plan - Development Management (2015) in this respect and acceptable in principle subject to other local plan policies.

b) Proposed change of use

The application site is located within the established industrial estate of Castleham. Policy E1 of the Hastings Planning Strategy 2014 clearly sets out that B1, B2 and B8 uses (or any other use of a similar character) are appropriate in these locations.

The existing use of the site is classified as B1 (Business) by the Town and Country Planning (Use Classes) Order 1987 (as amended). This is further defined as for the use of any of the following purposes:

- office (other than financial and professional services)
- research and development of products or processes, or
- for any industrial process.

The proposed use falls within a B2 use class, defined as 'general industrial' by the Town and Country Planning (Use Classes) Order 1987 (as amended) as a use for the carrying on of an industrial process other than the one falling within class B1. Paragraph 3 of the Order also states that "where land on a single site or on adjacent sites used as parts of a single undertaking is used for purposes consisting of or including purposes falling within classes B1 and B2 in the Schedule, those classes may be treated as a single class in considering the use of that land for the purposes of this Order, so long as the area used for a purpose falling within class B2 is not substantially increased as a result.

The proposed change of use does not deviate from Local Plan policy (E1 of the Hastings Planning Strategy) in that it seeks to maintain an active employment use on an established estate. Castleham is a dedicated employment area that has been in use since the late 70's (85-86 Castleham Road was constructed in 1979). It's boundaries are defined by tree cover, public pathways and space between the edge of the units and the tree lined boundaries. The residential estate to the north east received outline planning permission in the early 1980's and as such, was built following the establishment of the estate.

Many objections have been received stating that a B2 use is not appropriate in this location, and would set a precedent for future changes of use along similar lines. It has also been claimed that given the proximity of the residential properties in Marcus Gardens and surrounding areas, B1 uses should only be carried out, based on the definition in the use classes order which states that "B1 uses may be carried out in a residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit".

The application site is not considered to be located within a residential area, but within the boundaries of an established employment estate. All "B" uses are therefore, considered appropriate in this location, and would be in accordance with Local Plan policy.

The definition in the Use Classes Order stated above, which considers the suitability of employment uses in residential areas, is aimed towards, and applied in, residential streets where residential properties form the majority of the buildings. It cannot be applied in these circumstances. Policy E1 clearly supports B2 uses within the Castleham estate, and given the defined boundaries and the established employment uses in the immediate vicinity, a B2 use is appropriate in this location, subject to the other considerations throughout the remainder of this report.

c) Layout

The proposal seeks to utilise the internal space to provide offices and provide overnight vehicle garaging for a small fleet of street cleansing vehicles. A wash down area is provided at the front of the site, within the walled area adjacent to the front offices. Cycle and car parking is provided within the site boundary.

The proposed layout is considered acceptable for this kind of use, and subject to transport considerations in section f below, is considered to be in accordance with Policy DM1 of the Development Management Plan, in that it makes efficient use of the space available.

d) Impact on the character and appearance of the area

There would be no external alterations to the existing unit that would impact on the character and appearance of the surrounding area.

e) Impact on neighbouring residential amenities

The key issues to consider in terms of neighbouring residential amenity are the impact of the proposal in terms of odour, light and noise pollution, particularly in respect of the residential properties to the north east - Marcus Gardens, Carinus Gardens, and to a lesser extent, Augustus Way.

It is important to note that approximately 18m of open space, footpaths and tree cover, separates the far north eastern corner of the application site to the rear boundary of the closest property (3 Carinus Gardens).

Odour

Resident's concerns about potential odour are noted. The submitted document "Response to objections" from the applicants provides detailed information on the circumstances when waste may be stored on site, and how this will be stored. To summarise, it has been confirmed that:

Waste will only enter the site if it cannot be delivered to Pebsham Transfer Station on the day it is picked up, and will then be stored overnight only. The types of waste are:

1. Street arisings from street sweeping;
2. Waste from litter bin emptying;
3. Non-hazardous fly tip waste;
4. Items of bulky household waste such as furniture and white goods.

