

PART 6: Planning Applications for Decision

Item 6.2

1 APPLICATION DETAILS

Ref: 17/06218/OUT
 Location: Land West Of 41 Malcolm Road, Coulsdon CR5 2DB
 Ward: Coulsdon West
 Description: Demolition of outbuilding and erection of three storey building of 1,436sqm for non-residential institution (Use Class D1) together with a new access from Woodcote Grove Road
 Drawing Nos: 1602_34-PTA-HC-ZZ-MP-A-06001 PL1; 1602_34-PTA-HC-ZZ-MP-A-06002 PL1; 1602_34-PTA-HC-ZZ-MS-A-06003 PL1; 1602_34-PTA-HC-ZZ-MP-A-06010 PL1; 1602_34-PTA-HC-00-MP-A-07010 PL1; 1602_34-PTA-HC-ZZ-MP-A-07011 PL1; 1602_34-PTA-HC-ZZ-ME-A-08010 PL1 and 1602_34-PTA-HC-ZZ-MS-A-09010 PL1
 Applicant: Minal Goswami – Brick by Brick
 Agent: Jennifer Islip – Carter Jonas
 Case Officer: Robert Naylor

Number of car parking spaces	Number of cycle parking spaces
2 with 1 disabled bay	Not known currently

1.1 This application is being reported to Planning Committee as the Director of Planning and Strategic Transport considers Planning Committee determination to be necessary, especially as the proposed health facility has a causal relationship to the redevelopment of the Lion Green Road (Item 6.1 – LBC Ref: 17/06297/FUL).

Background

1.2 This scheme was presented to Planning Committee as part of the pre-application engagement process (30th November 2017). The following comments were raised by the Planning Committee:

- Ensuring the healthcare facility designation secured
- Onsite parking and the wider impact
- Need NHS to show commitment to scheme
- Ensuring the healthcare facility designation secured
- A keenness to see community facilities coming into the town centre and the NHS hub to be provided

1.3 The scheme was presented to the Place Review Panel (PRP) on 27th October 2017. At that time, the scheme was presented alongside the proposals to extend the former CALAT Centre to provide enhanced community facilities; which appears elsewhere on this agenda (Item 6.3 LBC Ref: 17/06217/FUL). The PRP concluded that whilst the principle of extending the existing building to include a theatre/badminton hall and other additional community facilities was accepted, the proposed design required significant development before it can be supported. The Panel had the following key observations/recommendations:

- A much more visually and functionally successful scheme for all the facilities proposed for the site will be achieved if the design for the NHS Centre is integrated with and developed simultaneously to the design for the Coulsdon Community Centre
- There should be good access between the NHS Centre and the Coulsdon Community Centre to achieve synergies between these functions

2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 2.1 The scheme provides a D1 community facility (intended to provide NHS healthcare) that is required as part of the Lion Green Road allocation; which is supported.
- 2.2 The townscape impacts in terms of its bulk, height, layout and massing would be acceptable. The public benefits of the scheme would outweigh any harm caused to the non-statutory heritage assets, subject to conditions.
- 2.3 The layout of development ensures that the proposal would not have a detrimental impact on the amenity of the neighbouring residents.
- 2.4 The Transport Assessment demonstrates that the development would not have a detrimental impact on highway safety and that parking demand can be accommodated on the surrounding road network.
- 2.5 The sustainability and environmental aspects of the scheme are acceptable

3 RECOMMENDATION

- 3.1 That the Director of Planning and Strategic Transport is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

- 1) Legal agreement to secure the following planning obligations:
 - a) First option for NHS to deliver - 2 years from permission – if not can be delivered as another D1 use
 - b) Provision of Travel Plan including monitoring
 - c) Car club spaces and membership
 - d) Local employment and training strategy
 - e) Air quality
 - f) Retention of scheme architects
 - g) Any other planning obligation(s) considered necessary by the Director of Planning and Strategic Transport
- 2) Development implemented in accordance with submitted drawings
- 3) Matters reserved - Appearance and landscaping
- 4) Timeframe for reserved matters
- 5) Details of materials to be submitted and approved
- 6) Details of hard and soft landscaping
- 7) Submission of Arboricultural Method Statement
- 8) Accord with recommendations of Ecological Assessment
- 9) EA Condition - Piling
- 10) Details of Flood Risk Assessment
- 11) Sustainable development 35% carbon reduction

