
Case Number	19/00674/FUL (Formerly PP-07622237)
Application Type	Full Planning Application
Proposal	Use of land as car sales forecourt and vehicle storage area (sui generis), including provision of portable building and container
Location	Land Between 264 And 270 And To Rear Of 270 Handsworth Road Sheffield S13 9BX
Date Received	22/02/2019
Team	City Centre and East
Applicant/Agent	Hallam Jones
Recommendation	Grant Conditionally

Time limit for Commencement of Development

1. The use shall cease on or before 2 years from the date of this decision notice

Reason: In order to define the permission and in the interest of the amenities of the locality.

Approved/Refused Plan(s)

2. The development must be carried out in complete accordance with the following approved documents:
 - Drawing no. 001 'Site Location Plan', Scale 1:1250 (Published 22nd February 2019)
 - Drawing no. 002 Rev 2 'Existing Site Layout Plan' (Published 4th February 2020)
 - Drawing no. 003 Rev B 'Proposed Site Layout Plan' (Published 4th February 2020)
 - Drawing showing details of proposed storage container (Published 4th February 2020)

Reason: In order to define the permission.

Pre Commencement Condition(s) – ('true conditions precedent' – see notes for definition)

Other Pre-Commencement, Pre-Occupancy and other Stage of Development Condition(s)

3. Prior to any work commencing in relation to the proposed vehicle storage area, as defined on the approved plan, full details of the proposed surface water drainage design, including calculations and appropriate model results, shall have been submitted to and approved by the Local Planning Authority. This shall include the arrangements and details for surface water infrastructure management for the life time of the development. The scheme shall detail phasing of the development and phasing of drainage provision, where appropriate. The scheme should be achieved by sustainable drainage methods whereby the management of water quantity and quality are provided. Should the design not include sustainable methods evidence must be provided to show why these methods are not feasible for this site. The surface water drainage scheme and its management shall be implemented in accordance with the approved details before that part of the site becomes operational.

Reason: In the interests of sustainable development and given that drainage works are one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before that part of the site becomes operational to ensure that the proposed drainage system will be fit for purpose.

4. Prior to the use of the vehicle storage area, as defined on the approved plan, the proposed customer car parking accommodation, as indicated on drawing no. 003 Rev B 'Proposed site Layout Plan', shall be provided and retained for the sole use of visitors of the use hereby approved and no stock vehicles shall be parked or stored in the designated customer parking bays.

Reason: To ensure satisfactory parking provision in the interests of traffic safety and the amenities of the locality.

5. The vehicle storage area, as defined on the approved plan, shall not be used unless the running lane and turning head, has been provided and marked out, as shown on drawing no. 003 Rev B 'Proposed Site Layout Plan', to allow free movement of vehicles within the site and thereafter such running lane and turning head shall be retained free of all obstructions, including the storage, display and depositing of materials, cars and other objects so that the running lane and turning head is fully available for the turning and manoeuvring of visitor, delivery or stock vehicles.

Reason: In order to ensure that there is adequate manoeuvring and customer parking space on site, in the interests of highway safety.

6. A comprehensive and detailed hard and soft landscape scheme for the site shall be submitted to and approved in writing by the Local Planning Authority within 2 months of the date of this decision. The approved landscape works shall then be implemented within 2 months of the date of their approval. Thereafter the landscaped areas shall be retained and they shall be cultivated and maintained for a period of 5 years from the date of implementation and any plant failures within that 5 year period shall be replaced.

Reason: In the interests of the visual amenities of the locality and occupiers of adjoining property.

Other Compliance Conditions

7. No music shall be played on the site or a tannoy system be installed and used on the site at any time.

Reason: In the interests of residential amenity.

8. The existing timber fence positioned and denoting the extent of the south-east boundary of the existing car sales premises shall be retained and shall not be removed unless the development of the adjoining vehicle storage area, as defined on the approved plan, has been commenced.

Reason: In the interests of preventing unauthorised use of the adjoining land.