None of this waste will be off loaded at the new depot on the occasions that it cannot be delivered to the Pebsham Transfer Station before returning to the depot. On those occasions it will remain on the vehicles overnight and then be taken to Pebsham Transfer Station when it reopens the following day. Regular washing of vehicles will minimise any smells from their daily operation.

Street arisings are stored within the body of mechanical sweepers, which are closed to the external environment, minimising the omission of odour. These are mostly used during the day, which means they are generally off loaded to the Pebsham Transfer Site on the same day.

Waste from emptying litter bins is bagged within the bins themselves, and stored in the vehicle (if it isn't deposited at the transfer site on the same day). Again, this waste will be in the body of the vehicle, and will not be open to the external environment. The waste will not be left in the vehicles for enough time to start rotting or causing additional odour.

Waste from fly-tipping is non-hazardous, and generally includes larger items such as household furniture and inert builders waste. If any hazardous waste is identified, alternative arrangements for collection by specialist licensed waste contractors would be made. This would not be brought to the application site. Similar procedures apply for the Council's bulky household waste collection scheme which operates between 7am and 5pm.

Taking the above information into account, it is clear that where waste is kept on site overnight, it will be securely contained and not offloaded at any point. It will be disposed of using the correct procedures at the Transfer Site on the next available working day, and will not have time to omit smells that would affect neighbouring residential amenity. Vehicle wash down procedures will also ensure that smells are minimised. These factors, taken together with the distance separating the site with the nearest residential properties, it is not considered that the odour coming from this operation will be excessive, or cause harm to residential amenity.

Exhaust fumes will be produced within the building when the vehicles are driven in and out at the beginning and end of each shift. A ventilation system will be provided that positively pressurises the office accommodation preventing fumes from entering, with a further extract system to remove the exhaust emissions from the garage. Details of this system will be secured by condition (condition 14)

Taking the above into account, and subject to conditions, Policy DM6 of the Development Management Plan in terms of control of odour, is therefore complied with.

Light

It is argued by residents that the operational hours of 5.30am to 8.30pm will mean that excessive lighting will be necessary, causing disturbance to these occupiers to the north west. A full lighting scheme will be required by condition (condition 11) should this permission be granted. The applicants have made clear that they will illuminate the surface intended only, and use light shields where necessary.

The approval of the required lighting scheme, taken together with the tree lined boundary of the estate, which backs on to the closest residential properties, is considered sufficient to ensure that there is no excess light pollution over and above what will already be in existence by way of street lights and other lighting on the industrial estate. Policy DM6 of the Development Management Plan is therefore complied with.

Noise

Similar to the above, residents are particularly concerned by the noise generated by the proposed use. Proposed condition 10 requires a full noise report covering the whole site in accordance with British Standards, to be submitted to the Local Planning Authority for approval, prior to the commencement of development. Any noise mitigation measures recommended in the submitted report will need to be installed, prior to the commencement of the proposed use, and will be retained thereafter.

In their submitted statement, the agent acting on behalf of the applicant, has also confirmed that heavy goods vehicles will not be used, and all street cleansing vehicles will be parked to limit the need for reversing in the mornings, All other activities such as vehicle washing and maintenance shall be carried out during office hours. To ensure that this is implemented, these time restrictions will also be a condition of permission (condition 4).

Given these restrictions and mitigation measures required by condition, and the distance of 18 metres separating the site from the rear boundary of the nearest property, it is not considered that the noise generated by the development will be unacceptable given the site's location on an established estate. Policy DM6 of the Development Management Plan is therefore complied with.

f) Ecology

Resident's have raised concern that the proposed use will impact on local wildlife. Given the discussion regarding storage of waste above, in that at no point will it be exposed, it has been determined highly unlikely that vermin would be attracted to the site, and as such, there will be no impact on local wildlife.

