

Application Number:	P/FUL/2023/03923
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Hardy House Castle Road Portland Dorset DT5 1AU
Proposal:	Conversion of existing hostel accommodation into 5 No. residential flats. Install solar panels.
Applicant name:	Dorset Council (Assets and Property)
Case Officer:	Shanta Parsons
Ward Member(s):	Cllrs Cocking, Hughes & Kimber

1.0 In accordance with the Council's scheme of delegation this application is brought to committee for determination as Dorset Council owns the application site.

2.0 Summary of recommendation:

Grant subject to planning conditions.

3.0 Reason for the recommendation:

- 3.1 The proposed development would provide 5 dwellings in a sustainable location. It is considered that in this instance, the benefits of the provision of housing, outweighs the loss of hostel accommodation given that there is no realistic prospect of the youth hostel being brought back into use and there is other existing hostel accommodation provision on Portland. It is considered therefore, that the proposal accords with policy ECON6 of the West Dorset and Weymouth & Portland Local Plan (2015).
- 3.2 The development would result in less than substantial harm on the building which is considered to be a non-designated heritage asset and would not adversely impact on the character of the Conservation Area in accordance with policies ENV4 and ENV12 of the West Dorset, Weymouth and Portland Local Plan 2015 and Section 16 of the NPPF (2023). The identified less than substantial harm would be outweighed by the provision of an additional 5 units of accommodation in a sustainable location in this instance and the provision of the rooflight is required for safety reasons.
- 3.3 The proposal would have no adverse impact on residential amenity and accords with policy ENV16 of the West Dorset, Weymouth and Portland Local Plan 2015.
- 3.4 The proposal would have no adverse impact on highway safety and accords with policies ENV16, COM7 and COM9 of the West Dorset, Weymouth and Portland Local Plan 2015.

4.0 Key planning issues

Issue	Conclusion
Principle of development	<p>The site is located within the defined development boundary and is within a predominantly residential area where applications for change of use/conversion to residential units are generally supported in accordance with policy SUS2 of the West Dorset, Weymouth & Portland Local Plan (2015).</p> <p>It is considered that in this instance, the benefits of the provision of housing outweighs the loss of hostel accommodation given that there is no realistic prospect of the youth hostel being brought back into use and given that there are several other hostels in the wider vicinity that provide hostel tourism accommodation, including Portland Outdoor Centre in Castletown (72 Beds) and The Bunker House in Fortuneswell (18 beds). As such, whilst the proposal does conflict with Policy ECON6 of the West Dorset, Weymouth and Portland Local Plan 2015 it is considered that the public benefit of providing additional housing in a sustainable location outweighs that conflict, having regard also to other existing provision of hostel accommodation within the vicinity of the site.</p>
Scale, design, impact on character and appearance	The limited alterations to the external features of the building would have limited impact to the existing building no adverse impact on the wider area. As such, the scheme complies with policy ENV12 of the West Dorset, Weymouth & Portland Local Plan (2015).
Impact on landscape or heritage assets	Hardy House is surrounded by built development when taking in long distance views of the site and therefore, is not distinguishable in the wider landscape. The modest changes to building will have a neutral impact on the landscape in accordance with policy ENV1 of the West Dorset, Weymouth & Portland Local Plan (2015).

	<p>The rooflight on the south east roof slope will have limited impact on the pleasing roofscape, resulting in less than substantial harm. However, this is outweighed by the safety benefits to the occupants of this non-designated heritage asset and the provision of 5 units of accommodation in a sustainable location and is acceptable in the Underhill Conservation Area (designated heritage asset) in accordance with policy ENV4 of the West Dorset, Weymouth & Portland Local Plan (2015) and Section 16 of the NPPF (2021).</p>
Access and Parking	<p>Appropriate levels of access, parking and turning would be provided so as to have no adverse impact on highway safety given the large curtilage size and provision currently in place. As such, the scheme accords with policies COM7 and COM9 of the West Dorset, Weymouth & Portland Local Plan (2015).</p>
Impact on amenity	<p>The use as residential units would have no adverse impact on amenity of future occupants nor existing local residents given there is a good level of external amenity space provided as well as the distance of the new flats to the nearest neighbouring property and limited external change to the building overall. As such, the scheme accords with policy ENV16 of the West Dorset, Weymouth & Portland Local Plan (2015).</p>

