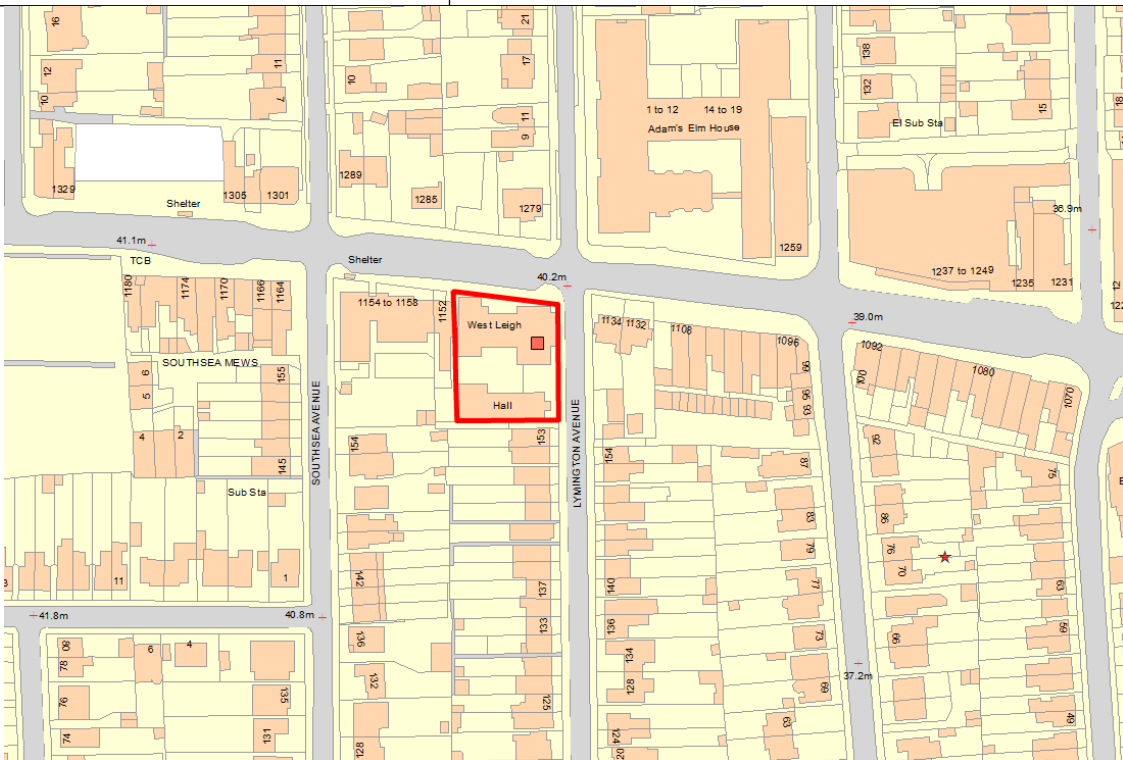


Delegated Report

Reference:	19/01646/FUL
Application Type:	Full Application
Ward:	Leigh
Proposal:	Demolish existing rear memorial hall and erect replacement two storey hall with office space in roof linked to existing Church, erect single storey extension to front entrance and install ramp to improve access from London Road, form central courtyard with landscaping and lay out parking spaces
Address:	West Leigh Baptist Church, Lymington Avenue, Leigh-On-Sea
Applicant:	Mr M M'Clelland
Agent:	Mathews Serjeant Architects
Consultation Expiry:	18th November 2019
Expiry Date:	9 th January 2020
Case Officer:	Janine Rowley
Plan Nos:	Location Plan; Site Plan; 2145-EX01; 2145-EX 02; 2145 P-04A; 2145-P-05A; 2145-P-03B
Recommendation:	GRANT PLANNING PERMISSION



1 Site and Surroundings

- 1.1 The site is on a corner plot, located to the south of London Road and to the west of Lymington Avenue. The site is occupied by a 2 storey church of contemporary design which fronts London Road, with a return to Lymington Avenue. To the rear of the Church is a parking court area and to the rear of the site, beyond the parking is the detached Memorial Hall building.
- 1.2 The surrounding area is largely residential in nature, although there are some commercial units along London Road. No. 1152 adjoining the site to the west is a three storey block containing flats.
- 1.3 The site has no specific allocation within the Development Management Document Proposal's Map.