9. Deliveries and collection of vehicles shall only take place between 1000 hours and 1800 hours, Mondays to Saturdays.

Reason: In the interests of residential amenity.

10. Prior to the installation of any external lighting, full details shall have been submitted to and approved in writing by the Local Planning Authority and such approved external lighting shall only be installed in accordance with the approved details.

Reason: In the interests of residential amenity.

11. The existing customer car parking accommodation within the site, as indicated on drawing no. 002 Rev A 'Existing Site Layout Plan', shall be retained for the sole use of visitors of the use hereby approved, and no stock vehicles shall be parked or stored in the parking bays. Thereafter, such customer car parking accommodation shall be retained.

Reason: To ensure satisfactory parking provision in the interests of traffic safety and the amenities of the locality.

12. There shall be no movement of vehicles within the vehicle storage area (as defined on the approved plan), or any other associated mechanical works, including the revving/starting of engines of these vehicles on Sundays or Public Holidays.

Reason: In the interests of residential amenity.

13. No customer shall be permitted to be on the premises outside the following times:

0800 hours to 1800 hours, Mondays to Saturdays; and
1000 hours to 1600 hours, Sundays and Public Holidays, for a period of one year from the date of this decision notice.

Reason: In the interests of the amenities of the locality and occupiers of adjoining property.

14. Surface water discharge from the completed development site shall be restricted to a maximum flow rate of 1.6 litres per second.

Reason: In order to mitigate against the risk of flooding.

15. No valeting of vehicles or use of powered equipment shall be carried out on the site at any time.

Reason: In the interests of residential amenity.

Attention is Drawn to the Following Directives:

1. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group prior to commencing works:

