

DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	ML	17/07/2018
Planning Development Manager authorisation:	IN	19/7/18
Admin checks / despatch completed	ER	19/7/18

MJC

Application: 18/00737/FUL **Town / Parish:** Clacton Non Parished
Applicant: Ms L Smith - Smith Farms Clacton Ltd
Address: Clacton Garden Centre St Johns Road Clacton On Sea
Development: Erection of cafe/restaurant building (Use Class A3) and associated parking/landscaping works.

1. Town / Parish Council

Clacton – No Town
Council

2. Consultation Responses

ECC Highways Dept

1 The development shall not be occupied until such time as the car parking and turning area, for 28 parking spaces for the café / restaurant has been provided in accord with the details shown in Drawing Numbered A-1724-PL-02-A. The car parking area shall be retained in this form at all times and shall not be used for any purpose other than the parking of vehicles related to the use of the development site thereafter.

2 Prior to the commencement of the proposed development the proposed overflow car parking and turning area for 23 cars has been provided in accord with the details shown in The development shall not be occupied until such time as the car parking and turning area, has been provided in accord with the details shown in Drawing Numbered A-1724-PL-02-A. This car parking area shall be retained in this form at all times and shall not be used for any purpose other than the parking of vehicles related to the use of the development site thereafter.

3 Prior to the first use of the proposed development appropriately worded signage shall be erected at the overflow car parks connection to Wordsworth Way approved in writing by the Local Planning Authority alerting visitors to the site that additional car parking is available.

4 No unbound materials shall be used in the surface treatment of the proposed vehicular access to the overflow car parking facilities within 6m of the highway boundary.

5 Prior to commencement of the proposed development, details of the provision for parking of powered two wheelers and bicycles, of a design that shall be approved in writing with the Local Planning Authority. The approved facility shall be secure, convenient, covered and provided prior to the first occupation of the proposed

development hereby permitted within the site which shall be maintained free from obstruction and retained thereafter.

6 No development shall take place, including any ground works or works of demolition, until a Construction Method Statement (CMS) has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. wheel and under body washing facilities

Food Health and Safety This department has no objections to the application. The proposal establishment once completed will require to register the food business with the local authority.

Environmental Protection I'm happy with the submitted noise reports/kitchen extraction details and have no adverse comments to make.

In order to minimise potential nuisance to nearby existing residents caused by construction works, Pollution and Environmental Control ask that the following below

- o No vehicle connected with the works to arrive on site before 07:30 or leave after 19:00 (except in the case of emergency). Working hours to be restricted between 08:00 and 18:00 Mondays to Saturdays (finishing at 13:00 on Saturdays) with no working of any kind permitted on Sundays or any Public/Bank Holidays
- o The use of barriers to mitigate the impact of noisy operations will be used where possible.
- o No materials produced as a result of the site development or clearance shall be burned on site.
- o All reasonable steps, including damping down site roads, shall be taken to minimise dust and litter emissions from the site whilst works of construction and demolition are in progress.
- o The selection and use of machinery to operate on site, and working practices to be adopted will as a minimum requirement, be compliant with the standards laid out in British Standard 5228:2014.
- o Mobile plant to be resident on site during extended works shall be fitted with non-audible reversing alarms (subject to HSE agreement).
- o Prior to the commencement of any piling works which may be necessary, a full method statement shall be agreed in writing with the Planning Authority (in consultation with Pollution and Environmental Control). This will contain a rationale for the piling method chosen and details of the techniques to be employed which minimise noise and vibration to nearby residents.
- o If there is a requirement to work outside of the recommended hours the applicant or contractor must submit a request in writing for approval by Pollution and Environmental Control prior to the commencement of works.
- o All waste arising from the ground clearance and construction processes to be recycled or removed from the site subject to agreement with the Local Planning Authority and other relevant agencies.
- o No materials produced as a result of the site development or clearance shall be burned on site. All reasonable steps, including

damping down site roads, shall be taken to minimise dust and litter emissions from the site whilst works of construction and demolition are in progress.

o All bulk carrying vehicles accessing the site shall be suitably sheeted to prevent nuisance from dust in transit.

o The design range should be complied with under BS8233:2014.

Reason: To ensure that nearby noise sensitive premises do not suffer a loss of amenity.

3. Planning History

96/00533/FUL	Proposed redesign and rebuild of front entrance gates, walls and boundary fence	Approved	12.06.1996
04/01326/FUL	New shopfront to form additional showroom area	Approved	31.08.2004
07/01605/FUL	New dwelling with attached single garage.	Refused	14.12.2007
15/01329/FUL	Erection of 4 bungalows with associated access, parking, landscaping and ancillary works.	Refused	22.12.2016
18/00737/FUL	Build a new cafe/restaurant on plot of land next to the established business.	Current	

4. Relevant Policies / Government Guidance

NPPF National Planning Policy Framework

National Planning Practice Guidance

Tendring District Local Plan 2007

QL9 Design of New Development

QL10 Designing New Development to Meet Functional Needs

QL11 Environmental Impacts and Compatibility of Uses

ER7 Business, Industrial and Warehouse Proposals

ER32 Town Centre Uses Outside Existing Town Centres

COM22 Noise Pollution

COM23 General Pollution

EN23 Development Within the Proximity of a Listed Building

TR1A Development Affecting Highways

TR7 Vehicle Parking at New Development

Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017)

SPL3 Sustainable Design

PP5 Town Centre Uses

PPL9 Listed Buildings

CP1 Sustainable Transport and Accessibility

Local Planning Guidance

Essex County Council Car Parking Standards - Design and Good Practice

Status of the Local Plan

The 'development plan' for Tendring is the 2007 'adopted' Local Plan. Paragraph 215 of the NPPF allows local planning authorities to give due weight to adopted albeit outdated policies according to their degree of consistency with the policies in the NPPF. Paragraph 216 of the NPPF also allows weight to be given to policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies and the degree of consistency with national policy. As of 16th June 2017, the emerging Local Plan for Tendring is the Tendring District Local Plan 2013-2033 and Beyond Publication Draft.

Section 1 of the Local Plan (which sets out the strategy for growth across North Essex including Tendring, Colchester and Braintree) was examined in January and May 2018 and the Inspector's initial findings were published in June 2018. Importantly the Inspector has confirmed that the housing requirement for Tendring of 550 new homes per annum for the period up to 2033 is based upon sound evidence. There are however concerns, very specifically, about the three 'Garden Communities' proposed in north Essex along the A120 designed to deliver longer-term sustainable growth in the latter half of the plan period and beyond 2033. Further work is required to address the Inspector's concerns and the North Essex Authorities are considering how best to proceed.

With more work required to demonstrate the soundness of the Local Plan, its policies cannot yet carry the full weight of adopted policy, however they can carry some weight in the determination of planning applications. The examination of Section 2 of the Local Plan will progress once matters in relation to Section 1 have been resolved. Where emerging policies are particularly relevant to a planning application and can be given some weight in line with the principles set out in paragraph 216 of the NPPF, they will be considered and, where appropriate, referred to in decision notices. In general terms however, more weight will be given to policies in the NPPF and the adopted Local Plan.

In relation to housing supply:

The NPPF requires Councils to boost significantly the supply of housing to meet objectively assessed future housing needs in full. In any one year, Councils must be able to identify five years worth of deliverable housing land against their projected housing requirements (plus a 5% or 20% buffer to ensure choice and competition in the market for land). If this is not possible, housing policies are to be considered out of date and the presumption in favour of sustainable development is engaged with applications for housing development needing to be assessed on their merits, whether sites are allocated for development in the Local Plan or not.

The Council can demonstrate, with robust evidence, a five-year supply of deliverable housing sites and this has been confirmed in recent appeal decisions. This is based on a housing requirement of 550 dwellings per annum which has been confirmed as sound by the Inspector for the Local Plan examination. Therefore policies for the supply of housing are not out of date and applications for housing development are to be determined in accordance with the Local Plan.

5. Officer Appraisal (including Site Description and Proposal)

Site Description

The application site is located on the southern side of St Johns Road within the settlement of Clacton-on-Sea. The site accommodates Clacton Garden Centre and its associated grounds and parking area. To the south and west of the site is 1970's housing development and to the east is Wordsworth Way from which access to the site is gained. Further to the east is Bluehouse Farm House which is a listed building. An area of vacant land to the north of the farmhouse also forms part of the application site and is intended to be used as an informal overflow car park.

Proposal

This application proposes the erection of a new cafe/restaurant on an area of vacant land at the western end of the site. The building would comprise of a 88-seat sit down restaurant together with a 'walk-in' takeaway coffee shop facility that is both ancillary to the existing Garden Centre whilst also serving passing trade. A large sun terrace will wrap around the building on its southern/eastern sides and will be enclosed by a combination of raised planted borders and timber louvred screening. A solid wall is proposed to enclose the western end of the sun terrace to prevent noise spillage into neighbouring residential areas.

The building would measure 290sqm in footprint and 6.2m to ridge height. The building would be finished in a mixture of vertically boarded timber, zinc and glazing.

Additional car parking is to be located adjacent to the current parking area and will provide a further 28 spaces. An informal overspill parking area is also to be facilitated on land to the east of Wordsworth Way, which has been historically utilised for parking purposes. This area has existing vehicular access and is retained as existing apart from the laying of a gravel surface.

Appraisal

Principle of Development/Policy Considerations

The site is located in an out of town location designated for residential purposes in the saved local plan and for no specific use in the emerging Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017).

The residential designation of the land in the saved local plan has not carried forward into the emerging local plan. Therefore whilst the site is designated for residential uses in the saved local plan, significant weight must be afforded to the site's non-designation in the emerging local plan as it is supported by robust up-to-date evidence. The use of the site for non-residential purposes can therefore be supported providing other policies and detailed matters, as discussed below, are satisfactorily addressed.

Saved Policy ER32 of the Local Plan (2007) permits town centre uses outside of existing town centres, provided they do not individually or cumulatively, materially harm the viability and vitality of an existing centre.

Paragraph 24 of the Framework states that proposals for town centre uses that are not in an existing town centre, and which are not in accordance with an up to date Local Plan should be subject to a sequential test which may identify preferable sites in town centres. Only if suitable sites are not available should out of centre sites be considered.

The Glossary to the National Planning Policy Framework ('The Framework') confirms that restaurant uses are defined as a town centre use for which the policies of 'The Framework' apply. According to 'The Framework' the proposed site lies within an out of town centre position. Paragraph 24 of 'The Framework' therefore applies, this states;

'Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local

Plan. They should require applications for main town centre uses to be located in town centres, then edge of centre locations and only if suitable sites are not available should out of centre sites be considered'.

Planning Practice Guidance Note - 'Ensuring the vitality of town centres' states that the sequential test guides main town centre uses towards town centre locations first, then, if no town centre locations are available, to edge of centre locations, and, if neither town centre locations nor edge of centre locations are available, to out of town centre locations, with preference for accessible sites which are well connected to the town centre. It supports the viability and vitality of town centres by placing existing town centres foremost in both plan-making and decision-taking.

In view of the above policy criteria a sequential test has been undertaken. The test looks at the size/nature of the proposal (farm/garden centre type concept with locally sourced, seasonal and farm produced ingredients) and the availability of certain town centre sites. It concludes that;

'A modern day garden centre would be expected to contain a café and this proposal addresses that. Competition that this site is experiencing from St John's Nurseries down the road and other garden centres in the local area, which have cafes, can be used to illustrate the pressure on the Clacton Garden Centre business. There is therefore a clear demand for more 'modern' modifications, in the form of a cafe to make the site a destination in its own right, making visitors want to spend a longer time at the nursery and enjoy the experience without having to leave to find food. Such services are considered particularly important for families. This will in turn help to ensure Clacton Garden Centre's long-term economic viability by ensuring repeat visits are common. The assessment has concluded that no alternative suitable sites were identified. Therefore the proposed development at Clacton Garden Centre is justified to make a positive contribution to the site and confirms its purpose for being located outside the town centre'.

Consequently, due to the nature, size and compatibility of the use with the garden centre and the absence of any suitable town centre sites the development is considered to pass the sequential test.

Design

The proposed layout is dictated by the need to retain the existing car park for the garden centre whilst providing parking for the new restaurant and a link through to the garden centre. This is considered to be an acceptable arrangement and allows for the inclusion of soft landscaping to the south around the proposed patio area. Views of the building would largely be obscured from St Johns Road to the north by existing vegetation and dwellings located to the west.

The building has been designed as a modern twist on a rural building using a mixture of timber and metal surface finishes. The use of vertically boarded timber, zinc and dark grey aluminium windows frames represents a contemporary approach that would contrast well with the traditional appearance of the garden centre to the east. The building is a scale compatible with the existing garden centre buildings and the bungalows to the west and with the implementation of a good landscaping scheme will enhance the appearance of a currently unused area of the site.

Visual Impact

The proposed development would be sited within a location which is in commercial and residential use. To the west are residential properties of 70's construction and to the east are buildings associated with the existing garden centre including a large glasshouse. Against this backdrop the proposed development would be viewed from most public vantage points in conjunction with a mixture of commercial/residential buildings of differing style, age and materials. The mixture of building types in the vicinity and the screening vegetation present on the northern boundary of the site would ensure that the development proposals would not appear overly prominent or out of character on this site.

Listed Building Impact

The overflow car park will be located on land to the north of the listed building. This area has historically been sub-divided from the rear garden of Bluehouse Farm via fencing and has been utilised for parking purposes. This area is already enclosed by fencing on its frontage to St Johns Road and is to be laid with gravel set behind a bound area at the site access. The erection of fencing to enclose the rear of the parking area will have to be the subject of a separate planning application.

As this area has historically been sub-divided from the rest of the curtilage serving Bluehouse Farm and in the past used for parking in connection with the garden centre the impact the setting of the listed building would be minimal. Full details of the surfacing and landscaping in this location will be controlled via the landscaping condition.

Impact upon neighbours

The nearest residential property to the development site is located 7m to the west of the proposed building. It is noted that the kitchen will be located on the side of the residential property and as such a detailed acoustic report has been submitted along with details of the extraction equipment and attenuation measures. The acoustic report sets out the environmental noise levels in the area immediately surrounding the proposed development and makes recommendations for noise limits against which the extraction system should be designed.

The report concludes that;

'The calculations indicate that for the above items of mechanical plant the combined noise level at the boundary of the closest residential receptor would be 30dBA'.

The potential noise impact associated with the proposed items of mechanical plant is found to be below the existing day time background noise levels. This information has been reviewed by the Council's Environmental Protection Team who have confirmed that they are satisfied with the findings of the acoustic report and have no adverse comments to make.

The operating hours of 7:30am to 6pm (Monday to Friday), 9am to 6pm (Saturdays) and 9am to 5pm (Sundays) will be controlled via condition.

The low level height of the proposed building and the presence of vegetation on the western boundary (which is to be retained), alongside the rear garden serving the nearest property, would ensure that any impact upon the resident's outlook/light levels would not be so adverse as to warrant a refusal of planning permission. The building would not be situated adjacent to the rear gardens serving the properties in Stoneham Avenue and would not therefore diminish the resident's enjoyment of these areas.

Highway Safety

A transport assessment has been provided which concludes the following;

- The Pedestrian routes in and around the site are flat and sufficiently wide for safe pedestrian access. The site is within a 400-metre walking distance of public transport facilities with bus stops located directly outside the site frontage and is located adjacent to a substantial residential area which will allow potential staff and customers to walk to the site should they wish to do so.
- The site is well served by local bus services passing directly on the site frontage and is therefore accessible to local bus services for staff and customers.
- An appraisal of the accident data over the most recent 5-year period illustrates no history or pattern of traffic collisions to show that there are concerns with regard to the local highway design.
- The proposed site layout is deemed acceptable to accommodate service and emergency vehicle turning movements.
- The traffic assessment shows that the existing St John's Road/Wordsworth Way junction operates well within capacity under all tested scenarios even with a robust test of development traffic flows.
- Additional traffic generated by the site will be satisfactorily catered for by the existing highway infrastructure which has been shown to operate well within capacity under all scenarios. The

residual cumulative impacts have been shown to be acceptable and not 'severe' as identified in NPPF.

ECC-Highways have reviewed the submitted information and confirm that they have no objections to the development subject to the parking areas/cycle stores being provided prior to first occupation of the development, appropriate parking signage is erected at the site entrance, no unbound materials are used within first 6m of access and a construction method statement is provided.

In regards to parking provision, the scheme provides for 28 no. car parking spaces in addition to the existing 32 no. spaces that serve the garden centre. This gives a total of 60 spaces for both uses. As this is below the maximum requirement outlined in the current parking standards an informal overspill area of 23 spaces is proposed to the east on land to the north of Blue House Farm. This area of land has been used historically for parking and will be retained in its current form apart from a gravel surface being laid.

Other Considerations

3 letters of objection/observation have been received covering the following concerns;

- Over capacity of the junction onto St Johns Road to cater for additional traffic.
- Parking of construction vehicles causing congestion.
- Conflict with delivery vehicles to the garden centre and users of the restaurant.
- Noise/odours from machinery.
- Bus routes have been decreased making access to the site via public transport harder.
- Impact upon the listed building from additional traffic/vibrations.
- Retention of vegetation along western boundary causing damage to the neighbouring bungalow.
- Modern design out of character in this location.
- Parking noise adjacent to rear garden.

These matters have largely been covered above. The retention of the boundary vegetation and the current dispute concerning damage to a resident's property is a civil matter

1 letter of support has been received stating that this is proposal relates to a longstanding local business which needs to diversify to survive.

6. Recommendation

Approval

7. Conditions

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason - To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

- 2 No development shall be commenced until precise details of the manufacturer and types and colours of the external facing and roofing materials to be used in construction of the proposed detached dwelling have been submitted to and agreed, in writing, by the Local Planning Authority. Such materials as may be agreed shall be those used in the development.

Reason - The development is publicly visible and therefore sympathetic materials are a visually essential requirement.

- 3 No development shall take place until there has been submitted to and approved, in writing, by the Local Planning Authority a scheme of hard and soft landscaping works for the site, which shall include any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows on the site and indicate any to be retained, together with measures for their protection which shall comply with the recommendations set out in the British Standards Institute publication "BS 5837:2012 Trees in relation to design, demolition and construction."

Reason - In the interest of visual amenity and the character of the area.

- 4 All changes in ground levels, hard landscaping, planting, seeding or turfing shown on the approved landscaping details shall be carried out during the first planting and seeding season (October - March inclusive) following the commencement of the development or in such other phased arrangement as may be agreed in writing by the Local Planning Authority. Any trees or shrubs which, within a period of 5 years of being planted die, are removed or seriously damaged or seriously diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority agrees in writing to a variation of the previously approved details.

Reason - In the interest of visual amenity and the character of the area.

- 5 All new parking areas shall be made of porous materials, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the site.

Reason - In the interests of sustainable development and to ensure that run-off water is avoided to minimise the risk of surface water flooding.

- 6 The restaurant/cafe use hereby permitted shall only be open during the following times:

7:30am - 6pm Monday to Friday

9am - 6pm Saturday

9am - 5pm - Sundays and Bank Holidays

Reason - To ensure the use of the site is appropriate to the locality and to safeguard the amenities of local residents.

- 7 All extraction equipment/plant machinery that form part of this development and the mitigating attenuation measures shall be installed as approved and shall be in full working order prior to the commencement of the use. As long as the use continues, the equipment and machinery shall be operated, serviced and maintained in such manner so as to suppress effectively the emission of cooking fumes/odours and associated noise.

Reason - To avoid noise, odour and droplet nuisance in the interest of the amenity enjoyed by the nearest residential premises.

- 8 The development shall not be occupied until such time as the car parking and turning area, for 28 parking spaces for the café/restaurant has been provided in accord with the details shown in Drawing Numbered A-1724-PL 02 B. The car parking area shall be retained in this form at all times and shall not be used for any purpose other than the parking of vehicles related to the use of the development site thereafter.

Reason - To ensure that on-street parking of vehicles in the adjoining streets does not occur, in the interests of highway safety.

- 9 Prior to the first use of the proposed development the proposed overflow car parking and turning area for 23 cars shall have been provided in accord with the details shown on Drawing Numbered A-1724-PL 02 B. This car parking area shall be retained in this form at

all times and shall not be used for any purpose other than the parking of vehicles related to the use of the development site thereafter.

Reason - To ensure that on-street parking of vehicles in the adjoining streets does not occur, in the interests of highway safety.

- 10 No unbound materials shall be used in the surface treatment of the proposed vehicular access to the overflow car parking facilities within 6m of the highway boundary.

Reason - To ensure that loose materials are not brought out onto the highway, in the interests of highway safety.

- 11 No development shall take place, including any ground works or works of demolition, until a Construction Method Statement (CMS) has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. wheel and under body washing facilities

Reason - To ensure that on-street parking of these vehicles in the adjoining streets does not occur, in the interests of highway safety.

- 12 Prior to the first use of the proposed development the powered two wheelers parking area and secure/covered bicycle area, as shown on the approved plan no. A-1724-PL 02 B, shall be provided within the site and maintained free from obstruction and retained thereafter as approved.

Reason - To promote the use of sustainable means of transport.

- 13 Prior to the first use of the proposed development the appropriately worded signage, as shown on approved drawing no. A-1724-PL 02 B, shall be erected at the overflow car parks connection to Wordsworth Way to alert visitors to the site that additional car parking is available. The signage shall be retained as approved thereafter.

Reason - To ensure that on-street parking of vehicles in the adjoining streets does not occur, in the interests of highway safety.

- 14 The development hereby permitted shall be carried out in accordance with the following approved plans: A-1724-PL 02 B, A-1724-PL 03 A, A-1724-PL 04, A-1724-PL 05, SFC-01 and SFC-02.

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

8. Informatives

Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

In order to minimise potential nuisance to nearby existing residents caused by construction works, Pollution and Environmental Control ask that the following below is upheld during the construction phase;

- No vehicle connected with the works to arrive on site before 07:30 or leave after 19:00 (except in the case of emergency). Working hours to be restricted between 08:00 and 18:00 Mondays to Saturdays (finishing at 13:00 on Saturdays) with no working of any kind permitted on Sundays or any Public/Bank Holidays.
- The use of barriers to mitigate the impact of noisy operations will be used where possible.
- No materials produced as a result of the site development or clearance shall be burned on site.
- All reasonable steps, including damping down site roads, shall be taken to minimise dust and litter emissions from the site whilst works of construction and demolition are in progress.
- The selection and use of machinery to operate on site, and working practices to be adopted will as a minimum requirement, be compliant with the standards laid out in British Standard 5228:2014.
- Mobile plant to be resident on site during extended works shall be fitted with non-audible reversing alarms (subject to HSE agreement).
- If there is a requirement to work outside of the recommended hours the applicant or contractor must submit a request in writing for approval by Pollution and Environmental Control prior to the commencement of works.
- All waste arising from the ground clearance and construction processes to be recycled or removed from the site subject to agreement with the Local Planning Authority and other relevant agencies.
- No materials produced as a result of the site development or clearance shall be burned on site. All reasonable steps, including damping down site roads, shall be taken to minimise dust and litter emissions from the site whilst works of construction and demolition are in progress.
- All bulk carrying vehicles accessing the site shall be suitably sheeted to prevent nuisance from dust in transit.
- The design range should be complied with under BS8233:2014.

Any fencing required to enclose the overflow parking area will require separate planning consent as it would be situated within the curtilage of a listed building.

<p>Are there any letters to be sent to applicant / agent with the decision? If so please specify:</p>	<p>YES</p>	<p><input checked="" type="radio"/> NO</p>
<p>Are there any third parties to be informed of the decision? If so, please specify:</p>	<p>YES</p>	<p><input checked="" type="radio"/> NO</p>