2 The Proposal

- 2.1 Planning permission is sought to demolish the existing rear memorial hall and erect a replacement two storey multi-purpose hall, with office space in roof, both for use related to the existing Church, erect a single storey extension to the front entrance, install a ramp to improve access from London Road, form a central courtyard with landscaping and lay out parking spaces.
- 2.2 There is an extant planning permission, from 2007 07/01377/FULM to demolish the existing church buildings, erect a new church with a two storey building including a hall, meeting rooms, kitchen and toilets. The church building fronting London Road together with the kitchen and toilets has been completed but this application seeks a differently detailed hall and associated meeting rooms. The hall and meeting rooms approved under application 07/01377/FULM measure 20.4m wide, 21.3m deep to 24.5m deep and 8.8m to 9.1m high to the south elevation and 9.5m high to the west elevation. The internal floorspace of the extant permission equates to 276sqm to the ground floor for the sports hall and offices, and 87sqm to the first floor meeting rooms (363sqm in total). This is a fall-back position for the applicant and carries material weight in the assessment of the current proposal.
- 2.3 Planning permission 19/00009/FUL to use a portacabin as a church hall to enable construction of the remainder of the hall and associated church building expires on 1st March 2022.
- 2.4 During the course of this planning application, the applicant has amended the plans with specific reference to reducing the floorspace of the hall to the south of the site and increasing onsite parking provision from 7 parking spaces to 10 together with additional cycle parking provision.
- 2.5 The proposed development subject of this application is a two storey building with roof accommodation which is 'L' shaped. It would be 21.5m wide, 21.3m to 24.5m deep and 5.4m high to 9.5m high with a gable roof design to the rear of the existing church building. A new entrance lobby is proposed to the existing church building, this includes a single storey extension fronting London Road 3.2m-5.1m wide, 2.1m-2.8m deep and 2.9m high including glazing and a flat roof canopy.
- 2.6 The proposed internal floorspace arrangement includes a sports hall, meeting rooms,

kitchen, administration office and craft room to the ground floor and new front entrance lobby (338sqm) first floor meeting rooms (137sqm) and a senior pastor's office/study to the second floor (61.5sqm) (536sqm in total). A new external courtyard is proposed to the centre of the site north of the new hall and south of the church. This would include soft and hard landscaping.

- 2.7 Ten new parking spaces are proposed to be accessed from Lymington Avenue with associated alterations to the existing crossovers. Cycle spaces are also proposed to the east of the site fronting Lymington Avenue and within the new central courtyard.
- 2.8 The application is accompanied by a Design and Access Statement, Pre-Planning Neighbourhood Consultation, and Travel Survey.

3 Relevant Planning History

- 3.1 19/00009/FUL- Erect portacabin for use as Church Hall- Planning Permission Granted
- 3.2 16/01265/ADV - Install two internally illuminated fascia signs to front and side (Amended Proposal) – Advertisement Consent Granted
- 3.3 15/02036/ADV – Install two internally illuminated fascia signs to front and side and one TV display sign to front –Advertisement Consent Granted
- 3.4 10/01888/AD – Application for approval of details pursuant to condition 6 (landscaping) and 11 (dust suppression) of planning permission 07/01377/FUL granted 14.12.2007 – details approved.
- 3.5 10/00944/AD - Application for Approval of Details pursuant to condition 02 (samples of materials) 03 (Parking), 06(Landscaping) and 09 (hardstanding) of planning permission 07/01377/FULM dated 02.01.2008 – part approved, part refused.
- 3.6 10/00648/FULM - Extend hours of opening to 07.30 - 22.30 Monday to Sundays, including Bank Holidays (Variation of condition 4 of planning permission SOS/07/01377/FULM Hours of opening 09.00 - 22.30 Monday to Sundays, including Bank Holidays) – Planning Permission Granted.
- 3.7 10/00646/NON – Re-positioning of windows and alterations to facades (non-material amendment following planning permission 07/01377/FULM). Planning Permission Granted.
- 3.8 07/01377/FULM- Demolish existing church buildings erect new church with two storey building including a hall, meeting rooms, kitchen and toilets and lay out parking. Planning Permission Granted.

4 Representation Summary

4.1 Public Consultation

138 neighbouring properties were consulted and a site notice was displayed. Representations by 20 different parties have objected to the proposal on the following grounds:

Amenity

- Building imposing
- Overlooking and loss of privacy
- Loss of light
- The 3 storey link could be achieved with a single storey corridor reducing the impact of the building
- A condition requiring obscured glazing should be imposed.
- Height of the building would result in overshadowing

Design

- Layout/density of building out of character with surroundings
- Badminton court is an inefficient use of the space

Traffic/Parking

- The existing development has resulted increased on street parking and confrontation between users/residents
- There will be a 50% reduction in car parking on site
- The proposed parking is insufficient to serve the development. More parking should be provided.
- The development will result in increased on street parking and parking stress in already streets surrounding streets to the detriment of highway safety.
- Existing streets already saturated with parking
- Existing plans do not accurately show existing parking.
- An office block has been permitted opposite which will already impact on parking demand
- Car parking strategy submitted by the applicant is not correct and random checks need to be done on the real parking situation

Other

- The church could be expanded in a more modest manner
- This site is meant to be a place of worship not a sports facility
- Lack of consultation by the church with neighbours
- Request that Members visit the site

Officer comment: The concerns raised are noted and they have been taken into account in the assessment of the proposal. However, they are not found to represent a reasonable basis to refuse planning permission in the circumstances of this case. The material considerations raised are addressed in subsequent sections of this report in more detail.