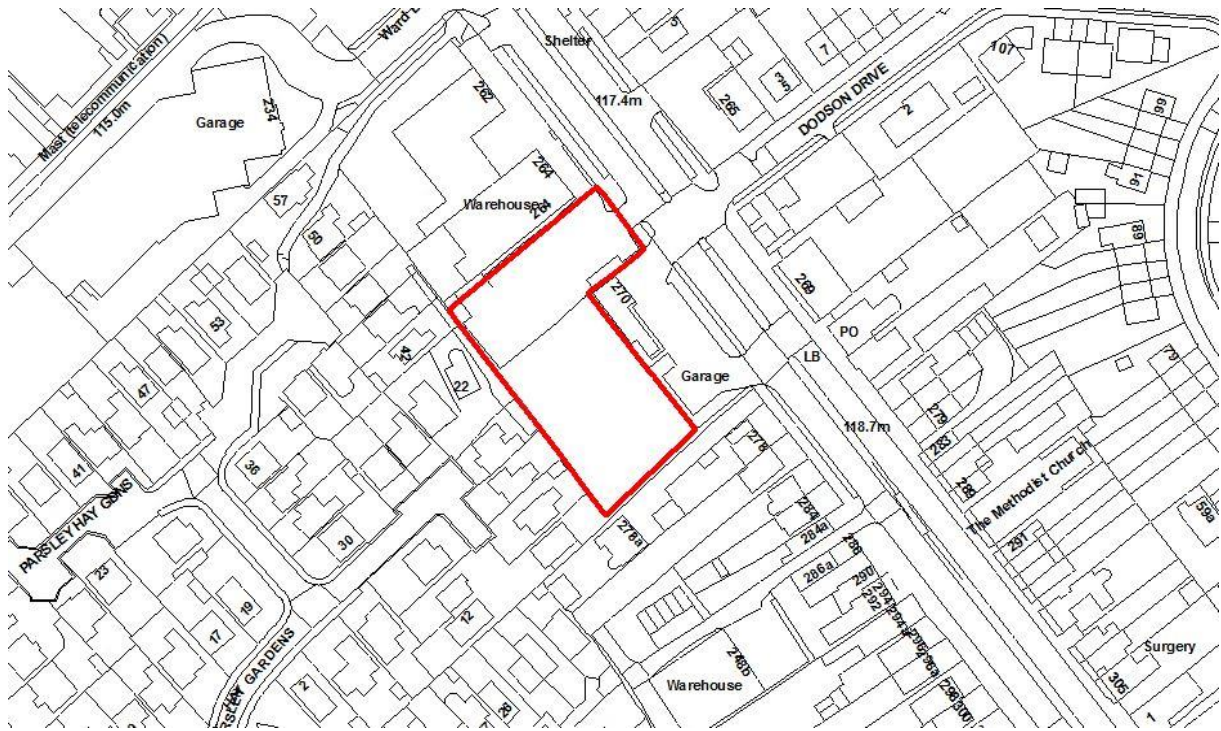
Telephone: 0114 273 6677

Email: highways@sheffield.gov.uk

They will be able to advise you of any pre-commencement condition surveys, permits, permissions or licences you may require in order to carry out your works.

2. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.

Site Location



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LOCATION AND PROPOSAL

The application site lies within a Business Area, as defined in the Unitary Development Plan and relates to an existing car sales business (currently unauthorised as the temporary consent expired on 18 October 2019) and an adjoining vacant plot of land, which is positioned on the west side of Handsworth Road. The business has been operating for a number of years and within the last 12 months, there has been a change of tenants.

The existing car lot premises utilises the majority of the site for the display of motor vehicles, but does include a portable sales building towards the rear section of the site. A timber fence extends along the south-east boundary, denoting the extent of the existing site premises. The site is served by an existing means of vehicular access from Handsworth Road, which is flanked by a low brick wall.

The vacant plot of land, which is 26 metres x 39 metres, is positioned immediately to the south-east of the existing car sales business. The land has been partially cleared but is unkempt and has a large mound of earth and rubbish sited on it. There are some self-set trees and newly planted shrubs near the rear boundary, which is denoted by varied timber fencing.

The site is bounded by Wilson's carpet warehouse to the north and a hand car wash business (no. 270) to the south-east fronting immediately onto Handsworth Road, which is within the same ownership as the landowner/applicant for the current application. Further to the south-east and along the west (at the rear of the site) are residential properties.

Planning permission was granted, subject to conditions imposed, in October 2018 for the continued use of the car sales forecourt for a temporary period of 12 months. An Appeal was lodged by the applicant, disputing the imposition of 3 conditions, which required 5 customer parking spaces and a running lane to be provided, a restriction on the hours of use, and a restriction on the extent of plant/equipment operated for the purpose of valeting on site. The Inspector allowed the Appeal on the basis that the customer parking bays could be reduced to 3 spaces but the running lane was to be provided and all other conditions would remain.

This application seeks to continue using the existing car sales forecourt, re-locate an existing portable building further back towards the rear boundary, erect a storage container and use a vacant plot of land in connection with the existing car sales forecourt.

RELEVANT PLANNING HISTORY

Appeal ref: APP/J4423/W/18/3216340 – Appeal against condition nos. 4, 5 and 8 of planning permission no. 18/00266/FUL. Appeal allowed 04.04.2019. Condition 4 amended, only in relation to number of customer parking bays required.

18/00266/FUL – Continued use of the site as a car sales forecourt, retention of portable sales building and siting of 4 floodlights – Granted Conditionally for a period of 12 months – 16.10.2018.

16/04353/FUL – Continuation of use of land as a car sales forecourt, use of part of site for open storage and relocation of cabin – Withdrawn – 18.01.2017.

11/01300/CHU – Continuation of use of existing car park as a car sales forecourt – Granted Conditionally – 16.06.2011. Temporary 2 year consent issued – expired 01.07.2013.

Enforcement

At the time of considering the 18/00266/FUL planning application Members of the Planning and Highways Committee asked to enforce immediately against the breach of conditions within the decision notice. A breach of condition notice was served 1st December 2018 relating to marking out the customer parking bays, the run lane, to keep the run lane clear of parked cars and cease the use of the car sales on Sundays and Bank Holidays and after 1800 hours, Mondays to Saturdays.

A further notice was served 3rd January 2019, which related to the erection of a fence along the south-east boundary of the site.