- 12) BREEAM - Excellent
- 13) Air Quality requirements to be submitted
- 14) Boilers/Energy/heating plant specifications
- 15) Hours of use to be submitted and approved
- 16) Details of Noise Assessment
- 17) Noise from air handling units
- 18) Details of mechanical ventilation equipment
- 19) Light pollution - restriction
- 20) Submission of low emissions strategy
- 21) Contamination - Site investigation - soil, water & gases
- 22) No permitted northbound right turn into the site and a left turn exit only
- 23) Details submitted for ECVP; Disabled bays; Cycle facilities; Refuse/Recycling; Sight lines;
- 24) Approval of sustainable travel strategy
- 25) Delivery and servicing management plan
- 26) Approval of Construction Logistics Plan
- 27) Development to commence within one year of the reserved matters
- 28) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Details as regards donor site arrangement
- 2) Requirement for Highway Licence and S.278 under the Highways Act
- 3) Code of Practice on Construction Sites – ‘Control of Pollution and Noise from Demolition and Construction Sites’ and ‘The Control of dust and emissions from construction and demolition’.
- 4) Thames Water informatives
- 5) Any [other] informative(s) considered necessary by the Director of Planning

4 PROPOSAL AND LOCATION DETAILS

Proposal

- 4.1 The proposal is for outline planning permission as follows:
 - Demolition of outbuildings
 - Erection of a three-storey development of 1,436 sqm
 - Provision of two parking spaces (including 1 disabled bay)
 - New access from Woodcote Grove Road
 - Closure of Chipstead Valley Road access to vehicular traffic
- 4.2 The matters for determination are access, layout and scale, with appearance and landscaping reserved for subsequent approval.
- 4.3 This proposal would allow for the NHS to deliver the health centre required as part of the Lion Green Road site allocation (as highlighted by Item 6.1 - 17/06297/FUL). As the NHS has not yet confirmed its exact scheme requirements, the applicant has worked with them to bring forward as flexible a scheme as possible; hence the outline form of the planning application. This will allow the NHS to bring forward the later reserved matters submission at a time when they are able to fully commit and plan for enhanced health provision. A future legal agreement will ensure the NHS have first

option for 2 years to bring forward the scheme; after that time other community uses can be brought forward.

Site and Surroundings

- 4.4 The application site is located within Coulsdon District Centre, with boundaries to Malcolm Road to the north and Woodcote Grove Road to the west. The site is currently accessed via a narrow road, located to the south of the site, off Chipstead Valley Road. Currently, there is a vacant small classroom building located on site and the existing use is as a public car park (on a temporary basis) accommodating 40 off street car parking spaces.
- 4.5 The surrounding area comprises a mix of commercial premises to the south of the site including the adjoining nursery building, as well as several residential properties situated along Malcolm and Woodcote Grove Road. The site is located on a hill sloping south to north and east to west.
- 4.6 There are a few locally listed buildings close-by, including Old Smitham Primary School and St. Andrews Church. The accessibility of the site is moderate and is reasonably well served by public transport (PTAL 3).

Planning History

- 4.7 There have been two previous permissions involving car parking provision on the western part of the site:
 - 15/03700/P - granted in January 2016 for the use as a public car park with access off Chipstead Valley Road (temporary consent up until May 2017). In view of pressure being placed on car parking with Coulsdon District Centre, this car park remains in use for the time being.
 - 15/05673/P - granted in June 2016 for the use as public car park with 31 spaces including 4 disabled bays; formation of vehicular and pedestrian access from Woodcote Grove Road and alterations to car park including resurfacing, line marking, lighting and alterations to Chipstead Valley Road access to pedestrian use only, with a Section 106 attached. Whilst this has not been implemented, this planning permission established the principle of a permanent access solution off Woodcote Grove Road.