The proposal does not require building on any areas of existing green space, and as such, it is not considered that there will be a negative impact on biodiversity or wildlife. Policy EN1 of the Planning Strategy, and HN8 of the Development Management Plan do not therefore, apply.

f) Highway safety and parking

Following the submission of a revised parking plan, the Highway Authority are now satisfied that the site can accommodate the level of parking required to support the development, and that subnet turning space, and parking of vehicles overnight, can now be provided.

9 parking spaces are proposed within the existing parking area, together with a disabled space at the front of the site. Cycle parking provision is also proposed at both the front and the rear.

Whilst it is noted that the site is quite restricted, given that the parking spaces are likely to be empty at the end of the day when the vehicles return to the depot, there is no significant concern that space will be restricted. Regardless, there is still space on site for on site turning, meaning that vehicles are able to enter and exit the site in a forward gear. Where this is not possible (for some larger vehicles), they are able to reverse out of the site, which is not directly out on to the highway. Whilst this is not ideal, given that a full and efficient use of the site can still safely be provided, the proposal is therefore considered acceptable. Policy DM4 of the Development Management Plan is therefore complied with.

g) Drainage

The proposed use will involve the washing down of vehicles in addition to the existing water use of an employment premises. East Sussex County Council's sustainable drainage team have been closely involved in the consideration of this application, and are now satisfied with the proposal given that the volume of additional water is quite low, the site area is quite restricted, and there is no increase in impermeable area. It will be important that attenuation measures are incorporated into the scheme to ensure that discharge levels are restricted as much as possible (see conditions 5 and 6)

Southern Water have not issued an objection to the proposal and standards drainage conditions will be applied (conditions 5 and 6).

h) Air quality and emissions

Having regard to guidance contained within 'Air Quality and Emission Mitigation' 2013 produced by Sussex Air Quality Partnership, the proposed development will not exceed statutory guidelines for airborne pollutants and Environmental Health Officers have no objection in this respect. The development is therefore in accordance with Policy DM6 of the Development Management Plan 2015.

6. Conclusion

It is acknowledged that there is concern from local residents regarding the proposed development in terms of noise, light and odour. It has been demonstrated this is a suitable site to accommodate the DSO depot as intended without causing undue harm to local amenity in terms of light, odour or noise, subject to conditions. Appropriate parking provision can be provided, and drainage issues can be addressed through appropriate attenuation. Therefore, the proposal is considered to comply with the Development Plan in accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004 which states:

"If regard is to be had to the Development Plan for the purpose of any determination to be

made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

The Human Rights considerations have been taken into account fully in balancing the planning issues.

7. Recommendation

Grant Full 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.
2. The development hereby permitted shall be carried out in accordance with the following approved plans:

BA1874.01 - Existing site location and block plan

BA1874.03 - Existing site plan

BA1874.04 - As existing floor plan for storage

BA1874.05 - As existing floor plan for facilities

BA1874.06 - Existing elevations

BA1874.09 - Proposed plan

BA1874.10 - Proposed site plan

BA1874.11B - Parking plan

3. Waste shall not be off loaded or sorted on site at any time.
4. The premises shall not be operational except between the following hours:-

- Monday - Sunday: 5.30am - 8.30pm

Maintenance of vehicles must only take place during offices hours as follows:

- Monday - Friday 8-30am to 5.30pm
- At no time on weekends or bank holidays.

In the case of major events where these hours cannot be adhered to, permission must be sought in writing by the Local Planning Authority in advance.

5. (i) The authorised use shall not commence until details of the proposed means of foul sewerage and surface water disposal/management have been submitted to and approved in writing by the Local Planning Authority. This shall include drainage details to show attenuation methods and necessary infrastructure to restrict water flow to existing levels, prior to discharge into the public system. The details should also include information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely.