4.2 Councillor Mulroney has requested this application be dealt with by Development Control Committee.

4.3 **Leigh Town Council**
No objection.

4.4 **Airport Director**
No objection.

4.5 Cadent Gas

Cadent have identified operational gas apparatus within the application site boundary. No objections are raised subject to a number of informatives.

4.6 Highways Team

No objections.

5 Planning Policy Summary

5.1 The National Planning Policy Framework (NPPF) (2019)

5.2 Core Strategy (2007) Policies KP1 (Spatial Strategy), KP2 (Development Principles), KP3 (Implementation and Resources), CP3 (Transport and Accessibility), CP4 (Environment and Urban Renaissance) and CP6 (Community Infrastructure)

5.3 Development Management Document (2015) Policy DM1 (Design Quality), DM2 (Low Carbon Development and Efficient Use of Resources), DM3 (Efficient and Effective Use of Land) and DM15 (Sustainable Transport Management).

5.4 Design & Townscape Guide (2009)

5.5 Vehicle Crossing Policy & Application Guidance (2014)

5.6 CIL Charging Schedule (2015)

6 Planning Considerations

6.1 The main considerations in relation to this application are the principle of the development, design and impact on the character of the area, impact on residential amenity, traffic and transportation, sustainability and CIL (Community Infrastructure Levy) contributions.

7 Appraisal

Principle of Development

- 7.1 The application site constitutes brownfield land. The NPPF at paragraph 117 states that *“Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land”*
- 7.2 Paragraph 92 of the NPPF states *‘To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should 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...’*
- 7.3 Policy CP6 of the Core Strategy states *‘Development proposals must mitigate their impact on community infrastructure by...safeguarding existing and providing for new leisure, cultural, recreation and community facilities...’*. The proposed development will provide an enhanced community facility contributing to the Borough’s cultural, recreational and community facilities.
- 7.4 Planning permission 07/01377/FULM was granted to demolish the existing church buildings and erect a new church with a two storey building including a hall, meeting rooms, kitchen and toilets and layout parking. The main church building to the north of the site fronting London Road has been implemented so planning permission 07/01377/FULM is extant and the remainder of the development could be completed, including the two storey building, associated meeting rooms and hall to the rear of the site. Since the consideration of the 2007 application there have been changes to local and national planning policy including the Southend Core Strategy (2007), Development Management Document (2015) and revised National Planning Policy Framework (2019) as well as advice in the Design and Townscape Guide (2009) which affect the material considerations. However, the proposed two storey hall with office accommodation in the roof, single storey front extension along London Road and formation of a central courtyard with landscaping and laying out of parking spaces will provide enhanced community facilities, which is acceptable in principle and no objections are raised. The proposal remains acceptable in principle subject to the detailed material considerations below.

Design and Impact on the Character of the Area

- 7.5 Good design is a fundamental requirement of new development to achieve high quality living environments. Its importance is reflected in the NPPF, in Policies KP2 and CP4 of the Core Strategy and also in Policy DM1 of the Development Management Document. The Design and Townscape Guide also states that *“the Borough Council is committed to good design and will seek to create attractive, high-quality living environments.”*

