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App No : 18/07247/FUL App Type : FUL

Application for : Change of use of rear of building from ancillary shop use (Class A1) to residential use (Class C3) to create five flats to include the addition of windows, doors and front and rear balconies, an emergency staircase to basement, reconfiguration of basement carpark and removal of existing external emergency escape staircase

At Rear Courtyard, Windsor House, Dean Street, Marlow, Buckinghamshire, SL7 3AA

Date Received : 20/09/18 Applicant : David Howells

Target date for decision: 15/11/18

1. Summary

- 1.1. Permission is sought for the conversion of part of the recently constructed retail unit at Windsor House to residential, to create 5 flats.
- 1.2. Access for the retained retail unit and the existing and proposed flats will remain as existing, with parking for the residential element being increased by 1 space in the re-configured basement parking area. Other changes include additional fenestration and the provision of external amenity areas for each of the proposed flats, a new cycle store and a reduction in the size of the previously proposed external retail yard.
- 1.3. The proposed change of use which will maintain a viable retail unit and active retail frontage onto Spittal Street accords with relevant development plan policies, including meeting the optimum parking standards of the Countywide Parking Guidance. The proposal raises no issues of amenity subject to conditions relating to privacy screens and the repeating of conditions from the initial permission in relation to hours of deliveries, opening hours and plant noise of the retail unit.
- 1.4. The application is recommend for approval.

2. The Application

- 2.1. Permission is sought for the conversion of part of the recently constructed retail unit at Windsor House to residential, to create 5 flats. No additional floorspace is being proposed by this application.
- 2.2. Windsor House is a recently completed development of 11 flats and a ground floor retail unit which has a two storey element at the rear providing ancillary retail accommodation including staff welfare facilities storage and offices. The retail unit is currently vacant. The flats are on the market and a number of sales are in the process of being completed.
- 2.3. The application site is situated in within Marlow Town Centre boundary adjacent to the Conservation Area, the primary shopping area and frontage, in residential parking zone B, non-residential zone 1.
- 2.4. This application relates to the rear two storey portion of the retail unit and will include the addition of windows, doors and front and rear balconies, an emergency staircase to basement, reconfiguration of basement carpark and removal of existing external emergency escape staircase.
- 2.5. The proposed flats consist of 3 x 1 bed and 2 x 2 bed units over the two floors accessed via a communal entrance to the north of the car lift from the basement parking area. The basement parking area will be reconfigured to provide an additional parking space making a total of 25 spaces to serve the whole of the site. Servicing

arrangements for the retail unit will remain at the rear of the building fronting onto Spittal Street with the service yard being as previously approved.

- 2.6. The application is accompanied by:
 - a) Planning, Design and Access Statement
- 2.7. The application has been amended twice the first time to provide existing and proposed basement plans which reflected the building as built the second to reinstate the rear servicing for the retail unit which resulted in the number of proposed flats being reduced to 5 and the loss of three parking spaces in the service yard so that larger service vehicles could turn within this area.

3. Working with the applicant/agent

- 3.1. In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
- 3.2. In this instance the applicant/agent was updated of any issues after the initial site visit, and invited to submit plans reflecting the existing and proposed basement parking as built. Following the receipt of objections from the County Highway Authority the applicant submitted amended plans to reinstate the original rear servicing arrangements for the retail unit which resulted in a reduction in the number of flats proposed to 5 and the loss of additional parking in the service yard.