Within the six month period following the issue of breach of condition notices, the site was monitored and it was concluded that the conditions were largely complied with, and no further action was required.

SUMMARY OF REPRESENTATIONS

Following neighbour notification, 8 letters from 6 local residents have been received. The issues raised are summarised below:-

- Loss of privacy.
- Noise from activities, including jet wash, voices, revving of car engines, slamming car doors.
- Unhappy about Sunday opening hours.
- Drainage problems, resulting from washing and valeting vehicles. Additional vehicles will create further water usage and will encroach onto nearby properties.
- Increase in traffic.
- Pollution resulting from additional traffic and revving engines.
- Amenity concerns - too near to residential properties; have right to live in peace as stated in lease.
- Tenants do not comply with planning conditions or other legislation.
- Type of business not appropriate for this location, as it is too large.
- Do not behave in a proper manner.
- Submitted cover letter addresses conduct and issues, although issues continued after new cabin and toilet was installed.
- Eyesore created by tenants.
- Trees added amongst bricks/slate/brambles.
- Highway issues – parking, cars entering onto busy road, negotiating traffic and pedestrians whilst manoeuvring cars in and out of the site, cars for sale parked on the highway, blocking footway.
- Hours of Use – hours not been adhered to, opening on Sundays and later into the evenings. Advertising open by appointment on Sundays.
- Comment re querying monitoring of opening and highway parking.

- Customer parking bays used for other purposes, resulting in customers parking elsewhere and blocking the footpath.
- Lighting and general nuisance – previous problems with previous application.
- Comments relating to an adjacent car wash site (not relevant to this application).

PLANNING ASSESSMENT

In assessing this application, the main issues to consider are land use policy, effect on residential amenity and highway safety considerations.

Land Use Policy

National Planning Policy Framework

The NPPF expresses a presumption in favour of sustainable development and suggests that development proposals which accord with an up to date development plan should be approved. Where policies are out of date planning permission should be granted unless the application of NPPF policies provides a clear reason for refusal or any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.

The Council's development plan comprises the Core Strategy which was adopted in 2009 and the saved policies of the Unitary Development Plan which was adopted in 1998.

In all cases the assessment of a development proposal needs to be considered in light of paragraph 11 of the NPPF, which provides that when making decisions, a presumption in favour of sustainable development should be applied, and that where there are no relevant development plan policies, or where the policies which are most important for determining the application are out of date (e.g. because they are inconsistent with the NPPF), this means that planning permission should be granted unless:

- the application of policies in the NPPF which relate to protection of certain areas or assets of particular importance which are identified in the NPPF as such (for example SSSIs, Green Belt, certain heritage assets and areas at risk of flooding) provide a clear reason for refusal; or
- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Unitary Development Plan

The site lies within a designated Business Area, as defined in the Unitary Development Plan. UDP Policy IB7 permits a variety of uses within such areas, but in this case, a car sales use is defined as a 'Sui Generis Use' and therefore should be considered on its own merits, although it is clearly a commercial business use. The existing car sales premises has been continuously used for such purposes for a

number of years and the last planning permission (refer 18/00266/FUL) was granted 18th October 2018, for a temporary period of 12 months. The temporary consent was issued on the basis that there were long-term aspirations for comprehensively developing the wider site.

This application seeks to continue using the existing car sales premises but also use a vacant partially cleared site positioned to the south-east. The principle of allowing a car sales use in this location has already been established, by virtue of the existing planning permissions. In this regard, it is considered that the continued use of land for the sale and display of cars is acceptable, although on a temporary basis, given the long term aspirations for the wider site and amenity concerns, which will require further consideration. The land adjacent to the existing car sales premises is proposed to be used as a vehicle storage area, where additional cars will be displayed as part of the existing car sales premises. Given the nature of the proposed use in that it will form an extension to the existing car sales premises it will fall within that same 'Sui Generis' use classification. The site is set back behind an existing car wash facility and will only be accessible via the existing car sales site and utilising the land for this purpose is logical and not considered unreasonable. The principle of allowing an extension to the existing premises is therefore considered acceptable.