- 7.6 Paragraph 124 of the National Planning Policy Framework states that *‘The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.’*
- 7.7 Policy KP2 of the Core Strategy states that new development should *“respect the character and scale of the existing neighbourhood where appropriate”*. Policy CP4 of the Core Strategy requires that development proposals should *“maintain and enhance the amenities, appeal and character of residential areas, securing good relationships with existing development, and respecting the scale and nature of that development”*.
- 7.8 In the Council’s Development Management Document Policy DM1 states that development should *“add to the overall quality of the area and respect the character of the site, its local context and surroundings in terms of its architectural approach, height, size, scale, form, massing, density, layout, proportions, materials, townscape and/or landscape setting, use, and detailed design features.”*
- 7.9 The proposed scale of the building broadly reflects that of the extant planning permission granted in 2007. The overall height of the hall is 8.8m to 9.1m due to varying site levels and 9.5m high to the west elevation on the boundary with no. 1152 London Road. The development responds well to the built form and townscape of the surrounding area and is not set higher than the previously approved application 07/01377/FULM. It would not appear materially at odds with the surrounding area in terms of its form, scale, size and depth.
- 7.10 The design of the development is simple with a gable roof form to the hall and fenestration to all elevations to add interest. The simple flat roof design of the single storey extension fronting London Road provides a defined entrance to the church and is a positive addition to the streetscene and appearance of the building.
- 7.11 The new development includes a new courtyard with soft and hard landscaping to be situated between the hall and church building to the north with external seating. Parking is provided to the east of the hall and south of the church building. Details of the soft and hard landscaping can be controlled by condition.
- 7.12 The development’s proposed materials reference those in the existing church building to the north including render and facing brickwork, roof tiles and aluminium windows and doors. The materials will integrate satisfactorily with the surrounding area.
- 7.13 The overall scale of the development is considered to be acceptable and relates satisfactorily to the existing church building to the north of the site. The development is appropriately designed and well detailed, providing a positive addition which will enhance the character and appearance of the surrounding area. As such the proposal is not considered to result in any material harm to the character or appearance of the site the streetscene or the wider surrounding area.
- 7.14 Subject to conditions, the development is acceptable and policy compliant in the above regards.

Impact on Residential Amenity

7.15 Policies DM1 and DM3 of the Development Management Document and CP4 of the Core Strategy refer to the impact of development on surrounding occupiers. High quality development, by definition, should provide a positive living environment for its occupiers whilst not having an adverse impact on the amenity of neighbours. Protection and enhancement of amenity is essential to maintaining people's quality of life and ensuring the successful integration of proposed development into existing neighbourhoods.

7.16 Amenity refers to well-being and takes account of factors such as privacy, overlooking, outlook, noise and disturbance, the sense of enclosure, pollution and daylight and sunlight. Policy DM1 requires that all development should amongst other things:

“Protect the amenity of the site, immediate neighbours, and surrounding area, having regard to privacy, overlooking, outlook, noise and disturbance, visual enclosure, pollution, and daylight and sunlight”

7.17 The nearest property to the development in Lymington Avenue is no. 153 to the south of the site and which contains no windows in its northern flank wall. The boundary of the application site and the southern elevation of the proposed building are both set 2.5m away from the flank boundary of the rear garden serving that property with an access way between them. The proposed hall would have an overall height of 8.8m to 9.2m (eaves level 3.3m to 3.6m high). The existing hall spans the depth of the rear garden of 153 Lymington Avenue 28.9m in length and is 10m high. The length of the proposed hall is 20m which is the same as the extant planning permission 07/01377/FULM. On balance, taking into account that the siting of the hall is to the north of no. 153, the hall's modest eaves, the ridge height of the development and siting of the windows the proposal is consistent with findings for the position and scale of built form found acceptable under the extant planning permission. Five parking spaces are proposed to the southern boundary in the same position as previously approved and separated by the shared private alleyway. It is not considered the development would result in material harm to the residential amenity of the occupiers of no. 153 in terms of dominance, an overbearing impact, material loss of light or outlook, overlooking and loss of privacy or a material sense of enclosure.

7.18 To the west of the site is a three storey block of flats at no. 1152 London Road. These have clear glazed windows facing the application site at ground, first and second floor level in their flank elevations. The windows/doors to flat 1 at ground floor include an obscure door to the bin area and, a clear glazed secondary window serving a living room and dining area, which also benefits from doors to the south leading out on to the garden area. To the first floor flat, the flank contains a door to the staircase leading to the garden and a secondary window serving the living/dining room, which also benefits from doors to the south on the balcony. At third floor is a window that serves that flats landing area and dining room, which is the only source of light and, a secondary window to the living room which also benefits from doors to the south serving the balcony.

7.19 A two storey building along the western boundary of the site was approved as part of planning permission 07/01377/FULM. The flats at 1152 London Road were notified and the impact on them was assessed under the previous application which introduced the proposed church of two storeys with a maximum height of 9.5m. The height of the building proposed under this amended application is similarly 9.5m on the western elevation facing no. 1152. In comparison with the 2007 approval which included a 9.4m tall full width gable to the shared boundary to the west in the application site's south west corner, the taller part of the building is now set back from the western boundary by 1.4m with only a single storey projection 5.6m high now proposed to be used as part of the 'crafts room'. As constructed the church is marginally further away from the western boundary than indicated on the 2007 approved plans. The current proposal places the main section of the extension on that same western flank building line and is such no closer to the properties to the west that was previously accepted. The main changes which impact differently on residential amenity include a new dormer window at second floor to the west elevation which is to be obscure glazed and can be controlled by condition. Proposed windows to the first floor have been altered in terms of their detailed size and siting compared with those previously agreed in 2007 but are in the same general positions as previously considered acceptable and also will remain obscure glazed with this controllable by condition. The new single storey gable feature to the eastern boundary will also contain windows at ground floor. There would be some reduction of light taking into account the siting of the proposed development to the east of no. 1152, however the rear of these flats is open to the west and south. On balance, the flats will continue to benefit from sufficient light and outlook. Given the building will project no further west than the extant planning permission, nor will the development be any higher, and subject to appropriate conditions to control any potential overlooking and loss of privacy it is not considered the proposal would result in overlooking or any material loss of privacy, light, outlook, or unacceptable sense of enclosure for neighbouring occupiers at no. 153 Lymington Avenue or 1152 London Road.