4. Relevant Planning History

- 4.1. 14/07003/FUL – Demolition of existing building and hard standing and erection of a mixed use development comprising 9x 2 bed apartments and 2 x bed apartment and Class A1 (shops) at ground floor (956.9sqm) with associated parking, manoeuvring, landscaping and ancillary facilities. Approved and Implemented.
- 4.2. 16/05523/MINAMD - Proposed non-material amendment to permission for demolition of existing building and hard standing and erection of a mixed use development comprising 9 x 2 bed apartments and 2 x 1 bed apartment and Class A1 (shops) at ground floor (956.9) with associated parking, manoeuvring, landscaping and ancillary facilities. Approved and Implemented.
- 4.3. 16/06290/MINAMD - Proposed non-material amendment to permission for demolition of existing building and hard standing and erection of a mixed use development comprising 9 x 2 bed apartments and 2 x 1 bed apartment and Class A1 (shops) at ground floor (956.9) with associated parking, manoeuvring, landscaping and ancillary facilities. Approved and Implemented.
- 4.4. 17/05491/VCDN - Variation of condition 4 attached to PP 14/07003/FUL Proposed non-material amendment to permission for demolition of existing building and hard standing and erection of a mixed use development comprising 9 x 2 bed apartments and 2 x 1 bed apartment and Class A1 (shops) at ground floor (956.9) with associated parking, manoeuvring, landscaping and ancillary facilities. Approved and Implemented.
- 4.5. 17/07921/VCDN - Variation of condition 1 (plan numbers) attached to PP 14/07003/FUL Proposed non-material amendment to permission for demolition of existing building and hard standing and erection of a mixed use development comprising 9 x 2 bed apartments and 2 x 1 bed apartment and Class A1 (shops) at ground floor (956.9) with associated parking, manoeuvring, landscaping and ancillary facilities. Approved and Implemented.
- 4.6. 18/05673/VCDN - Variation of condition 3 (off-site highway works) attached to PP 14/07003/FUL Proposed non-material amendment to permission for demolition of existing building and hard standing and erection of a mixed use development

comprising 9 x 2 bed apartments and 2 x 1 bed apartment and Class A1 (shops) at ground floor (956.9) with associated parking, manoeuvring, landscaping and ancillary facilities. Approved and Implemented.

- 4.7. 18/05947/VCDN - Variation of condition 1 (plan numbers) attached to PP 14/07003/FUL Proposed non-material amendment to permission for demolition of existing building and hard standing and erection of a mixed use development comprising 9 x 2 bed apartments and 2 x 1 bed apartment and Class A1 (shops) at ground floor (956.9) with associated parking, manoeuvring, landscaping and ancillary facilities. Approved and Implemented.
- 4.8. 18/07039/MINAMD - Proposed non-material amendment to permission for application for construction of Variation of condition 1 (plan numbers) attached to PP 14/07003/FUL Proposed non-material amendment to permission for demolition of existing building and hard standing and erection of a mixed use development comprising 9 x 2 bed apartments and 2 x 1 bed apartment and Class A1 (shops) at ground floor (956.9) with associated parking, manoeuvring, landscaping and ancillary facilities. Approved and Implemented.

5. Issues and Policy considerations

Principle and Location of Development

CSDPD: CS1 (Overarching principles - sustainable development), CS2 (Main principles for location of development), CS12 (Housing provision)

DSA: DM1 (Presumption in favour of sustainable development), DM6 (Mixed-use development)

New Local Plan (Submission Version): CP1 (Sustainable Development), CP3 (Settlement Strategy), CP4 (Delivering Homes), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

- 5.1. The site occupies a town centre location where a mixed use scheme including retail and residential has already been accepted by the approval of application 14/07003/FUL.
- 5.2. The loss of part of the approved retail unit would still retain a unit of 635sqm which is considered to be a viable size. The change of use of a part of the retail unit located at the rear of the site to residential would also be policy compliant as the provision of housing within a town centre location is also acceptable in principle.

Affordable Housing and Housing Mix

ALP: H9 (Creating balanced communities)

CSDPD: CS13 (Affordable housing and housing mix), CS21 (Contribution of development to community infrastructure)

New Local Plan (Submission Version): DM22 (Housing Mix), DM24 (Affordable Housing), DM41 (Optional Technical Standards for Building Regulations Approval)

Planning Obligations Supplementary Planning Document (POSPD)

- 5.3. The scheme would be below the policy threshold so would not require the provision of affordable housing. In terms of housing mix the scheme would comprise one and two bedroom flats, which is considered to be appropriate and reflective of the town centre location.

Transport matters and parking

ALP: T2 (On – site parking and servicing), T4 (Pedestrian movement and provision), T5 and T6 (Cycling), T7 (Public transport), T8 (Buses), T12 (Taxis), T13 (Traffic management and calming), T15 (park and ride), T16 (Green travel)

CSDPD: CS16 (Transport), CS21 (Contribution of development to community infrastructure)

DSA: DM2 (Transport requirements of development sites)

New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

- 5.4. The development would be accessed via the existing vehicle access onto Dean Street. The County Highway Authority originally objected to the application due to the loss of the rear serving arrangements for the retail unit. This involved a reduction in size of the turning area in the service yard which would no longer be able to accommodate larger service vehicles because of proposed additional parking. This arrangement could have necessitated the retail unit being serviced from the adjacent highway and in vehicles having to back out on to Dean Street, causing danger and inconvenience to other highway users.
- 5.5. In response to this objection the application has been amended to retain the existing approved rear access and serving arrangements for the retail unit and flats, enabling the County to withdraw their objection. The proposed change of use will not significantly affect the amount of traffic generated by the site and as such a refusal on the grounds of severe impact on Marlow's highway network could not be justified.

Parking

- 5.6. Twenty five parking spaces would be located for the use of residents of Windsor House within the basement accessed via a car lift.
- 5.7. The 2015 approval accepted that separate parking provision to solely serve the retail element would not be expected in a town centre location where trip linkage and the use of existing town centre parking should be the focus. It would be unreasonable for the Council to revisit this given that the retail element will be reduced in size as a result of this current proposal.
- 5.8. The site is near a number of public car parks and the applicant intends to rely on these and alternative modes of transport to the car and linked trips to serve the retail element. The site is within walking distance of a frequent bus service and the railway station is also within reasonable walking distance. Local cycle trips are also an option with the terrain being relatively flat.
- 5.9. In terms of the level of residential parking provision, the Countywide Parking Guidance require an optimum level of parking of 1 spaces per unit to serve the 5 proposed flats (based on 1 spaces per 1/4 habitable room unit, up to 10 dwellings).
- 5.10. However, looking at the residential element of the Windsor House site as a whole, 24 spaces are required to serve the 16 flats (based on 1.5 spaces per 1/4 habitable room unit, above 10 dwellings).
- 5.11. The reconfigured basement will provide 25 parking spaces which meets the Council's current optimum standards for the combined existing and proposed residential units.
- 5.12. Taking account of the town centre location, alternatives to car travel and availability of public car parking, it is considered that the amount of parking provision would be sufficient to serve the development. The Highway Authority has not raised a highway safety concern from potential displaced parking. And given that the site as a whole meets current parking guidance a refusal on the grounds of inadequate parking provision could not be justified.
- 5.13. Cycle parking storage has been provided in the basement which would be adequate to serve the development and bin storage arrangements are as previously proposed adjacent to the rear northern boundary shared with 8 Klondyke. The occupiers of this property have again raised concerns about the position of this and impact upon their amenity and as previously agreed planning conditions are suggested restricting the store opening hours which would as a consequence restrict commercial use of the bin store. It is considered that the position and use of the bin store would not result in an unreasonable loss of amenity for the neighbouring property.