UDP Policy IB9 permits changes of use subject to not leading to a concentration of uses which would prejudice the dominance of industry and business in the area or cause the loss of important industrial sites. There will be no material change of use in the land currently being used as a car sales business and utilising the additional land for the same purposes will not result in a significant change to the percentage of preferred uses in the area and will not prejudice the dominance of preferred uses in the area.

On this basis, the continued use of the site for the purpose of car sales and the adjacent land to be used in connection with those premises is considered acceptable in land use terms, and thus, will meet the requirements of UDP Policies IB7 and IB9.

This is consistent with Paragraph 80 of the NPPF which states that planning decisions should help create the conditions in which businesses can invest, expand and adapt and that "significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development." The use provides employment opportunities, which is a benefit of the proposals.

Amenity Issues

UDP Policy IB9 permits new development or changes of use provided that it will not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions.

This is consistent with NPPF, para 127 f) which states that development should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

The site is set within a predominantly commercial environment on this stretch of Handsworth Road, however, there are residential properties at the rear of the site (Parsley Hay Gardens), of which, a number of objections and concerns have been raised by its residents.

Noise

The proposal seeks to continue using the site for the sale and display of cars. The existing use generates some noise, owing to customers visiting the premises and the movement of vehicles, when required. This type of noise generated during a typical working day should not be significant and should not give rise to serious noise nuisance, particularly when considering the background noise levels of Handsworth Road, which is a main arterial route. Concerns have been raised with regard to the revving and starting of engines on the site. This is acknowledged but given the existing background noise levels which are dominated by traffic noise, it is not considered to be a significant noise source and not an activity which would occur continuously throughout the day and therefore constituting a noise nuisance.

The existing sales office building will be set further back to the rear of the site. The building is occupied by employees and there are visiting members of the public entering and leaving the building. There is inevitably some noise and activity generated by the use of the building however the noise generated by the existing building has not been significant such that it has had an adverse impact on occupiers of adjacent residential properties positioned to the south-west, at the rear of the site. The building will be relocated, 2.5 metres from the rear boundary, and will be set down lower than its current position, owing to the fact that it will not be sited on a raised concrete slab. Although nearer to the rear boundary, general activity within the site occurs forward of the building and should not result in unacceptable noise disturbance. No vehicles or other materials will be stored behind the cabin.

Conditions have previously been imposed in relation to plant and equipment, in particular, requiring valeting equipment to not be operated within 15 metres of the rear (south-west) boundary. This was to ensure that noisy activities took place at a reasonable distance from the nearest residential properties. It is no longer proposed to include a valeting bay or to clean vehicles on the site and as such, any concerns relating to these activities is no longer applicable. This will be covered by condition and is a significant benefit when weighed against the previous situation.

There have been significant concerns previously raised by nearby residents in respect of noise from the premises in the form of music being played and the inappropriate use of a tannoy system. The tannoy system has since been removed and as such, this source of noise has been removed. A condition will be imposed preventing music being played on the premises to ensure that this disbenefit does not occur.

Hours of Use

The previous planning permission allowed the car sales business to operate between 0800 hours and 1800 hours, Mondays to Saturdays, with no Sunday opening. Letters of objection have raised concerns about the hours of opening and

frequently commented that the use has operated beyond these times and through the weekend. It is acknowledged that the site lies within a commercial environment, however, given the close proximity of residential properties, late night opening is not considered acceptable.

In light of the concerns previously raised, it is considered that a further temporary 2 year consent would be appropriate, permitting the site to operate with the same hours and days of use; 0800 to 1800 hours, Mondays to Saturdays. In the past, there have been reports of activity on the site in the evenings beyond 1800 hours and on Sundays. However, it is not clear as to whether any customers were visiting the site or whether the employees were simply carrying out other tasks, such as paperwork etc. The site has been monitored and it's not conclusive that such activities have taken place.

Clearly there is a need to balance the needs of the business and the amenity of the adjacent residential properties and for this reason it has been recommended that the premises are able to open on Sundays and Public Holidays, between 1000 hours and 1600 hours, for a temporary period of one year. This is on the basis that no revving of engines or movement of vehicles (other than customer vehicles entering and leaving the site) will be permitted. There have been no recent complaints made in respect of the operation of the site and the tenant's conduct and it is anticipated, with above the measures in place, a satisfactory outcome can be achieved for the existing residents and the operator of the site.

Subject to the appropriate safeguards, the proposed development is considered acceptable in amenity terms and will meet the requirements of UDP policy IB9 and NPPF paragraph 127f.

Highway Issues

UDP Policy IB9 states that a site should be adequately served by transport facilities and should provide safe access to the highway network and appropriate off-street park. This is consistent with Paragraph 108 of the NPPF which requires safe and suitable access and for any highway safety issues to be mitigated. It goes on to state in Paragraph 109, that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety.

The current layout of the existing car sales site incorporates a running lane extending through the centre of the site, with three customer parking bays positioned along the northern boundary near to the front of the site. The layout of the site has previously been approved and considered to be a satisfactory layout for allowing the movement of vehicles within the site for the existing business operation. This layout will be maintained up until the time at which the business premises extend onto the adjoining site.

The running lane has been provided, although in practical terms, the full length of the lane has not been achievable, owing to the existence of a concrete slab positioned towards the rear half of the site. However, the running lane has largely been implemented and kept clear to allow the manoeuvring of vehicles on the site.

The existing means of vehicular access will be retained and will meet the requirements of the premises.

A revised proposed site layout for the wider site has been submitted, that shows an amended running lane including a turning head, which extends into the adjoining land, and provides vehicular access to new customer parking spaces. The running lane is appropriately positioned to allow satisfactory manoeuvring of vehicles within the site and to access the customer parking spaces. The new running lane and customer parking will have a tarmac surface and be marked out and appropriately labelled.

To ensure that the provision of customer parking is provided and used for the sole purpose of customer parking, a condition will be imposed.

Concerns have been raised by objectors in relation to the display of vehicles for sale on the public highway, with a suggestion that some cars have not been taxed and tested. This is a matter which is enforced and has been investigated by the Police and the DVLA. It is also relevant to note that it is an offence to park vehicles for sale on the highway under Section 3 of the Clean Neighbourhoods and Environment Act, 2005.

Objector comments also refer to vehicles being parked on double yellow lines, along the Handsworth Road frontage. This is a matter which is being monitored and dealt with by the Highway Authority.

On the basis that the above layouts and provision of parking is provided as per the submitted plans and retained for the sole purpose intended, the proposal is considered acceptable in highway terms and will accord with the local plan and with national guidance in the NPPF.

Visual Amenity

UDP Policy IB9 (Conditions on Development in Industry and Business Areas) states that new development should be well designed and be of a scale and nature appropriate to the site.

UDP Policy BE5 and Core Strategy Policy CS74 set out the design principles. Policy BE5 requires development to incorporate good design, the use of good quality materials and encourages original architecture. Core Strategy Policy CS74 states that high quality development will be expected.

These policies are consistent with paragraph 127 of the NPPF which states that planning decisions should ensure that developments will function well and be visually attractive.

Currently, there is a portable single-storey building, which is used as a sales office, which sits on a raised concrete slab, positioned towards the rear of the site. It is proposed that the concrete slab be removed and the building will be placed a little further back. The building will be appropriately sited and given the scale of the

building, it will not appear as a visually dominant feature in the street scene. The remainder of the site will continue to be occupied by cars displayed for sale.

The appearance of the site has improved over the past 12 months, insofar as, the site has become more orderly, with fewer vehicles being displayed and arranged in a more organised manner. A running lane through the centre of the site has also served to provide some breathing space, which has helped improve the overall visual appearance fronting onto Handsworth Road.

An existing fence, which is positioned along the south-east, side boundary denoting the extent of the current car sales business will be retained until such time that the wider site is occupied.

A storage container will be sited within the site behind the building relating to an existing car wash facility. The container will not be visible in the wider views, given that it will be predominantly screened by the existing building, and thus, will have a negligible effect on the street scene.

In respect of the vacant plot of land for which permission is also being sought to develop as an extension to the existing business premises, this land has been partially cleared but has a mound of rubbish and earth/shrubbery positioned on it. It is proposed to provide a crushed hardcore surface for stationery vehicles and a tarmac surface for a running lane, with a landscaping strip provided along the rear and side boundaries, which will help soften the development from neighbouring residential properties. The redevelopment of the land will facilitate the removal of what is regarded as an eyesore, which will also serve to be a visual improvement for occupants of neighbouring residential properties which face directly onto the site. This improvement to the appearance of the land weighs in favour of the proposal.

Drainage

Core Strategy Policy CS67 requires developments to significantly reduce surface water run-off from the site.

A Surface Water Drainage Strategy report has been submitted and reviewed by Yorkshire Water, who has confirmed no objection to a connection to the public combined sewer, with a discharge rate of 1.6 litres per second. The discharge rate will be conditioned.

The Lead Local Flood Authority (LLFA) has also reviewed the documentation and confirmed that the principles laid out in the drainage strategy are acceptable. However, further technical/constructional details are required, to ensure the proposed drainage scheme is satisfactory, with no surface water runoff in the direction of the properties on Parsley Hay Gardens.

Appropriate conditions will be imposed to secure full details of the proposed drainage arrangements.

RESPONSE TO REPRESENTATIONS

Lighting concerns – Matters relating to lighting issues have been addressed, with no further nuisance occurring. No additional lighting has been introduced and a condition will be imposed requiring details to be submitted prior to any future installation.

Privacy – The proposal does not raise any privacy issues. Any activity on the site will be forward of the office building and given the depth of the proposed soft landscaping strip and the existing boundary treatment, no overlooking will occur.

Behaviour of individuals on site – This is not a planning issue. However, the landowner has been advised to speak to the tenant to alert them to the ongoing complaints about this issue. Any behaviour which is considered to be indecent would be dealt with by the Police and should be reported accordingly.

Although historically the planning conditions have not been adhered to by past tenants, the situation has changed insofar as the current tenants wish to carry out the operations of the site in the correct manner and in line with planning requirements.

SUMMARY AND RECOMMENDATION

In land use terms, the continued use of the car sales premises and use of the adjacent land as an extension to that business is considered acceptable in principle in this commercial location.

The appearance and operation of the current car sales premises has improved over the last few months as a result of the implementation of the previous planning permission, which required a revised layout of the site, and due, in part, to a change in tenancy. The proposed development is considered acceptable in visual amenity terms, with no real apparent change to the visual appearance of the site fronting onto Handsworth Road.

The continued use of the car sales premises and use of the adjacent land for such purposes does not raise significant highway concerns, provided that the layout of the site is maintained in accordance with the approved plans.

There have been considerable objections raised in respect of noise, nuisance and the behaviour of individuals. Whilst the latter is not a planning issue, it is acknowledged that it can adversely impact on the living conditions of neighbouring residents. In terms of the noise and activities taking place on the site, this can be controlled through the effective use of planning conditions. Should there be any breach of conditions, appropriate enforcement action can be taken and any future application seeking a permanent use of the site could well be resisted.

In conclusion, the proposed continued use of the site as a car sales area and the use of adjacent land is considered acceptable subject to the controls described in this report.

In consideration of paragraphs 11 and 213 of the NPPF, and the presumption in favour of sustainable development, the most important policies for determining this application, relating to land use, design, amenity and highways considerations, as contained in the UDP and the Core Strategy are considered to be compliant with the guidance contained in the NPPF and there is no clear reason to resist the development when assessed against the policies of the NPPF as a whole.

For the reasons outlined in the report, it is considered that the development would be in accordance with UDP Policies IB7, IB9 and BE5; Core Strategy Policies CS67 and CS74 and the guidance contained in the NPPF.

On this basis, the proposal is recommended for approval subject to the listed conditions.

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