5.0 Description of Site

- 5.1 The site is located within the defined development boundary, Underhill Conservation Area and within the 5km Chesil & Fleet SPA/SAC/RAMSAR recreational protection zone. It is also within the area of archaeological interest that covers all of Portland and the lowest surface water flood risk zone (1:1000).
- 5.2 Hardy House itself is a large locally important building (non-designated heritage asset), having formerly been a Royal Navy Admirals home. It comprises a 28 bed youth hostel currently with a large parking and turning area to the west/south and a large grassed area to the rear (east). It is set back from Castle Road within its large plot, situated prominently on the slope and is surrounded by built development. To the north is the Portland Community hospital and to the east, south and west are residential properties.

6.0 Description of Development

6.1 The proposal seeks to convert the 28-bed hostel to 5 self-contained flats. The external alterations proposed include the provision of a ramped wheelchair access to the front of the building, replacement of the existing double entrance door with a single door within the existing opening and the insertion of a roof light in the rear elevation. The proposal has been amended during the consideration of the application deleting the solar panels on the rear elevation.

Internally, the layout would be re-configured to provide:

- 2 two-bed flats on the ground floor
- A one-bed flat and a two bed flat on the first floor
- A one-bed flat on the second floor

There would be no alteration to the access or the parking arrangement which includes an access off Foylebank Way and a relatively large, tarmacked parking area and turning area that can accommodate space for at least 6 cars.

7.0 Relevant Planning History

98/00623/COU - Decision: GRA - Decision Date: 03/02/1999

Conversion and extension of former MoD Police Station into youth hostel

8.0 List of Constraints

Underhill Conservation Area

Important Local Building

Landscape Character area; Limestone Plateau

Area of Archaeological Potential

Defined Development Boundary

Neighbourhood Plan Name: Portland NP; Status 'Made' 22/06/202

SGN - Medium pressure gas pipeline 25m or less from Medium Pressure Pipelines (75mbar - 2 bar); - Distance: 0

Risk of Surface Water Flooding Extent 1 in 1000

Special Area of Conservation (SAC) (5km buffer): Chesil & The Fleet (UK0017076); - Distance: 336.56

Wildlife Present: West European Hedgehog; - Distance: 0

9.0 Consultations

All consultee responses can be viewed in full on the website.

Consultees

1. **Planning Policy Officer-** Portland Neighbourhood Plan recognises the importance of tourism and seeks to encourage more visitors. It identifies a lack of visitor accommodation as a constraint on growth and refers to research carried out in 2016 which draws attention to a reported deficit in

terms of amongst other forms of accommodation, hostel/ bunkhouse accommodation operations.

2. **Highways** – no objection - Recommend conditions regarding turning and parking area and provision of cycle parking.
3. **Environmental Assessment Team**- no objection - In terms of Chesil and Fleet recreational pressure, there is a net loss of residential units, and no mitigation is required.
4. **Conservation Officers** – no objection - The building is not Listed nor are there any neighbouring Listed buildings. The site is located within the Underhill Conservation Area.

Hardy House is a substantial detached building located in an elevated position to the east of Castle Road.

Upon consideration of the submitted documentation it is considered that the proposals do not have a detrimental impact on the setting or distinctiveness of the Conservation Area.

5. **Trees** - no objections to the proposal subject to the standard condition being applied - Tree & Hedgerow protection - Pre Commencement
6. **Portland Town Council** – supports on the understanding that priority will be given to families with a local connection.
7. **Cllr Kimber** - -supports. Would like to see this looked at by the Planning committee.

Representations received

None received.

10.0 Duties

s38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.

Section 72 requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas.

