

DARLINGTON BOROUGH COUNCIL

PLANNING APPLICATIONS COMMITTEE

COMMITTEE DATE: 4th JUNE 2014

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APPLICATION REF. NO:	14/00223/DC
STATUTORY DECISION DATE:	9th JUNE 2014
WARD/PARISH:	CENTRAL
LOCATION:	Beaumont Street Darlington
DESCRIPTION:	Erection of a Multi Storey Car Park with a capacity for 650 vehicles
APPLICANT:	Darlington Borough Council

CONTEXT TO THE APPLICATION

Recent planning permissions for the development of offices to be occupied by the Department for Education DFE and plans to develop a cinema and leisure complex on the former bus depot site will result in 430 spaces being lost from existing car parks located to the rear and side of the Town Hall. There would only be 70 car parking spaces incorporated within the new developments.

The Car Parking Strategy for the Town Centre, considered by Darlington BC Cabinet on the 1st July 2013 identifies Feethams as an area where there is a high demand for parking. Particularly during peak periods when short stay parking by shoppers is in high demand. This demand for car parking is anticipated to increase substantially as 375 DFE staff move to Feethams and the Cinema and leisure complex opens, which forms a central driver for the re-development of the Town Centre. Given the loss of 360 parking spaces and expected increases in demand for parking, there is an urgent need to develop options for providing new parking in the Feethams area of the Town Centre. This proposal would create sufficient parking spaces to both replace the parking lost and to accommodate increased demand for parking to enable the Town Centre to increase its attractiveness as a shopping and visitor destination.

Furthermore in July and December 2013, The Council agreed to allocate funding to build a multi storey car park on this site taking into account the above set of circumstances.

As an additional benefit, the capacity of the proposed MSCP would future proof further potential development on adjacent car parks e.g. Beaumont Street East car park [122 spaces]

APPLICATION AND SITE DESCRIPTION

The application site comprises of approximately 0.4 ha which is currently in use as a pay and display surface car park providing approximately 150 spaces, the site surface is a mixture of tarmac and concrete and is generally visually unattractive. The site is surrounded to the North by buildings along Houndgate, including 11 and 12 which are Grade II Listed Buildings, to the East by Beaumont Street East car park and to the West by Beaumont Street.

The site is located outside of but immediately adjacent to the Town Centre Conservation Area.

This planning application seeks full planning permission for the erection of a multi storey car park which will make provision for 650 cars. The car park will also incorporate pedestrian links to the South and the North.

Vehicular access to the site is currently taken from Beaumont Street from the south and west of the site. It is proposed that the access for the vehicles will be via Beaumont Street [South] with egress via Beaumont Street [West]. The car park would have 5 levels reducing to 4 levels at its closest point to the rear of Houndgate.

A series of detailed reports which seek to support and justify the application, have been submitted which cover the following issues;

- Transport Assessment
- Contaminated Land
- Ecology/ habitat
- Ventilation. Lighting and extraction.
- Design and Access
- Archaeology/Heritage Impact
- Flood Risk Assessment

PLANNING HISTORY

84/00525/DM	Granted	1984	AA. road service centre, Beaumont street, Darlington. : - renewal of temporary planning permission ref. no. 8/82/447/DM dated 8th September, 1982 for the siting of a Portakabin.
85/00602/DC	Granted	1985	Alterations to link two existing car parks.
86/00418/MISC	Refused	1988	Erection of a retail unit and adjoining car parking facility (in outline) (as amended by plan received on 1st December, 1986) at land.
97/00644/OUT	Granted	1998	Outline application for construction of a multiplex cinema development & other leisure development (class D2) food &

drink development (class A3), multi-storey car park, relocation of area for storage of market stalls, bus and coach lay-by facilities, etc.

PLANNING POLICY BACKGROUND

The following policies of the Core Strategy are relevant;

Policy CS1; Darlington Sub Regional Role and Locational Strategy

Policy CS2; Achieving High Quality Sustainable Design

Policy CS7 The Town Centre

Policy CS14 Promoting Local Character and Distinctiveness

CS19 Improving Transport Infrastructure and Creating a Sustainable Transport Network

The following Saved Local Plan Policies are relevant;

Policy E2; Development Limits

Policy T19 Multi Storey Car Parks

PLANNING POLICY CONTEXT

It is not considered that there is any objection in principle to the development, as the site is located within the Town Centre and is considered to be in a sustainable location. A significant amount of work has been undertaken in developing the Darlington Parking Strategy 2014-2026 looking at the need for, and most appropriate location of, parking facilities within the town. One of the documents key actions in the short term is to develop a multi-storey car park within the Feethams area to mitigate against loss of current supply and accommodate increased demands.