5 CONSULTATION RESPONSE

- 5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 5.2 The following were consulted regarding the application:
- 5.3 **Environment Agency** – No objection to the proposed development subject to conditions in respect risks associated with contamination of the site; dealing with unexpected contamination that may be identified during development groundworks; a verification report in relation to a remediation strategy; restriction of infiltration of surface water drainage into the ground and on piling or any other foundation designs using penetrative methods.
[OFFICER COMMENT: These have been attached as conditions]

5.4 **Lead Local Flood Authority** – No objection subject to conditions.
[OFFICER COMMENT: These have been attached as a condition]

5.5 **Thames Water** – No objection subject to informative relating surface water drainage and connections to sewage.
[OFFICER COMMENT: These have been attached as informative]

6 LOCAL REPRESENTATION

6.1 A total of 88 neighbouring properties were notified about the application and invited to comment. The application has been publicised by way of one or more site notices displayed near the application site. The application has also been publicised in the local press. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 20 Objecting: 4 Supporting: 16

6.2 The following local groups/societies made representations:

- East Coulsdon Residents Association [supporting]
- Hartley & District Residents Association [supporting]

6.3 The following issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

Objections

- Access is too close to the junction
- Not enough parking capacity within the area
- Car park should be retained and the access improved
- Transport Assessment is not adequate
- More parking at the site is required
- Not accurately compared to other similar facilities

Supporting comments

- Benefiting Coulsdon and the local economy
- Provision of new healthcare facility is needed
- Local service facilities serving the local community
- Optimising the land use in the locality
- Serving journeys and time

7 MATERIAL PLANNING CONSIDERATIONS

7.1 The main planning issues raised by the application that the committee must consider are:

1. Principle of the proposed development

2. Townscape, design and heritage
3. Impact on adjoining occupiers
4. Transport, parking and highways considerations
5. Impact on environmental conditions
6. The environmental performance of the proposed building
7. Other planning matters

Principle of the Proposed Development

- 7.2 The Croydon Local Plan 2018 policies SP5 and DM19 allows the loss of existing community facilities only where it can be demonstrated that there is no need for the existing premises or land for a community use and that it no longer can serve the needs of the community. The Plan further supports expansion of such facilities whilst ensuring that they provide flexible and adaptable spaces – with capability for multi-use.
- 7.3 Site allocation 372 in the Croydon Local Plan identifies the Lion Green Road Car Park as a mixed-use development comprising leisure, community facilities and retention of car parking spaces. The current proposal (Item 6.1 – 17/06297/FUL) is for residential purposes only (including affordable units) with re-provision of public car parking. Consequently, this proposal is necessary to provide and honour the community facility requirement of the Lion Green Road site allocation.
- 7.4 The need for additional primary care in Coulsdon has been identified by the Local Plan and by the NHS, who have expressed an interest in a purpose-built unit at this location. The scheme would meet their space requirements and the NHS is currently working to establish the required funding. They are looking to conclude a firm funding commitment within the next 12 months. The future legal agreement will secure the site for the NHS for 2 years of the date of the planning permission, which should give it adequate time to progress matters to a satisfactory conclusion. If the proposals fail to emerge within that period, an alternative community can then be considered and delivered.
- 7.5 The loss of existing car parking spaces can only be supported where it is demonstrated there is no need for the spaces through analysis of occupancy rates at peak times. The submitted Transport Assessment (TA) indicates the car park is underutilised and thus is not needed to serve existing uses in Coulsdon. It was also only given temporary planning permission when there was a requirement to manage the effects of the loss of car parking at Lion Green Road back in 2013/14. Existing under-utilisation is largely down to the compromised access off Chipstead Valley Road. Consequently, officers are satisfied with the loss of car parking, especially as there is alternative on street capacity elsewhere within Coulsdon.
- 7.6 As such the provision of the community use in an accessible location and loss of car parking is acceptable in principle.

Townscape, Design and Heritage

- 7.7 Policy SP4 of the New Croydon Local Plan requires development to be of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities.

- 7.8 The site is in a prominent location within Coulsdon District Centre. The street retains a few historic and visually interesting buildings including the former CALAT Centre which adjoins the proposal to the north-east. Concerns have been raised that the two sites (the proposed health facility and former CALAT Centre) have not been designed in a more integrated manner. However, given that the brief for the end user (which is anticipated to be the NHS) has yet to be fully defined, the submission of the outline scheme represents an appropriate way forward to ensure that there is sufficient flexibility to meet the needs of a future health provider.
- 7.9 Notwithstanding the above, the location of the proposed community facility on the site and access would be appropriate and the retention of trees is strongly supported. Given the outline nature of the proposed development, the appearance of the scheme has been reserved for subsequent approval.