11.0 Relevant Policies

Adopted West Dorset and Weymouth & Portland Local Plan (2015):

The following policies are considered to be relevant to this proposal:

- INT1 - Presumption in favour of Sustainable Development

- ENV1 - Landscape, seascape & sites of other geological interest
- ENV2 - Wildlife and habitats
- ENV4 - Heritage assets
- ENV5 - Flood risk
- ENV10 - The landscape and townscape setting
- ENV 12 - The design and positioning of buildings
- ENV 16 - Amenity
- SUS2 - Distribution of development
- ECON6 - Built tourist accommodation
- COM7 - Creating a safe & efficient transport network
- COM9 - Parking provision

Portland Neighbourhood Plan 2017 to 2031 (made 22/06/2021):

- Policy No. Port/ST1 Sustainable Tourism Development
- Policy No. Port/EN4 Local Heritage Assets
- Policy No. Port/EN6 Defined Development Boundaries
- Policy No. Port/EN7 Design and Character
- Policy No. Port/TR3 Reducing Parking Problems
- Policy No. PORT/HS1 Housing Mix

National Planning Policy Framework (2021 & 2023):

Paragraph 11 sets out the presumption in favour of sustainable development. Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF or specific policies in the NPPF indicate development should be restricted.

Other relevant NPPF sections include:

- Section 4. Decision taking: Para 38 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available...and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

- Section 12 'Achieving well designed places indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 126 – 136 advise that:

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

- Section 15 'Conserving and Enhancing the Natural Environment'- In Areas of Outstanding Natural Beauty great weight should be given to conserving and enhancing the landscape and scenic beauty (para 176). Decisions in Heritage Coast areas should be consistent with the special character of the area and the importance of its conservation (para 173). Paragraphs 179-182 set out how biodiversity is to be protected and encourage net gains for biodiversity.
- Section 16 'Conserving and Enhancing the Historic Environment'- When considering designated heritage assets, great weight should be given to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (para 199). The effect of an application on the significance of non-designated heritage assets should also be taken into account (para 203).

Other material considerations

Weymouth & Portland Urban Design (2002)

Landscape Character Assessment (Weymouth & Portland)

Weymouth & Portland Listed Buildings and Conservation Areas (2002)

Conservation Area Appraisals:

Portland (Grove, Easton, Reforne, Straits, Wakeham, Underhill and Weston of Portland) adopted November 2014

Appraisal of the Conservation Areas of Portland 2017

12.0 Human rights

Article 6 - Right to a fair trial.

Article 8 - Right to respect for private and family life and home.

The first protocol of Article 1 Protection of property.

This recommendation is based on adopted Development Plan policies, the application of which does not prejudice the Human Rights of the applicant or any third party.

13.0 Public Sector Equalities Duty

As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are 3 main aims:-

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty. The applicant states that it will adhere to accessibility legislation (i.e. Inclusive Mobility) which would include the pedestrian access onto Castle Road as well as providing a ramped access into the building. The design proposals provide for a safe and suitable access to the application site and well-located parking.

14.0 Financial benefits

None that are relevant material considerations.

15.0 Environmental Implications

Conversion works and construction of the ramped access may involve the use of plant, machinery and vehicles. These will generate emissions including greenhouse gases. However, this has to be balanced against the benefits of providing homes . The works would include insulation and secondary glazing and would be carried out to building control standards which ensure thermal efficiency and overall improvements for the environment.

16.0 Planning Assessment

Principle of Development and loss of tourism use:

- 16.1 The site is located within the development boundary and a predominantly residential area where applications for change of use/conversion to residential units are generally supported in accordance with policy SUS2 of the West Dorset, Weymouth & Portland Local Plan (2015) and EN6 of the Portland Neighbourhood Plan.
- 16.2 Hardy House was previously used as a 28-bed youth hostel which has not been used as such since the start of the pandemic and it is understood that during the pandemic it was used as emergency covid accommodation and then, subsequently

used to provide support to unhoused residents within the Dorset Council area. The agent states that due to the re-structuring of the Youth Hostel Association (YHA) nationally, the Youth Hostel Association are no longer interested in running Hardy House as a Youth Hostel and have relinquished the tenancy agreement with Dorset Council. Therefore, this proposal is put forward by Dorset Council (the landowners) to seek to change the use of Hardy House to five flats to provide accommodation for houseless families as a way of making best use of the property now the tourism function by the YHA has ceased.