7.20 The site is located on a corner plot and is removed from any adjoining dwellings to the east of the site, so it is not considered the proposed development would result in material harm to the amenity of the residents to the east of the site in the above regards.

Noise and Disturbance

7.21 No details of noise impacts have been submitted with the current application. The new parking layout will include five parking spaces set 2.5m away from the flank elevation of no. 153 Lymington Avenue to the south of the site and the remainder of the spaces are located to the south of the existing church building adjacent to Lymington Avenue to the east. The main entrance to the hall and associated meeting rooms subject of this application is from a courtyard accessed from Lymington Avenue. No. 153 is likely to experience some general disturbance from car movements together with other residents opposite the site in Lymington Avenue. Activity within the courtyard, too, could generate noise and disturbance when users of the site use the new hall and potentially the outside space. The applicant has confirmed the hall will be naturally ventilated with no windows facing 153 Lymington Avenue and all services will come from the existing plant and boiler rooms serving the main church building.

In order to safeguard the amenity of surrounding residents within Lymington Avenue to the south and east and 1152 London Road to the west a number of conditions will be imposed to control noise levels from the development hours of use and any future

externally mounted plant and equipment. Subject to these conditions it is considered that the proposal would not harm the amenities of these neighbouring properties in terms of noise and disturbance.

7.22 Subject to the conditions, it is not considered that the proposed development will result in material harm to the amenities of any other residential occupiers in any regard.

7.23 The proposal is therefore acceptable and policy compliant in the above regards.

Traffic and Transportation Matters

7.24 Policy DM15 of the Development Management Document states that development will be allowed where there is, or it can be demonstrated that there will be physical and environmental capacity to accommodate the type and amount of traffic generated in a safe and sustainable manner.

7.25 The application site benefits from a good level of transport infrastructure provision that provides opportunities for people to travel to the proposed development by non-car modes of transport. The site fronts London Road to the north, with access to a range of bus services. The existing site benefits from a vehicle access from Lymington Avenue to the east of the site and has 10 parking spaces.

7.26 The proposed layout will include a vehicle access from Lymington Avenue with 10 parking spaces laid out to the south of the existing church and north of no. 153 Lymington Avenue. No objections have been raised by the Councils Highway Officer to the proposed vehicle access and car parking would not materially harm the free flow of the local highway network.

7.27 Maximum car parking standards in the Development Management Document seek up to 1 parking space per 10sqm for use Class D1 place of worship. The maximum car parking standards indicate a maximum requirement for the proposed development of 53 parking spaces. Ten parking spaces are proposed. Previously under application 07/01377/FULM, a maximum 36 parking spaces would have been required based upon the 363sqm of new floorspace, which is the fall-back position taking into account the permission is extant. There is a difference of 17 parking spaces between the current proposal and extant permission in terms of the maximum requirement under local policies.

7.28 The applicant has provided a comprehensive travel survey on how members of the congregation attend church services. The supporting information states that Sundays are arranged with two services to mitigate against parking on street. A number of policies and action measures are provided including advice to church users and visitors to the existing facilities to utilise public transport and walk to the church and the availability of parking bays available along London Road all to seek to reduce the impact on parking within the surrounding roads.

- 7.29 Whilst the travel survey does not specifically reference the users of the new hall the applicant has confirmed that it is designed for use by church users only. The applicant advises that currently such activities as badminton and sponge football are held in the existing place of worship due to the memorial hall being in a poor state and this is why the new hall is proposed. Information supplied by the applicant indicates that the hall would mainly be used in association with the main church for activities such as meetings, recreation, sport and events. On balance, it is considered the associated activity would involve a significant overlap with the existing church functions and that the impact on the surrounding area should be viewed in this context. The wider impact of any users of the hall can be considered and controlled through the agreement of a travel plan described below.

Travel Plan

- 7.30 A travel plan has been submitted for consideration to facilitate and encourage sustainable travel to and from the proposed development. In order to ensure the reduction of private car parking and on street parking pressure within the surrounding streets a full robust travel plan to serve the new building can be the subject of a condition.
- 7.31 During the course of the planning application the drawings have been amended to increase the parking provision to 10 car parking spaces and provided additional cycle parking both which would accessed from Lymington Avenue. The existing vehicular crossover is well in excess of our normal maximum standards and has been amended to reinstate pavements to enable pedestrian's access along Lymington Avenue.

Cycle Parking

- 7.32 The number of cycle spaces required for the proposed development in accordance with Policy DM15 of the Development Management Document is 1 space per 4 staff plus visitor parking for places of worship. The travel survey accompanying this application states 10 cycle spaces are proposed to encourage the use of sustainable transport, which can be controlled by condition.

Recycling and Waste

- 7.33 The proposed plans indicate a refuse store to the north of the new hall that would serve the development. The Council does not currently provide commercial refuse and recycling collections so private arrangements will need to be made to suit the needs of the business. The applicant has confirmed the waste store situated to the east of the new hall will provide sufficient capacity.
- 7.34 It is considered that, full details of the proposed refuse store and a waste management plan can be conditioned to ensure that the refuse is properly stored and collected. This aspect of the proposal is therefore considered to be acceptable and policy compliant subject to these conditions.

Traffic and Transport Conclusion

- 7.35 On balance, taking into account that the site is located along London Road with good access to public transport and the travel plan and cycle provision proposal to be secured by condition, the proposed development would not have an adverse impact on traffic generation or highway safety in the locality and provision of ten on-site parking spaces proposed is considered acceptable. On balance, the development is considered to be acceptable and policy compliant, in respect of traffic and transport matters.

Sustainability

- 7.36 Policy KP2 of the Core Strategy states “*All development proposals should demonstrate how they will maximise the use of renewable and recycled energy, water and other resources*” and that “*at least 10% of the energy needs of a new development should come from on-site renewable options (and/or decentralised renewable or low carbon energy sources)*”. The provision of renewable energy resources should be considered at the earliest opportunity to ensure an integral design.
- 7.37 No details have been provided however given the scale of the development it is considered this matter can be addressed by the use of a suitable condition. Subject to a condition no objection is raised on this basis.
- 7.38 There is an identified need for increased water efficiency measures to be integrated into new developments to take account water resourcing issues identified in Essex and it is necessary to ensure that water efficient design measures are incorporated into the proposed development. Whilst details of these have not been submitted with the application, this matter can be addressed by imposition a suitable condition.

Community Infrastructure Levy (CIL)

- 7.39 Although this application is CIL liable, in this instance the chargeable amount has been calculated as a zero rate as the development is being undertaken by a ‘not for profit organisation’. The Church is owned by a charity. However, it is recommended that a condition be applied to this permission restricting the nature of the use to ‘place of worship’ to prevent future changes in the use of the building to a use that would not be zero rated and would have a greater impact in terms of infrastructure requirements. This condition is required to determine the scope of this permission in terms of its impact on community infrastructure in accordance with Core Strategy Policy CP6.

8 Conclusion

- 8.1 Having taken all material planning considerations into account, it is found that subject to compliance with the attached conditions, the proposed development would be acceptable and compliant with the objectives of the relevant development plan policies and guidance. The proposed development will provide an enhanced community facility contributing to the Borough’s cultural, recreational and community facilities. The proposal would have an acceptable impact on the amenities of neighbouring occupiers and the character and appearance of the application site, street scene and the locality more widely. On balance, it is considered there would be no harmful traffic, parking or highways impacts caused by the proposed development. This application is therefore recommended for approval.

9 Recommendation

9.1 GRANT PLANNING PERMISSION subject to the following conditions:

- 01 The development hereby permitted shall be begun not later than 3 years beginning with the date of this permission.**

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

- 02 The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan; Site Plan; 2145-EX01; 2145-EX 02; 2145 P-04A; 2145-P-05A; 2145-P-03B.**

Reason: To ensure that the development is carried out in accordance with the policies in the Development Plan.

- 03 Notwithstanding the information submitted with the application, no development above ground floor slab level shall take place until samples of the materials to be used on all the external elevations of the development hereby approved have been submitted to and approved in writing by the local planning authority. The development shall be carried out solely in accordance with the approved details before it is brought into use.**

Reason: To safeguard the character and appearance of the surrounding area in accordance with Policies KP2 and CP4 of the Core Strategy (2007), Policies DM1 and DM3 of the Development Management Document (2015) and advice contained within the Design and Townscape Guide (2009).

- 04 The use of the development hereby approved shall not commence until and unless the 10 vehicle parking plus cycle parking spaces have been provided in accordance with the approved plan 2145 P03B, together with properly constructed vehicular access to the adjoining highway. The parking areas shall be permanently retained for the parking of vehicles of people using the development.**

Reason: To ensure that provision of car and cycle parking is provided and retained to serve the development in accordance with Policy CP3 of the Core Strategy (2007) and Policy DM15 of the Council's Development Management Document (2015).

- 05 The development hereby approved shall be carried out and completed in accordance with drawing 2145 P03B in relation to the highways works including alterations to vehicle crossovers and the reinstatement of the pavements along Lymington Avenue before the development is first occupied and the access arrangements shall thereafter be retained in perpetuity.**

Reason: To safeguard the character and appearance of the surrounding area and interest of highways management and safety in accordance with Policies KP2 and CP4 of the Core Strategy (2007), Policies DM1 and DM3 of the Development Management Document (2015) and advice contained within the Design and Townscape Guide (2009).

- 06 The development hereby approved shall not be used other than between the hours of 07:30- 22:30 hours on any day.**

Reason: To protect residential amenity and general environmental quality in accordance with the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP2 and CP4, and Policies DM1 and DM3 of the Development Management Document (2015).

- 07 The building and parking area hereby approved shall only be used for purposes falling within Class D2 of the Town and Country Planning (General Permitted Development) Order 2015 directly associated with use of the existing site as a place of worship. The building hereby permitted shall not be used as a planning unit which is independent of the main church site.**

Reason: To safeguard the impact on residential amenity and highway safety in accordance with policies KP2 and CP4 of the Core Strategy (2007), policies DM1, DM3 and DM15 of the Development Management Document (2015) and advice contained within the Design and Townscape Guide (2009).

- 08 Notwithstanding the details shown on the plans submitted and otherwise hereby approved the development shall not be first occupied unless and until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping for the site. This shall include details of the number, size and location of the trees and shrubs to be planted together with a planting specification, details of the treatment of all hard and soft surfaces and all means of enclosing the site.**

Reason: In the interests of visual amenity, and the amenities of occupiers and to ensure a satisfactory standard of landscaping pursuant to Policies KP2 and CP4 of the Core Strategy (2007) and Policies DM1 and DM3 of the Development Management Document (2015).

- 09 All planting in the approved landscaping scheme shall be carried out within the first available planting season following first occupation of the development. Any shrubs dying, removed, being severely damaged or becoming seriously diseased within five years of planting shall be replaced with trees or shrubs of such size and species as may be agreed with the Local Planning Authority. Hard landscaping and means of enclosure shall be implemented in full accordance with the approved scheme prior to first occupation of any part of the development hereby approved.**

Reason: In the interests of visual amenity, and the amenities of occupiers and to ensure a satisfactory standard of landscaping pursuant to Policies KP2 and CP4 of the Core Strategy (2007), Policies DM1 and DM3 of the Development Management Document (2015).

- 10 Prior to use of the development hereby approved, a scheme detailing windows to**

be obscure glazed within the development shall be submitted and approved in writing by the local planning authority. The development shall be undertaken solely in full accordance with those approved details and they shall be retained thereafter for the lifetime of the development.

Reason: To protect the privacy and environment of people in neighbouring residential properties, in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Core Strategy (2007), Policies DM1 and DM3 of the Development Management Document (2015) and the advice contained within the Design and Townscape Guide (2009).

- 11 A scheme detailing how at least 10% of the total energy needs of the development will be supplied using on site renewable sources shall be submitted to and agreed in writing by the Local Planning Authority and implemented in full prior to the first occupation of the building. This provision shall be made for the lifetime of the development.**

Reason: In the interests of providing sustainable development in accordance with Policy KP2 of the Core Strategy (2007), Policy DM2 of the Development Management Document (2015), and the Design and Townscape Guide (2009).

- 12 Notwithstanding the information submitted with the application, the development hereby approved shall not be brought into first use unless and until a Travel Plan including a comprehensive survey of all users, targets to reduce car journeys to and from the site, and identifying sustainable transport modes including cycling and modes of public transport and measures to reduce car usage has been submitted to and agreed in writing by the local planning authority. The approved Travel Plan shall be fully implemented prior to first use of the development hereby approved and shall be maintained thereafter in perpetuity and shall be reviewed after 12 months of the development being occupied. For the first three years at the end of each calendar year a document setting out the monitoring of the effectiveness of the Travel Plan and setting out any proposed changes to the Plan to overcome any identified issues and timescales for doing so must be submitted to and approved in writing by the local planning authority. The agreed adjustments shall be implemented in accordance with the agreed conclusions, recommendations and timescales.**

Reason: In the interests of sustainability, accessibility, highways efficiency and safety, residential amenity and general environmental quality in accordance with the National Planning Policy Framework (2019), Core Strategy (2007) Policies KP2, CP3 and CP4, Development Management Document (2015) Policy DM15, and Design and Townscape Guide (2009).

- 13 Hours of construction related to the development hereby approved shall be restricted to 8am - 6pm Monday to Friday, 8am - 1pm Saturday and not at all on Sundays or Bank Holidays.**

Reason: In the interests of the amenities of neighbouring residents in accordance with the National Planning Policy Framework (2019), Policy DM1 of the Development Management Document (2015) and advice contained in the Design and Townscape Guide (2009).

- 14 No development shall take place, including any works of demolition, until a**

Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be fully adhered to throughout the construction period. The Statement shall provide, amongst other things, for:

- i) the parking of vehicles of site operatives and visitors and access routes**
- ii) loading and unloading of plant and materials**
- iii) storage of plant and materials used in constructing the development**
- iv) the erection and maintenance of security hoarding**
- v) measures to control the emission of dust and dirt during construction**
- vi) a scheme for recycling/disposing of waste resulting from construction works that does not allow for the burning of waste on site**
- vii) measures to minimise noise disturbance impacts.**

Reason: A pre-commencement condition is needed in the interests highway safety, visual amenity and the amenities of neighbouring occupiers pursuant to Policy CP4 of the Core Strategy (2007) and Policies DM1, DM3 and DM15 of the Development Management Document (2015).

- 15 Prior to first occupation of the development hereby approved details of how the development will minimise the use of water and maximise the use of recycled water through efficient design measures for example: rainwater harvesting; greywater use; water efficient plumbing and wastewater reuse, shall be submitted to and approved by the Local Planning Authority and the development shall be carried out in accordance with the approved details prior to first use and thereafter maintained and operated in accordance with the approved details in perpetuity.**

Reason: To minimise the environmental impact of the development through efficient use of water in accordance with National Planning Policy Framework (2019), Core Strategy (2007) policies KP2 and CP4, and Policies DM1 and DM2 of the Development Management Document (2015)

- 16 Prior to first occupation of the development a Waste Management Plan for the development shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail how the development will provide for the storage and collection of general refuse and re-useable and recyclable waste and what strategies will be in place to reduce the amount of general refuse over time. Waste management at the site shall be carried out in accordance with the approved strategy from first occupation and be retained in perpetuity.**

Reason: To ensure that satisfactory waste management is undertaken in the interests of highway safety, visual and general amenity and to protect the character of the surrounding area, in accordance with Policies KP2 and CP3 of the Core Strategy (2007) and Policy DM15 of the Development Management Document (2015) and advice contained within the Design and Townscape Guide (2009).

- 17 No externally mounted plant equipment for the development hereby approved shall be installed until and unless full details of its location, design and technical specifications and a report detailing any mitigation measures proposed in respect of its noise impacts has been submitted to, and approved in writing by, the Local Planning Authority. With reference to British Standards BS4142 the noise rating level arising from all plant equipment at the site shall be at least 5dB(A) below the prevailing background at 3.5 metres from the ground floor facades and 1m from all other facades of the nearest noise sensitive property. Implement plant only in accordance with details approved under this condition.**

Reason: To protect the amenities of nearby residential occupiers from undue noise and disturbance in order to protect their amenities in accordance with Core Strategy (2007) policies KP2 and CP4, Policies DM1, DM3 and DM8 of the Development Management Document (2015) and advice contained within the Design and Townscape Guide (2009).

- 18 Prior to commencement above ground floor of the development hereby approved a scheme of noise mitigation measures to protect adjoining and nearby residents from noise generated within the development shall be submitted to and approved in writing by the local planning authority. The agreed measures shall be implemented in full prior to first use of the development hereby permitted and shall be retained thereafter for the lifetime of the development.**

Reason: To protect the amenities of nearby residential occupiers from undue noise and disturbance in order to protect their amenities in accordance with Core Strategy (2007) policies KP2 and CP4, Policies DM1, DM3 and DM8 of the Development Management Document (2015) and advice contained within the Design and Townscape Guide (2009).

Informatives:

- 1 Community Infrastructure Levy Liability Notice: You are advised that in this instance the chargeable amount for the Community Infrastructure Levy (CIL) has been calculated as zero under the CIL Regulations 2010 (as amended) due to the specific nature of the use. However, should the nature of the use change then you are advised to contact the Planning and Building Control Group to discuss the requirement for planning permission and CIL liability.**
- 2 You should be aware that in cases where damage occurs during construction works to the highway in implementing this permission that Council may seek to recover the cost of repairing public highways and footpaths from any party responsible for damaging them. This includes damage carried out when implementing a planning permission or other works to buildings or land. Please take care when carrying out works on or near the public highways and footpaths in the borough.**

3 Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

**If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays. If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required. All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to. Email: plantprotection@cadentgas.com
Tel: 0800 688 588**