Scale and Layout

- 7.10 The scale and height of the outline massing would be acceptable in design terms (subject to the heritage points below). The outline proposal is presented as an unrelieved mass, although it would be possible to reduce the apparent bulk and refine massing as part of a reserved matters design process.
- 7.11 A high-quality appearance is clearly achievable and expected through the reserved matters stage. Furthermore, conditions covering architectural detailing, materials and public realm, as well as an architect retention clause (required as part of the future legal agreement) will ensure the final scheme delivers an exemplar design and architectural expression.

Heritage

- 7.12 Paragraph 135 of the NPPF states the *“effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”*.
- 7.13 Policy SP4.12 of the New Croydon Local Plan states the Council and its partners will respect and optimise opportunities to enhance Croydon’s heritage assets, their setting and the historic landscape, including through high quality new development and public realm that respects the local character and is well integrated.
- 7.14 The site adjoins the Old Smitham Bottom School and is near other non-designated heritage assets including St Andrew’s Church, 150 Brighton Road and the former CALAT Centre, as well as two Local Heritage Areas on Chipstead Valley Road (St Dunstan’s Cottages) and Station Approach.
- 7.15 There is the potential for some harm to be caused to setting of the locally listed school building and St Andrews Church. The scheme proposes a three-storey community building which, given the position within the townscape and the significance of the non-designated heritage assets, has the potential for a minor degree of harm. However, with a high-quality design and appearance (to be secured through reserved matters) the scale of any harm should be able to be mitigated.

- 7.16 Additional viewpoints have been supplied to assess the impact on the setting of the non-designated heritage assets. Whilst there are some areas where the proposed development would have an impact, officers have concluded that the scale of harm would be negligible and would not be significant. Officers are therefore satisfied that the proposed development would comply paragraph 135 of the NPPF.
- 7.17 There is an important local view of the site from Woodcote Grove Road towards St Andrews Church, along with local views (in conjunction with the proposed CALAT extension) and from Chipstead Valley Road in relation with the locally listed Smitham Bottom School. These have been provided by the applicant and whilst the proposal would be seen within these views, the effects on townscape would be negligible given that the proposal would be located amongst existing trees. Further mitigation measures would be secured through the high quality of design and landscaping (subsequent reserved matters).

Impact on Adjoining Residents

- 7.18 The Croydon Local Plan 2018 policy SP4 seeks to respect and enhance character to create sustainable communities and enhance social cohesion and well-being and ensures that the amenity of the occupiers of adjoining buildings are protected.
- 7.19 There are residential properties fronting the site on Malcolm Road and Woodcote Grove Road which need to be further considered.

Malcolm Road

- 7.20 Due to the change of levels and the site topography, these residents are situated on a higher level to the proposed development. The separation distance at its closest point would be approximately 37 metres. The position of the facility would be behind the existing former CALAT Centre and as such, views would be limited despite the proposed three storey mass. No harmful loss of privacy would occur in relation to these residential properties.

Woodcote Grove Road

- 7.21 The Woodcote Grove Road street frontage is currently of poor quality, given the car park and inadequate landscape treatment. The separation distance from Woodcote Grove residents at its closest point would be approximately 25 metres, which combined with the separation by the road would be adequate. The proposed landscaping and the appearance have been reserved but in general terms, details would need to be of a high quality and could improve the landscaping and visual outlook from these properties, so as not to cause significant visual harm.

Chipstead Valley Road

- 7.22 There are a few properties to the south of the site along Chipstead Valley Road. These properties are located at a lower level and are separated from the site by 48b Chipstead Valley Road. These elevations are in excess of 50 metres from the proposed building which is an acceptable degree of separation, so as not to have an undue impact on loss of privacy.

Daylight/Sunlight Assessment

- 7.23 The applicant has undertaken an assessment which demonstrates the daylight level of the existing neighbouring properties would not be significantly affected by the development and no residential windows will be affected. 92% of the existing windows would meet the BRE recommendation for Vertical Sky Component. The only two windows affected at 48b Chipstead Valley Road (Bright Horizons Coulsdon Day Nursery and Preschool) serve the same room. Given these are large windows the assessment concludes the daylight of this room is unlikely to be significantly affected.
- 7.24 In terms of sunlight of all surrounding existing gardens, none would be affected.

Noise/Light/Disturbance

- 7.25 The applicant has submitted a noise impact assessment which established the existing background sound levels in nearby noise sensitive premises. The background sound levels will set limits for noise emission from any proposed plant, to ensure they are designed so the cumulative noise level is within acceptable limits. The Environmental Health team have confirmed this is acceptable subject to conditions.
- 7.26 There are no hours of use proposed given that the detailed requirements of the proposed end use are not known in full. Details of the hours of use can be determined through the use of planning conditions.

Transport, Parking and Highways Considerations

- 7.27 The New Croydon Local Plan Policy SP8 sets out local requirements to promote sustainable travel and levels of parking. This will also be directed to those areas and District Centres with higher public transport accessibility. Improving connectivity assisted by improved way finding will also be important to enable a shift to more sustainable modes.
- 7.28 The PTAL is 3, which is moderate in terms of public transport accessibility level. The site is within proximity to 9 local bus service routes. Coulsdon Town is the nearest National Railway Station (450m walk to the east) and Coulsdon North Station is a walking distance (650m walk to the south-east).
- 7.29 The submitted TA contains data for parking and predicted vehicle trips generated by the development. At this stage the proposed end user for the building is the NHS, who have expressed an interest in the site. However, full operational requirements are yet to be established, although the indicative information to date suggests that the facility could accommodate 10 consulting rooms and 7 treatment rooms.

Parking

- 7.30 2 on-site car parking spaces and an ambulance turning area have been identified; one space will be a wheelchair accessible spaces. There is the potential for more parking to be provided on site if necessary; although this would need to be addressed through the reserved matters and scheme landscaping.
- 7.31 Parking surveys have indicated that the current car park is underutilised due in part to the narrow access via Chipstead Valley Road. The results indicate the car park had a

maximum accumulation of 2 cars (5% occupied) during the weekday and 3 cars (8% occupied) during Saturday.

- 7.32 The on-street parking survey has been undertaken, indicating that the total on-street parking capacity (accounting for relevant parking restrictions) for the 200m area from the development site amounted to 189 spaces. The survey highlighted that during the daytime on a typical weekday, a total of 34 on-street pay and display spaces and 3 unrestricted parking spaces were available. During the daytime on a typical Saturday, a total of 20 on-street pay and display spaces and 2 unrestricted spaces were available.
- 7.33 The TA have used TRICS and TRAVL databases to provide comparisons with similar NHS facilities within London with a comparable PTAL to this site. Strategic Transport have assessed the TA and the parking accumulation surveys and have confirmed that the proposed community use for an NHS healthcare facility with 2 on-site spaces, ambulance access and shared parking with the community centre could accommodate the peak hour car parking associated with this type of use with the locality.
- 7.34 There is an extensive local cycle network and secure local cycle parking around the site which makes cycling a realistic alternative mode of transport to driving, or taking the bus, for shorter distance travel to and from the site. The proposal will need to supply long stay space per 5 staff; 1 short stay space per 3 staff and 1 long stay space per 8 staff and 1 space per 100sqm GFA. As the scheme is an outline application these details can be secured through the appearance and landscaping both of which are reserved matters.

Trip Generation

- 7.35 The TA confirms that the proposed NHS Centre will comprise 10 consulting rooms and 7 treatment centre. Based on interrogated TRICS data for similar facilities in similar PTAL area it is estimated that the generated peak trips for this type of use and facility would result in two way am peak flows at 23 trips and pm peak at 39 trips, with the same figure allocated to the Saturday peak period since there no trip rates for time within Trip data base.
- 7.36 The peak hour generated vehicle trips has been based on this maximum floor area, and are less than those that would occur with the extant planning permission for the site, and thus would be acceptable.

Access

- 7.37 The access arrangements would be similar to those previously approved (LBC Ref 15/05673/P) with no permitted northbound right turn into the site and a left out only, to prevent right turning causing traffic build up. Subject to a condition this would be acceptable.

Impact on Environmental Conditions

Trees

- 7.38 The Croydon Local Plan policies DM27 DM28 seeks to enhance biodiversity improve access to nature and protect and enhance the borough's woodlands, trees and hedgerows.
- 7.39 The proposal would result in the direct loss of 7 trees; 1 of good quality (B Grade), 5 low quality (C Grade) and 1 that needs removal (U Grade). These are mostly ornamental infill planting and the removal will have a little impact on landscape or amenity. The scheme will require the removal of a B Grade Sycamore at the northern end of the site adjoining the former CALAT Centre. Whilst this is regrettable, it is necessary to enable the development to progress. Landscaping is a future reserved matter, so there will be a requirement for substantial replanting to compensate for the loss.
- 7.40 The Council's tree officer has raised no objection subject to the recommendations of the tree survey and Arb Method Statement, including the tree protection measures, which can be secured by condition.

Ecology

- 7.41 The applicant has submitted ecology reports. The report concluded there was no direct evidence of roosting bats on any site buildings and were afforded low bat roost potential with the surrounding area having negligible bat roost potential. A Further Bat Survey Report was undertaken which identifies mitigation measures to protect these species and recommends that external lighting spillage should be minimised during and post construction along with making sure that replacement planting is "bat friendly". This can be secured by condition.
- 7.42 Further recommendations include general precautionary mitigation measures for wildlife and the adoption of good construction/building/material storage practices. Clearance of all suitable nesting bird habitat (trees, shrubs, climbing ivy and the site buildings) must be completed outside of the nesting bird season (September to February inclusive). These can be secured by condition.
- 7.43 Therefore, subject to conditions the impact on nature conservation is acceptable.

Contamination

- 7.44 Policy DM23 of the Croydon Local Plan 2018 states the Council will promote high standards of development and construction to ensure that future development, would not be detrimental to the health, safety and amenity of users of the site or surrounding land.
- 7.45 The applicants have submitted a Phase 1 Desk Top Study which has been reviewed by the Environmental Health. They have confirmed that there are potentially contaminative on-site and off-site land uses, identifying overall risk for the site is low to moderate/high. It is therefore recommended that an intrusive ground investigation be undertaken prior to commencement and any remedial measures required are completed prior to occupation. Subject to the imposition of a condition along with the Environment Agency requirements, the scheme is in a sound state to progress to the next stage.

Flooding

- 7.46 The Croydon Local Plan states at Policy DM25 that the Council will seek to reduce flood risk and through steering development to lower risk of flooding and applying the sequential test to minimise the risk of flooding.
- 7.47 Whilst the site is located within Flood Zone 1 as designated by the EA (i.e. a low probability of flooding) it is also situated within a Critical Drainage Area. The Surface Water Management Plan states that the critical drainage problems affecting this area are related to surface water flooding, with overland flows from the surrounding topography accumulating along the course of the Chipstead Valley Road which lies in a topographic depression.
- 7.48 The applicants have submitted a Flood Risk Assessment and Drainage Strategy for both CALAT sites (LBC Refs 17/06218/OUT and 17/06217/FUL) with the closest known watercourse to the site is the Merstham Bourne; an ordinary watercourse located approximately 560m south-east of the site as an open ditch. The site not considered to be at a fluvial risk from the watercourse.
- 7.49 The LLFA have raised no objection to the scheme subject to conditions being attached to any approval.
- 7.50 The EA have raised no objection to the scheme subject to the provision of suitable conditions. Furthermore, Thames Water also have no objection and any comments are proposed to be included as informatives.

The Environmental Performance of the Proposed Building

Sustainability

- 7.51 Policy SP6 of the Croydon Local Plan 2018 seeks new developments to reduce energy and carbon dioxide and to incorporate sustainable design and construction methods
- 7.52 Given that the scheme is in outline, with appearance and landscaping as a reserved matter, details of sustainability cannot be finalised at this stage. For a scheme of this size the development would be required to meet 35% Carbon dioxide reduction over 2013 Building Regulations and would need to meet BREEAM Excellent. These requirements can be controlled and delivered through the use of planning conditions.

Other Matters

Accessibility

- 7.53 Facilities should be accessible to all sections of the community and the new building requires level access which must be incorporated in the design along with the provision of the on-site disable parking bay.

7 CONCLUSIONS

- 7.1 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.