16.3 Policy ECON6 of the West Dorset, Weymouth & Portland Local Plan (2015) seeks to resist the loss of hotels and larger guesthouses unless it can be demonstrated that the tourist function is no longer viable and that there is no market for the business as a going concern. The planning policy team has confirmed that policy ECON6 does relate to hostels.

ECON6 states:

“Applicants will be required to demonstrate that real effort has been made to retain the tourist accommodation. Evidence submitted should typically include:

- Reasons why there is no longer a market for the premises in its tourist function;*
- Details of how the property has been marketed, the length of time that the marketing was active and any changes during this period, the asking price, the level of interest generated and any offers received;*
- In the case of a reduction in size, the economic impact on the ongoing viability of the business. “*

16.4 The planning policy officers refer to the Portland Neighbourhood Plan, in their response, which recognises the importance of tourism and seeks to encourage more visitors. They state: “While section 13 of the plan recognises the potential for the development of green and sustainable tourism it also identifies a lack of visitor accommodation as a constraint on growth (paragraph 13.2) and the supporting text to Neighbourhood Plan Policy No. Port/ST1 (Sustainable Tourism Development) (paragraph 13.11) draws attention to a reported deficit:

“Recent research (2016) remarked that Portland had: very little serviced accommodation, no provision in terms of touring caravan and camping sites, only one small 5-star holiday park, a small supply of self-catering accommodation and only three hostel/ bunkhouse accommodation operations. The resulting action plan recommended, in particular, redressing the lack of “suitable accommodation for activity visitors, particularly in terms of a lack of provision for camping, and the potential for camping pods as an accommodation offer that would appeal to this market.” The planning policy officer says that “The 2016 study referred to by the Neighbourhood Plan is the Western Growth Corridor Study, Hotel Solutions. The proposition identified by the study was to develop Portland as an outdoor activity hub and I believe the matrix for Portland under the heading ‘what needs to happen’ listed among other things camp site, camping pods, hostel/bunkhouse, self-catering.”

16.5 While a YHA hostel isn't a typical hotel or guesthouse, it does serve as tourism accommodation. In this case, the applicant/agent states that there is no likelihood that the Youth Hostel Association would take on the running of this building. The reason for the proposed development is to help meet the Council's key cabinet commitment of housing for local people utilising what would otherwise be an empty building. The Housing Enabling Team Leader advises that this states "We will build on our investment in council owned temporary accommodation to substantially reduce the dependence on bed and breakfast for those who are homeless and need short-term accommodation". According to the officer there are currently 18 families in Bed and Breakfast Accommodation in Dorset whilst their homelessness assessment is carried out. 7 of these have been in Bed and Breakfast for more than 6 weeks. Government guidance states families should not be in Bed and Breakfast accommodation for longer than 6 weeks. The Dorset Housing Register has 5191 active applications, of which around 650 have declared a local connection to Weymouth and Portland. This indicates that there will be a long-term need for accommodation of the type being provided by Hardy House. Hardy House will provide temporary accommodation for 5 families whilst their homeless situation is assessed rather than being placed in Bed and Breakfast accommodation and the provision will be managed by Dorset Council's Housing Service either directly by staff from the Council or through a contract which will be managed by the Council.

16.6 Whilst the housing is proposed to accommodate homeless people, it is not considered necessary to condition the use of the proposed housing for that purpose only given the site's location within the defined development boundary in a sustainable location where the provision of open market housing accords with the policies of the development plan. Furthermore the proposal would provide 3 x 2 bed flats and 2 x 2 bed flats in accordance with Policy HS1 of the neighbourhood plan which states that new residential development should favour small dwellings.