Raising the quality of place making and design

ALP: G3 (General design policy), G7 (Development in relation to topography), G8 (Detailed Design Guidance and Local Amenity), G10 (Landscaping), G11 (Trees), G26 (Designing for safer communities), Appendix 1

CSDPD: CS19 (Raising the quality of place shaping and design)

DSA: DM11 (Green networks and infrastructure), DM16 (Open space in new development)

Housing intensification SPD

BCSNP: Policy 2 (Development within Settlements), Policy 4 (Design Management in Bledlow Village and Pitch Green), Policy 5 (Design Management in Bledlow Ridge), Policy 6 (Design Management in the Parish), Policy 7 (Sustainable Development in the Green Belt), Policy 10 (Environment)

New Local Plan (Submission Version): CP9 (Sense of place), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality)

- 5.14. Access, retail servicing arrangements and waste and recycling storage for the residential element of Windsor House all remain as existing. As additional cycle store will be provided to the rear of the proposed flats together with two enclosed private amenity areas to serve the proposed ground floor flats. This has reduced the size of the previously enclosed retail yard, but there is still sufficient room on site to provide bin storage and a small retail yard at the rear.
- 5.15. The change of use proposed will be accommodated within the envelope of the existing building with some associated changes to fenestration on the front and rear elevations.
- 5.16. On the front elevation facing the service yard it is proposed to introduce a three sets of French doors at first floor level which will provide access to an existing flat over roof to allow for this to be used as a terrace. This is situated over the goods in entrance to the retail unit and next to the first floor terraces in the frontage building, so will have a similar outlook. The balustrade proposed will match those existing. This arrangement is considered acceptable.
- 5.17. On the rear elevation two sets of French doors will be added to the ground floor together with two further windows to serve the proposed ground floor flats these will access/ look out onto two enclosed private amenity areas which will have access to a rear passageway.
- 5.18. Above at first floor level two new French doors are proposed together with a new two light window located at the western end. These will serve the proposed open plan living areas of the rear facing first floor flats and will provide access to two small balconies, with balustrades that match the existing.

Amenity of existing and future residents

ALP: G8 (Detailed design guidance and local amenity), H19 (Residents amenity space and gardens) Appendix 1

CSDPD: CS19 (Raising the quality of place shaping and design)

Housing intensification SPD

New Local Plan (Submission Version): DM35 (Placemaking and Design Quality), DM40 (Internal space standards)

- 5.19. Where feasible, flats would be provided with private amenity space in the form of a terrace or balcony to the rear of the building. In this instance all five flats proposed will have either a patio, balcony, or terrace. It is considered that residents would be provided with appropriate outdoor amenity space taking account of the town centre location of the site.
- 5.20. The east side boundary of the site is shared with the Marlow Methodist Church. The church has 3 Velux windows to the roof and 3 high-cill windows which light the church hall. The proposed new building would be set 5m off the existing church boundary which currently comprises a 1.8-2m high close boarded fence. The ground floor rear facing windows proposed will have no impact on the church or the church hall due the intervening fences.
- 5.21. The proposed new casement window in the first floor will overlook the open area at the front of the church/hall and any view of the side of the building will be obscured by the adjacent balcony and its associate balustrade which is shown to have a 1.8m high privacy screen on its south side.

- 5.22. The proposed rear facing balconies will look towards the church and the church hall and the parking area at the rear of these buildings. Privacy could be increased for these neighbouring buildings, by the etched glass being used on all sides so that any overlooking would not be significantly different to that already afforded from the previously granted first floor windows. This could be covered by condition should permission be forthcoming. The on-going use of the church hall would not be prejudiced.
- 5.23. Residents at No. 8 Kondyke have also indicated that they will suffer a loss of privacy due to the introduction of these balconies. However, the more northerly of the two will have a 1.8m high privacy screen on its northern side, and with the introduction of further etched glazing on the other sides of both rear facing balconies, no undue loss of privacy will result.
- 5.24. The proposed front facing first floor French door windows will face directly towards the entrance archway a distance of 19m. One of the existing flats has a bedroom window facing this way and while this distance would not meet the Council's recommended distance of 25m in a town centre situation such as this a reason for refusal could not be sustained on this account.
- 5.25. The front facing terrace area is shown to have a 1.8m high etched privacy screen between it and the attached terrace of the flat in the building facing Spittal Street. This will provide a mutual level of privacy.
- 5.26. A number of planning conditions were imposed on the original permission to ensure that future occupiers of the flats and adjacent occupiers were not subjected to unreasonable noise disturbance from the retail unit. These included conditions in relation to hours of deliveries, opening hours and plant noise. It is proposed that these are repeated on any new permission that may be granted.

Building sustainability

CSDPD: CS18 (Waste, natural resources and pollution)

DSA: DM18 (Carbon reduction and water efficiency)

New Local Plan (Submission Version): DM41 (Optional Technical Standards for Building Regulations Approval)

- 5.27. Following the Adoption of the Delivery and Site Allocations Plan (July 2013) and in particular policy DM18 (Carbon Reduction and Water Efficiency) it would have previously been necessary to impose a condition to secure the required 15% reduction in carbon emissions as well as reducing future demand for water associated with the proposed dwelling. However, this was superseded in October 2016 by ministerial policy to transfer the issue to Building Regulations. It is only considered necessary to condition water efficiency.

Infrastructure and Developer Contributions

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM19 (Infrastructure and delivery)

BCSNP: Policy 13 (Connecting the Parish)

New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth)

- 5.28. The development is a type of development where CIL would be chargeable. It is considered that there would not be other types of infrastructure that will be put under unacceptable pressure by the development to justify financial contributions or the direct provision of infrastructure.

Weighing and balancing of issues – overall assessment

- 5.29. This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.
- 5.30. In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In

addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:

- (a) Provision of the development plan insofar as they are material
- (b) Any local finance considerations, so far as they are material to the application (in this case, CIL)
- (c) Any other material considerations

5.31. As set out above it is considered that the proposed change of use accords with development plan policies, including meeting the optimum parking standards of the Countywide Parking Guidance. The proposal raises no issues of amenity subject to the conditions suggested above and is consequently recommended for approval.

Recommendation: Application Permitted

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As amended).
- 2 The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers WHM_PLN-FH-001, 1391/01G, 1391/02V, 1391/03P, 1391/06M, 1391/08N, 1391/13J, 1391/15H and 1391/20.; unless the Local Planning Authority otherwise first agrees in writing.
Reason: In the interest of proper planning and to ensure a satisfactory development of the site.
- 3 Notwithstanding the provisions of Part 2 of the Second Schedule to the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order), no gates or other means of enclosure shall be erected on the site access.
Reason: To enable vehicles to draw off clear of the highway for the safety and convenience of the highway users.
- 4 The scheme for parking, garaging and manoeuvring and the loading and unloading of vehicles shown on the approved plans shall be laid out prior to first occupation/operation of the development hereby permitted and that area shall not thereafter be used for any other purpose.
Reason: To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.
- 5 Prior to the commencement of any works on the site, a plan detailing the management of construction traffic, including deliveries and parking of site operatives vehicles, shall be submitted and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with such approved management plan, unless otherwise first agreed in writing by the Local Planning Authority.
Reason: This is a pre-commencement condition as development cannot be allowed to take place, which in the opinion of the Highway Authority, could cause danger, obstruction and inconvenience to highway users.
- 6 The facilities for the storage of refuse bins and cycles shall be provided in accordance with the approved plans before the development that they relate to is first occupied and thereafter the facilities shall be permanently retained.
Reason: To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents.

- 7 The development shall be carried out in accordance with the approved landscaping scheme illustrated on drawing 15H, unless otherwise first agreed in writing by the local planning authority.
Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.
- 8 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner. Any trees, plants or areas of turfing or seeding which, within a period of 3 years from the completion of the development, die are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority first gives written consent to any variation.
Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.
- 9 The development shall be carried out in accordance with the surfacing materials illustrated on approved drawing 15H, unless otherwise first agreed in writing by the local planning authority.
Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.
- 10 The development, hereby permitted, shall be designed and constructed to meet a water efficiency standard equivalent to 'excellent' under the BREEAM rating with a maximum number of water credits for the retail element and a standard of 110 litres per head per day for the residential element.
Reason: In the interests of water efficiency and sustainability.
- 11 A scheme to protect the proposed development from traffic noise from Dean Street, Spittal Street and Chapel Street, and shall be implemented before any part of the accommodation hereby approved is occupied, unless the Local Planning Authority otherwise agrees in writing. The scheme shall ensure the indoor ambient noise levels in living rooms and bedrooms meet the standards in BS 8233:2014 for the appropriate time period. Unless otherwise agreed in writing with the Local Planning Authority it shall be assumed that the existing noise level at the façade of the proposed development is 72dB LAeq16 hour and 66dB LAeq, 8 hour. The scheme shall include mechanical ventilation to meet the requirements of the Noise Insulation Regulations 1975 as amended 1988.
Reason: To protect the occupants of the new development from noise disturbance.
- 12 A scheme to protect the proposed development from plant noise associated with the ground floor commercial unit shall be implemented before any part of the accommodation hereby approved is occupied, unless otherwise agreed in writing by the Local Planning Authority. The scheme shall ensure the indoor ambient noise levels in living rooms and bedrooms meet the good standard in BS8233:2014 of 30dB LAeq for the appropriate time period.
Reason: To protect the occupants of the development from noise disturbance.
- 13 A scheme which specifies the provisions to be made for the control of noise emanating from any plant to be installed shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any plant. The target levels for the plant would be that the rating level (defined in BS4142) be at least 5dB below the background noise level at the existing nearest residential property. In the event of tonal emissions, a 5dB penalty shall apply therefore making the specific noise level at least 10dB below the minimum background (LA90) level. Thereafter any plant associated with the use shall not commence until the approved scheme has been implemented.
Reason: To protect nearby occupants from noise and disturbances.
- 14 The use of the retail premise shall be restricted to the hours of 08:00 to 22:00 Monday to Saturday and 10:00 to 18:00 on Sunday and Bank or Statutory Holidays.
Reason: In the interests of the amenities of adjoining residents.

- 15 Deliveries to the retail premise shall be restricted to the hours of 07:00 to 19:00 Mondays to Fridays and 07:00 to 13:00 on Saturdays.
Reason: In the interests of the amenities of adjoining residents.
- 17 All new windows and external joinery including eaves and cornices, where applicable, shall be painted timber unless otherwise first agreed in writing by the Local Planning Authority.
Reason: To secure a satisfactory external appearance.
- 18 The development shall be carried out in accordance with the approved typical window detail illustrated on drawing 10, approved under 14/07003/FUL unless otherwise first agreed in writing by the Local Planning Authority.
Reason: To secure a satisfactory external appearance.
- 19 The first floor shall not be occupied until 1.8 m high obscure screening as illustrated on approved drawings 1391/03P and 08N has been erected to the balcony/terrace serving that flat. The screening shall be permanently retained in that condition thereafter.
Reason: In the interests of the amenity of neighbouring occupiers.
- 20 Notwithstanding any details supplied in the application, the entire glass balustrades on the first floor rear (south west) facing balconies shall be obscurely glazed to match the approved privacy screens. No flat served by a balcony shall be occupied until the balustrade has been provided as such, and the balustrade shall be permanently retained in that condition thereafter.
Reason: In the interests of the amenity of neighbouring occupiers.

INFORMATIVE(S)

- 1 In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
- In this instance the applicant/agent was updated of any issues after the initial site visit, and invited to submit plans reflecting the existing and proposed basement parking as built. Following the receipt of objections from the County Highway Authority the applicant submitted amended plans to reinstate the original rear servicing arrangements for the retail unit which resulted in a reduction in the number of flats proposed to 5 and the loss of additional parking in the service yard.
- 2 The attention of the applicant is drawn to the requirements of section 60 of the control of pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application under Section 61 of the Act, for prior consent to the works, can be made to the environmental Services Division of the Council.