- (ii) Development shall then be carried out in accordance with the details approved under (i) and the use hereby approved shall not commence until those works have been completed.

and

- (iii) The use hereby approved shall not commence until the Local Planning Authority has confirmed in writing that it is satisfied, that the necessary drainage infrastructure capacity is now available to adequately service the development.

6. The location and condition of the existing drainage system should be investigated up to its outfall with the intention to reuse this system wherever possible. Any required improvements to the condition of the drainage system should be carried out prior to connecting into this system.
7. The parking spaces shown on the approved plan (BA187411B) shall be provided prior to the occupation of the development hereby permitted and thereafter shall not be used for any purpose other than the parking of vehicles.
8. The development shall not be occupied until cycle parking areas have been provided in accordance with the approved plans (plan no. BA1874.11B) or details which have been submitted to and approved in writing by the Planning Authority, and the area shall thereafter be retained for that use and shall not be used other than for the parking of cycles.
9. The proposed parking spaces shall measure at least 2.5m by 5m (with an extra 50cm where spaces abut walls)
10. Prior to the commencement of the proposed use a full noise report covering the whole site in accordance to BS 4142: 2014 shall be submitted to and approved in writing by the Local Planning Authority.

Any noise mitigation measures recommended in the submitted noise report shall be installed prior to the commencement of the proposed use and shall be retained thereafter.

11. Prior to the commencement of the proposed use, details of any lighting scheme, such as flood lighting or security lighting, shall be submitted to and approved in writing by the Local Planning Authority.
12. Details, including acoustic specifications of all fixed plant machinery and equipment associated with air moving equipment, including fans, ducting and external openings, compressors, generators or plant or equipment of like kind, installed within the site which has the potential to cause noise disturbance to any noise sensitive receivers, shall be submitted to and approved in writing by the Local Planning Authority prior to installation.

13. Details of the times of operation for any proposed jet washing facilities to be used at the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the proposed use.
14. Prior to the commencement of the proposed use details of the proposed ventilation systems shall be submitted to and approved in writing by the Local Planning Authority, and following approval, shall be retained thereafter.

Reasons:

1. This condition is imposed in accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. For the avoidance of doubt and in the interests of proper planning.
3. In the interests of health and safety and to safeguard the amenity of neighbouring residential properties.
4. To safeguard the amenity of neighbouring residential properties.
5. To prevent increased risk of flooding.
6. To prevent increased risk of flooding.
7. To ensure an adequate level of off-street parking to serve the development.
8. In order that the development site is accessible by non car modes and to meet the objectives of sustainable development.
9. To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.
10. To safeguard the amenity of neighbouring residents.
11. To safeguard the amenities of neighbouring residents and the character of the surrounding area.
12. To safeguard the amenities of neighbouring residents and the character of the surrounding area.
13. To safeguard the amenities of neighbouring residents.
14. To safeguard the amenity of adjoining and future residents.

Notes to the Applicant

1. Failure to comply with any condition imposed on this permission may result in enforcement action without further warning.

2. Statement of positive engagement: In dealing with this application Hastings Borough Council has actively sought to work with the applicant in a positive and proactive manner, in accordance with paragraph 38 of the National Planning Policy Framework.

3. To be read in conjunction with condition 5:

The location and condition of the existing drainage system should be investigated up to its outfall with the intention to reuse this system wherever possible. Any required improvements to the condition of the drainage system should be carried out prior to connecting into this system.

Surface water discharge rates should be no greater than existing discharge rates from the site. This is subject to a capacity check undertaken by Southern Water with evidence of this and hydraulic calculations, submitted to the Local Planning Authority.

Prior to construction of the development, evidence (including photographs) should be submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.

4. A formal application for connection to the public foul sewerage system is required in order to service this development, please contact Southern Water: Developer Services, Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW. Tel: 0330 303 0119. E-mail: developerservices@southernwater.co.uk.

Officer to Contact

Mrs S Wood, Telephone 01424 783329

Background Papers

Application No: HS/FA/18/00777 including all letters and documents