16.7 It is considered that in this instance, the benefits of the provision of housing would outweigh the loss of the hostel accommodation given that there is no realistic prospect of the youth hostel being brought back into use and given that there are several other hostels in the wider vicinity that provide hostel tourism accommodation, including Portland Outdoor Centre in Castletown (72 Beds) and The Bunker House (18 Beds) in Fortuneswell.

16.8 As such whilst the proposal conflicts with Policy ECON6 of the West Dorset, Weymouth and Portland Local Plan 2015, given the other hostel provision that exists in the vicinity of the site and the need for additional housing in sustainable locations it is considered that these material considerations outweigh the policy conflict.

16.9 Impact on the Character of the Area and designated/non-designated heritage assets:

The site lies within the Underhill Conservation Area and while Hardy House is not a Listed Building it forms part of a group of 'Important Buildings' with non-designated heritage asset status. The grouping comprises: Boscawen, Hardy & Rodney Houses and former hospital gatehouse plus associated boundary walls and entrances. The large gardens of Hardy, Boscawen and Rodney Houses along Castle Road are identified within the Conservation Area appraisal as 'Important open Spaces,' which

provide an “attractive setting to naval houses (Important Local Buildings), deter settlement coalescence, help retain Castletown’s historic separation.

- 16.10 The external alterations proposed include the provision of a ramped wheelchair access to the front of the building, cycle parking racks, bin store, replacement of the existing double entrance door with a single door within the existing opening and the insertion of a rooflight on the south-east facing elevation. During the consideration of the application, the proposal for solar panels has been removed from the scheme.
- 16.11 The roof light is proposed as an automatic opening vent for the stairs. This is an essential part of the fire safety strategy for the building as its purpose is to purge smoke from the stair to facilitate escape in the event of a fire.
- 16.12 It is recognised how relatively untouched the existing roofscape is and how the modern intervention of the rooflight would not preserve the historical/traditional character of that roofscape. However, the rooflight positioning has been adequately justified and as such the proposal accords with Policies ENV4 and ENV12 of the West Dorset, Weymouth and Portland Local Plan 2015 and Section 16 of the NPPF (2021 & 2023) and Policy No. Port/EN4 and Policy No. Port/EN7 of the Portland Neighbourhood Plan 2017 to 2031 (made 22/06/2021) given the less than substantial harm identified and given its benefits in terms of health and safety, in order to aid the provision of housing in a sustainable location.
- 16.13 Given that the large garden of the property is one of those identified in the Conservation Area Appraisal as an important open space it is considered necessary to remove permitted development rights, by means of a planning condition, for the erection of means of enclosure within the site to prevent the potential for the subdivision of the garden area for the proposed flats in the future, in the interests of the character and appearance of the Conservation Area.

16.14 Impact on Amenity:

There is an existing large grassed amenity area to the rear of the building which would remain to provide amenity area for the future occupants. Given the distances between the upper floor windows of Hardy House and the existing neighbouring residential properties and given the previous use of the building as a hostel, it is not considered that the use of Hardy House as flats would have any undue adverse impact on the existing neighbouring residents. The building is not to be extended and no third party comments have been received. As such, the proposal accords with Policy ENV16 of the West Dorset, Weymouth and Portland Local Plan 2015.

16.15 Impact on Highway Safety:

There would no alteration to the access or the parking arrangement which includes an access off Foylebank Way and a relatively large, tarmacked parking area and turning area that can accommodate space for at least 6 cars. Given the previous use of the site as a hostel and the ample provision of parking and turning, the proposal would have no adverse impact on highway safety. As such the proposal would accord with Policies COM7 and COM9 of the West Dorset, Weymouth and Portland Local Plan 2015 and Policy No. Port/TR3 of the Portland Neighbourhood Plan 2017 to 2031 (made 22/06/2021)

16.16 Other matters:

All of Portland falls within an area of archaeological interest; however, given the limited excavations overall, this scheme does not raise any concerns in this regard.