The Beaumont Street site has been identified in Saved Local Plan Policy T19 of the Borough of Darlington Local Plan since adoption in 1997 as being a site safeguarded for a Multi-Storey Car Park (along with other sites at Commercial Street and Crown Street). The policy wording states that:

The most efficient way in land use terms to increase the physical number of parking spaces is by building multi-storey car parks. The alternative is to demolish more buildings, but this is neither financially nor environmentally desirable. The sites listed above have good access from the inner ring road and well designed buildings will replace the existing open tarmac areas. Their design will need to pay particular attention to appearance, ease of use and safety. They could be built in conjunction with development for commercial uses in accordance with other policies and proposals. The exact number of spaces will depend on their detailed design, but it is estimated that these car parks, together with the existing car parks at East Street can provide the desired 2,000 spaces within the inner ring road. The capacity of East Street car park will be increased when its upper deck is brought back into use.

It is clear that the potential of development in this area of this nature and scale has been established planning policy for some time.

RESULTS OF CONSULTATION AND PUBLICITY

A full pre application consultation exercise has been undertaken [6th Feb2014] by the agents on behalf of the Borough Council as applicants, the responses of which form part of the design and access statement which is submitted with the application. Additional consultations were also

undertaken with Borough Council Officers which resulted in a submission to the Council's One Stop Shop for formal pre application advice. In addition a local business meeting was undertaken on the 12th Feb 2014.

As a result **three** letters of objection have been received from the owners of nearby businesses in Houndgate, which raise the following issues:-

- As long term business owners in the Town we are keen to see the Town Centre improved, however the Council have not produced a business case in favour of the development.
- There is a significant under usage of existing car parking space within the Town Centre. It is difficult to see how the Council will receive an economic return for this investment.
- There is no evidence that the Council has given full consideration to sustainable development
- The submitted plans are unimaginative in terms of their design and do nothing to enhance the area.
- The development is to be placed adjacent to a conservation area and will dwarf the adjacent historic buildings. There is no indication that the development will add to the overall quality of the area.
- The car park will be seen in isolation and is not integrated within its surroundings.
- Insufficient consideration has been given to access and safety.
- The movement of vehicles and the construction of the car park may cause structural problems to nearby historic vehicles
- The design of the building and its considerable bulk will be overbearing and is out of scale and character in terms of its appearance compared to existing development in the vicinity
- There are a number of inaccuracies in the submitted plans. These relate to the trees to the rear of No's 11 and 12 Houndgate which whilst shown on the submitted plans were in fact removed some time ago. *[This issue has now been corrected following the submission of amended plans]* In addition the submitted plans do not show the correct rear extension to the rear of 11 Houndgate. Consequently the rear of this building is closer to the proposed car park. *[This issue has now been corrected following the submission of amended plans]*
- The size of the building has been dictated by the number of parking spaces deemed to be required by the Council. The assessment of parking demand has not been justified.
- The Car park will totally dominate the adjacent buildings in Houndgate which include two Listed Buildings.
- There will be significant conflict between vehicles entering and exiting the proposed car park and existing users of the adjacent road.
- The car park capacity and traffic circulation around the site has not been thought through.
- The car park should be located further to the east on land at Beaumont Street / Feethams

PLANNING ISSUES

The following matters are considered to be the principle planning issues to be taken into account prior to taking a planning decision on this issue.

- Planning Policy Assessment

- Design and Scale
- Impact on Heritage Assets
- Transport
- Flood Risk and Drainage
- Ecology
- Ground Conditions

Planning Policy Assessment

The statutory development plan for the area currently consists of

- Saved policies of the Borough of Darlington Local Plan 1997/2001 and
- Darlington Local Plan Development Framework Core Strategy 2011

Policy EP11 of the Borough of Darlington Local Plan permits office development at Beaumont Street in conjunction with the construction of a multi storey car park at this site. It is well documented therefore that it has been a longstanding commitment of the Council through Development plan policy, that a use of this nature is acceptable in this location.

Furthermore the Core Strategy identifies the re development of the Beaumont Street /Feethams area, including the application site, for a range of town centre uses as a key objective for Darlington, without providing detail on how this would be achieved.

It is considered therefore that the development purely in planning policy terms is acceptable and fully in accordance with established planning policy.

Design and Scale

In recognition that the site has significant economic potential for the Town Centre, the Council produced the Feethams Planning and Development Brief in 2008. The document represented an early assessment of opportunities for the Feethams Area, which included the potential for a multi storey car park. Based on this type of development the massing guidance in the brief suggests that the area is suitable for development for up to 4 storeys, rising up to 5 storeys at Feethams. It should be noted that the potential for development of this site with a structure of significant scale, has been a consideration of the Council for a number of years.

The proposed number of parking spaces and therefore the size of the building have been informed by an assessment of the need to compensate for lost parking capacity in the Feethams area and analysis of additional demand likely to arise from the new cinema / leisure complex based on the experience of similar developments elsewhere.

In addition the design and scale of the scheme has taken into account The Town Centre Fringe Master Plan [April 2013] and the Conservation Master Plan for Darlington. Its purpose is to outline a framework for the development of the town centre fringe. Whilst these documents do not form part of the statutory development plan, weight can reasonably be given to its contents. It is considered that the agents for the application have taken fully into account the contents of these non-statutory documents during the negotiation process with the Council [the applicant] which has resulted in this application.

The building will nevertheless undoubtedly form a significant building mass within the Town Centre measuring up to 19 metres in height above existing ground level [at the South East Corner of the site] The height of the building reduces significantly to the North where this part of

the building scales down to reduce its impact on the grade II Listed 3-story building [Houndgate Hotel]. The building scale has been informed by the topography of the site changing from 4 storeys at the North West corner to 5 storeys at the South-East corner. Part of the lower floor will provisionally house the DAD Shopmobility unit [currently located in the Market Square.]

Pedestrian access and lifts will be located at the north-west and south-east corners of the building, which will in themselves provide important visual focus points to the structure.

The site occupies a Town Centre location, it is important to consider the context of the area in general when assessing its relationship with the surrounding area which is commercial in nature, with no identifiable consistent character.

A key consideration in the determination of this application is its scale and massing in relation to the surrounding area and in particular the Grade II Listed Buildings to the North of the site. It is considered that the scale of the building responds directly to that of its neighbours, in particular Beaumont House. Following negotiation the building has been designed to reduce in height at its point closest to Houndgate which is approximately 14 metres, to the rear of No 11 Houndgate. Generally the building designers have made a significant attempt to minimise its impact upon the surrounding area bearing in mind the scale and form of the building, which has been dictated by its function.

There are no significant areas of landscaping to the proposed site. There is nevertheless a small area to the rear between the main building and the rear of Houndgate which seeks to break up the North Elevation of the building.

The overall height of the building is primarily determined by the need to accommodate the required number of parking spaces, it is primarily of a functional appearance. It is nevertheless considered that the designers have made a genuine attempt to mitigate the visual impact of the new building within the context of the area.

Impact on Heritage Assets

A detailed Heritage Statement has been submitted with the application produced by Archie-Environment Ltd. The conclusions of the report are that the development will not result in the total loss or substantial harm of the area in heritage terms.

It is important to bear in mind that the Feethams Development Brief envisaged capacity for sizeable development in this location and that in accordance with this the setting of the listed buildings would change markedly in any event. The height of the proposed building has been mitigated to the north, however it is acknowledged that there will be minor negative impacts on the heritage of the area, expressed in the context of the NPPF as less than substantial harm, due to the proximity, and imposing nature of the building. These impacts include on the Town Centre Conservation Area, views from the south and east of Listed Buildings [11 12 Houndgate] and some limited views of the spire of St Cuthbert's Church.

There are no identified archaeological features of sufficient importance to require preservation in situ, or that would justify the site being developed in a particular way. It is considered however that it would be justified to require a programme of archaeological excavation, recording and publication prior to any work being commenced. This can be effectively secured by the imposition of an appropriate planning condition.

The National Planning Framework Para. 134 requires the planning authority to weigh up the public benefits of the scheme and securing the optimum use of the site against any identified loss of heritage interest.

Transport

The multi storey car park is itself not a traffic generator in a development sense of the term as the trips are already on the local highway network, rather the car park caters for a parking need. The Transport Assessment submitted with the application has therefore based the traffic assessment on the adjacent development uses and proposed developments including the DfE building and the mixed use leisure uses at Feethams with associated redistribution of trips from alternative car parks.

It should of course be noted that the DfE and leisure development have been granted planning permission and are therefore committed to the highway network.

Beaumont Street/Houndgate junction and Beaumont Street/Feethams junction have been assessed by the highways consultants and it has been demonstrated that the local highway network and associated junctions would cater for the redistributed traffic to/from the MSCP which includes the traffic migrating from the existing Town Hall car parks which currently holds in the order of 430 spaces. Beaumont Street North car park which currently has traffic on the network equating to 152 spaces is assumed to decant into the new multi storey car park, therefore no net gain of traffic on the network should be attributed to the MSCP development.

The proposed access off Beaumont Street north cuts across the access to a private car park serving the businesses on Houndgate and further details should be provided as to how this interaction will be managed safely.

It is not considered that there are any relevant matters that would give rise to a highway objection subject to the following condition being imposed on any approval:

Prior to the commencement of the development, a Construction Management Plan shall be submitted and approved in writing by the Local Planning Authority. The Plan shall include details for wheel washing, a dust action plan, the proposed hours of construction, vehicle routes, road maintenance, and signage. The development shall not be carried out otherwise than in complete accordance with the approved details.

Flood Risk and Drainage

A flood risk assessment has been submitted with the application prepared by Hill Cannon. The development site is located in a flood zone 1 at a distance of some 179m from the River Skerne. The site is therefore highly unlikely to flood [less than 1 in 1000 chance in a year] The existing surface car park's run of water is collected by drainage channels and gullies which is piped and connected to the main sewer. The proposed run off catchment area will not change but a reduction of run off will be achieved via attenuation.

The Environment Agency has raised no objection to any part of the drainage or flood mitigation submissions. They have requested however that an informative note be placed on any approval highlighting the need to ensure that any surface water is passed through an oil interceptor before discharging to the ground.

Ecology

A report produced by Dendra Consulting has concluded that due to the very low ecological value of the site and lack of significant ecological impacts, no mitigation measures are required. This is

further supported by a habitat survey produced by the Marishal Thompson Group of arboricultural consultants who consider that the car park building would have a negligible impact on the very limited ecological features on the site. It is nevertheless considered prudent to include a condition relating to the provision of bat boxes. No further survey effort is considered to be necessary prior to work commencing on site

Ground Conditions

The application has been submitted together with a Phase 1 Desk Top Study prepared by SOLMEK. This report has since been amended and a revised version which takes account missing information regarding ground conditions has been prepared by the consultants, Officers are now satisfied with the content of this revised report which has identified the potential for significant pollutant linkages to be present on site.

Should the application be approved an appropriate planning condition relating to contaminated land should be attached to any approval. The revised phase 1 report is sufficient to satisfy the first part of this condition. The consultant has confirmed that an intrusive site investigation had already been undertaken and samples from the site had been taken for analysis. These samples will form part of the Phase 2 site investigation and risk assessment. It would have been helpful if the consultant had agreed the size and scope this Phase 2 investigation prior to samples being taken and submitted for analysis. Should the phase 2 report provide insufficient information the consultants may well have to return to the site and undertake further sampling and analysis before part (b) of the J2 condition can be met. It is considered however that the imposition of a condition controlling this is an appropriate way forward.

Lighting

The application has been submitted together with a report prepared by Hill Cannon, Civil and Structural Engineers. This report specifies that the lighting for the car park will be designed to meet industry standards for the reduction of obtrusive light and for safely illuminated car park areas. The main receptors of unwanted lighting from the car park will be guests in the bedrooms of the Houndgate Hotel. These guests could also potentially be impacted by the headlights from vehicles using the car park shining into their rooms. I am satisfied that the car park design, including the installation of infill grills to the northern elevation, will be a sufficient compromise to protect the hotel guests while maintaining adequate ventilation in the car park

Ventilation and Extraction

The same report by Hill Cannon, Civil and Structural Engineers, contains a Ventilation Statement which details how the open sided design of the car park will be sufficient to allow adequate dispersion of exhaust gases from vehicles in the car park. This report makes clear that the car park has been designed to meet appropriate Building Regulations by having permanent distributed openings to the side walls equivalent to 5% of the floor area. The building design meets these criteria for the majority of stories within the structure. (The basement level comfortably exceeds these criteria and obviously the roof level complies) It would be advisable that any future management company is made aware of the need to maintain the open structure to the walls to prevent the build-up of harmful gases within the building.

Noise during Operation

The Hill Cannon report comments on the impact which cars using the car park will have on the surrounding noise environment. The report claims that although the car park will bring more vehicles into the area the increased noise will be offset because the cars will be enclosed inside a building. The report also mentions the aspects of the design of the building which will minimise

noise. There is no data on actual noise levels in this report and no noise impact assessment has been completed which calculates the predicted noise levels at the nearest noise sensitive receptor. Despite the limited information available it is not considered that noise during the operational phase of the development will be an issue. This is because the site is an existing car park and because there is some merit in the applicant's claims that a lot of noise will be mitigated by the building envelope.

Construction Noise and other Impacts during the Construction Phase

The application has not specified what the proposed hours of construction are for the project. Although the project is located within a predominantly commercial area there are sensitive receptors nearby such as at the Houndgate Hotel who will be impacted by building noise. It is suggested that should the application be approved the following condition should be attached.

“Construction and demolition work shall not take place outside the hours of 08.00 - 18.00 Monday - Friday, 08.00 -14.00 Saturday with no working on a Sunday and Public Holidays without the prior written permission from the Local Planning Authority”

In addition to this condition, should the application be approved, a further condition should be attached which requires the submission of a construction management plan for approval by the Local Planning Authority prior to the development commencing. This plan should detail how the environmental impacts from the construction phase will be minimised. This plan should include measures to address dust, the proposed parking and loading arrangements for site deliveries, details of hoardings to be erected around the site and how contact details for complaints concerning the site will be displayed.

Other Matters

In terms of the preference expressed by objectors for the car park to be relocated further eastwards at Feethams / Beaumont Street, there are land ownership constraints that would not make this a viable option and in any event the present proposals should be assessed on their merits.

SECTION 17 OF THE CRIME AND DISORDER ACT 1998

The contents of this report have been considered in the context of the requirements placed on the Council by Section 17 of the Crime and Disorder Act 1998, namely the duty on the Council to exercise its functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. It is not considered that the contents of this report have any such effect.

CONCLUSION

The proposal on this particular site is the subject of a longstanding development plan policy objective for providing multi storey car parking within the Town Centre. As such National legislation dictates that significant weight must be afforded to this fact when arriving at a decision.

The proposal to provide additional car parking in the Town Centre is supported by the Car Parking Strategy for the Town Centre report, considered by Darlington Borough Council Cabinet on the 1st July 2013. The report takes into account the development and loss of car parking areas to the rear and side of the Town Hall as a result of planning permissions granted for the DFE building and the cinema and leisure complex developments.

The proposal will replace these losses and meet parking needs for the future and contribute towards economic growth within the Town Centre. It is clear however that the construction of a large building such as this in such close proximity to smaller scale properties some of which are Listed Buildings will have an effect on their setting. It is considered that the proposal will cause less than substantial harm to designated heritage assets including the nearby listed buildings and town centre conservation area and the test in these particular circumstances is therefore whether these undoubted impacts would be outweighed by any public benefits of the development going ahead.

Having carried out this balancing exercise it is considered the benefits of providing replacement parking to the town centre as a whole, including facilitating the new developments by the DFE and the Cinema leisure complex and helping to promote the level of footfall through the area in the interests of the Town Centre economy outweigh any negative impacts to properties on the periphery of the development site.

RECOMMENDATION

That planning permission be GRANTED subject to the following planning conditions;

1. A3 – Implementation Limit (Three Years)
2. B4 – Details of Materials (Samples)
3. Prior to the commencement of the development, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include a Dust Action Plan, methods for controlling noise and vibration during the construction phase, construction traffic routes; details for wheel washing, road maintenance, warning signage. The development shall not be carried out otherwise than in complete accordance with the approved Plan
REASON: In the interests of residential amenity and highway safety
4. Construction, demolition and delivery activities at the site shall be restricted to between 0800 to 1800 hours Monday to Friday, 0800 to 1400 Saturday and no working/demolition or deliveries shall take place on Sundays and Bank Holidays
REASON: In the interests of residential amenity
5. The development hereby permitted shall not commence until a scheme to deal with contamination of land and/or groundwater, including soil contamination, ground/surface water contamination, landfill gas, leachates and stability as appropriate, has been submitted to and agreed in writing with the Local Planning Authority. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:-
 - (a) A Phase 1 Preliminary Risk Assessment, carried out by competent person(s), to identify and evaluate all potential sources and impacts on land and/or groundwater contamination relevant to the site shall be submitted to and agreed in

writing with the Local Planning Authority prior to the commencement of the development.

- (b) A Phase 2 Site Investigation and Risk Assessment shall be carried out by competent person(s) to fully and effectively characterise the nature and extent of any land and/or groundwater contamination and its implications. The site investigation shall not be commenced until:
- (i) A Phase 1 Preliminary Risk Assessment has been completed and agreed in writing with the Local Planning Authority.
 - (ii) The requirements of the Local Planning Authority for site investigations have been fully established; and
 - (iii) The extent and methodology of the site investigation and risk assessment have been agreed in writing with the Local Planning Authority.

The Phase 2 Site Investigation and Risk Assessment Report shall be submitted to and agreed in writing with the Local Planning Authority prior to the commencement of the development.

(c) A Phase 3 Remediation Statement for the remediation of land and/or groundwater contamination affecting the site determined through risk assessment shall be submitted to and agreed in writing with the Local Planning Authority prior to the commencement of the development. The works specified in the Phase 3 Remediation Statement shall be implemented and completed in accordance with the agreed Remediation Statement by competent person(s), no alterations to the Remediation Statement or associated remediation works shall be carried out without the prior written agreement of the Local Planning Authority.

(d) A completion report (Phase 4 Validation Report) confirming the objectives, methods, results and effectiveness of all remediation works shall be submitted to and agreed in writing with the Local Planning Authority within 2 months of completion of the development.

(e) Any contamination not considered in the Phase 3 Remediation Statement but identified during the construction/remediation works shall be subject to further risk assessment and remediation proposals agreed in writing with the Local Planning Authority and the development completed in accordance with any further agreed amended specification of works.

REASON - The environmental setting of the development site is considered sensitive with regard to the risk that any land contamination that may be present at the site may pose to controlled waters receptors. This is because the site is underlain by the Magnesium Limestone which is a Principle Aquifer; the site is also bound to the east by the River Skerne

6. If piling is to take place on site, details of the piling method including justification for its choice, means of monitoring vibration and groundwater risk assessment if necessary, in accordance with recognised guidance shall be submitted to and agreed in writing by the

Local Planning Authority. The development shall not be carried out otherwise than in complete accordance with the agreed piling method

REASON: In the interests of residential amenity and environmental protection.

7. Prior to the commencement of the development details of a programme of archaeological work shall be submitted to and approved by the Local Planning Authority which shall include details of excavation, recording and publication of the findings.

REASON: To comply with Policy CS14 of the Borough of Darlington Core Strategy Development Plan Document 2011

8. The proposed access off Beaumont Street north cuts across the access to a private car park serving the businesses on Houndgate. Prior to the commencement of works on site further details should be provided as to how this interaction will be managed safely.

REASON: To ensure that the access to the private car park operates effectively.

9. Prior to the completion of the development a scheme which details the provision of bat boxes in accordance with the requirements set out in the Marishal Thompson Group report dated 4th October 2014 shall be submitted to and approved by the Local Planning Authority. The scheme shall be fully implemented in accordance with those approved details.

REASON: To make provision for the roosting of bats.

THE FOLLOWING POLICIES AND DOCUMENTS WERE TAKEN INTO ACCOUNT WHEN ARRIVING AT THIS DECISION:

The following policies of the Core Strategy are relevant;

Policy CS1; Darlington Sub Regional Role and Locational Strategy

Policy CS2; Achieving high Quality Sustainable Design

Policy CS7 The Town Centre

Policy CS14 Promoting Local Character and Distinctiveness

CS19 Improving Transport Infrastructure and Creating a Sustainable Transport Network

The following Saved Local Plan Policies are relevant;

Policy E2; Development Limits

Policy T19 Multi Storey Car Parks

INFORMATIVE TO BE INCLUDED SHOULD PLANNING PERMISSION BE GRANTED

The applicant should note that drainage from parking areas must first be passed through an oil interceptor. The Environmental Permitting Regulations make it an offence to cause to permit any discharge that will result in the input of pollutants to ground and surface water [The applicants agent has already been notified of this]

Applicant/Agent should visit www.environment-agency.gov.uk/research/planning82584.aspx