16.17 The Environmental Assessment team has confirmed that no mitigation is required for recreational impacts to the Chesil & Fleet SPA/SAC/RAMSAR site given the proposal would result in a net loss of bedspaces.

17.0 Conclusion

17.1 The proposed development would provide 5 dwellings in a sustainable location. It is considered that in this instance, the benefits of the provision of housing, in this case a mix of smaller units, outweighs the loss of hostel accommodation given that there is no realistic prospect of the youth hostel being brought back into use, the proximity of other existing hostel accommodation and the provision of housing within the defined development boundary. It is considered therefore, that the conflict with policy ECON6 of the West Dorset and Weymouth & Portland Local Plan (2015) is outweighed by these other material considerations.

17.2 There would be less than substantial harm to the building as a non-designated heritage asset through the insertion of the proposed rooflight but that harm would be outweighed by the safety benefits of providing the rooflight to aid a means of escape and that it would enable the provision of 5 units of accommodation in a sustainable location. It is considered that subject to conditions, the development would preserve the character of the Conservation Area in accordance with policies ENV4 and ENV12 of the West Dorset, Weymouth and Portland Local Plan 2015 and Section 16 of the NPPF (2021 & 2023).

17.3 The proposal would have no adverse impact on residential amenity or highway safety and accords with policies ENV16, COM7 and COM9 of the West Dorset, Weymouth and Portland Local Plan 2015 and TR3 of the Neighbourhood Plan

18.0 Recommendation

Grant permission subject to the following conditions:

1.The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

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

- 23108.01B Location & Block Plan
- 23108.08D Proposed Site Plan
- 23108.09A Proposed Ground Floor Plan

- 23108.10A Proposed First Floor Plan
- 23108.11A Proposed Second Floor Plan
- 23108.12B Proposed West & North Elevations
- 23108.13D Proposed East & South Elevations

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Prior to the commencement of any development hereby approved, all existing trees and hedges shown on the approved site plan 23108.08D to be retained, shall be fully safeguarded in accordance with BS 5837:2005 (Trees in relation to construction - recommendations) or any other Standard that may be in force at the time that development commences and these safeguarding measures shall be retained for the duration of construction works and building operations. No unauthorised access or placement of goods, fuels or chemicals, soil or other material shall take place within the tree protection zone(s).

Reason: To ensure that trees and hedges to be retained are adequately protected from damage to health and stability throughout the construction period and in the interests of amenity.

4. Prior to the installation of the rooflight/vent in the rear (south-east) elevation, as indicated on the approved plan, a scheme showing precise details (including materials and design) shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is first occupied or brought into use and shall be permanently retained thereafter.

Reason: In the interests of the character and appearance of the non-designated heritage asset.

5. The dwellings hereby approved shall not be occupied until details have been submitted to and approved in writing by the Local Planning Authority of the proposed bin store, including materials, design and height as shown on the approved site plan 23108.08D. Thereafter the bin store shall be provided in accordance with the approved details prior to first occupation of the dwellings.

Reason: In the interests of the character and appearance of the Conservation Area.

6. Before the dwellings hereby approved are first occupied the turning/manoeuvring and parking shown on the approved site plan 23108.08D shall have been completed. Thereafter, these areas, must be permanently maintained, kept free from obstruction and be available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site and to ensure that highway safety is not adversely impacted upon.

7. Before the dwellings hereby approved are first occupied the cycle parking facilities shown on the approved site plan 23108.08D shall have been completed. Thereafter, these must be maintained, kept free from obstruction and be available for the purposes specified.

Reason: To ensure the proper construction of the parking facilities and to enable the use of sustainable transport modes.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) (with or without modification) no means of enclosure permitted by Class A of Schedule 2 Part 2 of the 2015 Order shall be erected or constructed.

Reason: To protect amenity and the character of the Conservation Area.

Informative Notes:

1. Informative: National Planning Policy Framework Statement

In accordance with paragraph 38 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.

2. The applicant is advised that prior to the development being brought into use it must comply with the requirements of Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles.