

ENVIRONMENT DEPARTMENT PLANNING DIVISION

OPEN PLANNING MEETING AGENDA

An Open Planning Meeting will be held at Beau Sejour, Cambridge/Delancey Room, on **Tuesday 06/05/2014** at 8.45am for a 9.00am start.

The following application will be considered at the Open Planning Meeting:-

Agenda Item :-

| | |
|----------------------|--|
| APPLICATION NUMBER: | FULL/2014/0904 |
| APPLICATION ADDRESS: | Uphams Yard, Les Amballes, St. Peter Port. |
| DESCRIPTION OF WORK: | Residential/Commercial development - erect one dwelling, thirteen flats and one commercial unit. |
| NAME OF APPLICANT: | Infinity Amballes Ltd. |

The agenda for the open planning meeting, along with the planning application report relating to the application to be considered, which follows below, are made available five working days before the date of the Open Planning Meeting on the Department's website and also in hard copy at the Department's offices. The planning application report below contains a summary of consultation responses and of any representations received on the application from third parties.

There will be provision for **public speaking** at the open planning meeting. The opportunity to speak is afforded only to persons who:

- a) have submitted a representation in writing within the period specified for publicity of the application under section 10 of the Land Planning and Development (General Provisions) Ordinance, 2007, along with the applicant and/or their agent for the application; and
- b) who have notified the Department in writing (by letter or by e-mail addressed to Planning@gov.gg) of their intention to speak which is received by the Department by 12.00 Noon on the working day immediately preceding the date of the Open Planning Meeting.

Application No: FULL/2014/0904
Property Ref: A109030000
Valid date: 13/03/2014
Location: Uphams Yard Les Amballes St. Peter Port Guernsey GY1 1WT
Proposal: Residential/Commercial development - erect one dwelling, thirteen flats and one commercial unit.

Applicant: Infinity Amballes Ltd

RECOMMENDATION - Grant: Planning Permission with Conditions:

1. All development authorised by this permission must be carried out and must be completed in every detail in accordance with the written application, plans and drawings referred to above. No variations to such development amounting to development may be made without the permission of the Environment Department under the Law.

Reason - To ensure that it is clear that permission is only granted for the development to which the application relates.

2. The development hereby permitted shall be begun within 3 years from the date of grant of this permission.

Reason - This condition reflects section 18(1) of the Land Planning and Development (Guernsey) Law, 2005 which states that planning permission ceases to have effect unless development is commenced within 3 years of the date of grant (or such shorter period as may be specified in the permission).

3. The development hereby permitted and all the operations which constitute or are incidental to that development must be carried out in compliance with all such requirements of The Building (Guernsey) Regulations, 2012 as are applicable to them, and no operation to which such a requirement applies may be commenced or continued unless (i) plans relating to that operation have been approved by the Environment Department and (ii) it is commenced or, as the case may be, continued, in accordance with that requirement and any further requirements imposed by the Environment Department when approving those plans, for the purpose of securing that the building regulations are complied with.

Reason - Any planning permission granted under the Law is subject to this condition as stated in section 17(2) of the Land Planning and Development (Guernsey) Law, 2005.

4. Notwithstanding the information submitted, prior to development being commenced on the site, precise details of:

The balconies

Chimneys

Fenestration and doors to the west elevation (Les Amballes)

Details of the railings to the terraces fronting onto Les Amballes

all at (1:20) scale shall be submitted to and approved in writing by the Environment Department. The development shall thereafter be completed in accordance with the approved details.

Reason - To ensure that the detailed design of the development is satisfactory.

5. Notwithstanding the information submitted, prior to development being commenced on the site, precise details of the finished site levels and internal floor levels intended at the completion of the development, which shall be shown in relation to the existing site levels (and levels of adjoining land) and related to a fixed datum point, shall be submitted to and approved in writing by the Environment Department.

Reason - To ensure a satisfactory form of development.

6. With respect to the external walls of the west elevation of Block B, all new work shall be of natural granite to be of type, colour, texture and method of laying to match the existing.

Reason - To ensure a satisfactory external appearance in the interests of visual amenity.

7. Building operations shall not commence until a sample of the external render, roof slates, roofing material for the industrial building, bricks and timber cladding proposed to be used has been submitted to and approved by the Environment Department.

Reason - To ensure a satisfactory external appearance in the interests of visual amenity.

8. The car parking indicated on the approved plans shall be surfaced, marked out and made available for use prior to the building(s) hereby approved being first occupied/brought into use.

Reason - To ensure that a satisfactory form of development is achieved.

9. Prior to the proposed soft landscape works proceeding on site a comprehensive scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, details of measures for the retention and protection of existing trees during the course of the development and details of the type, number and size of new trees/shrubs at the time of planting shall be submitted to and approved by the Environment Department. The landscaping shall then be implemented in accordance with these approved details.

Reason - To ensure that a satisfactory form of development is achieved in the interests of amenity.

10. There shall be no outside storage in connection with the industrial unit on this site without the prior express permission of the Environment Department, and any such approved storage areas shall be screened in accordance with details to be submitted to and approved by the Department before any items are stored there.

Reason - To ensure a satisfactory form and appearance of development in the interests of visual amenity.

11. The offices within the premises are used only whilst the industrial premises are use and only for purposes which are ancillary or ordinarily incidental to that use, and shall not be used for any separate purpose at any time.

Reason - To prevent independent office use and ensure compliance with adopted planning policy.

12. The industrial unit hereby approved shall only be used as one unit and shall not be subdivided at any time without the prior written approval of the Environment Department.

Reason - The industrial unit has been approved as a single unit, and any subsequent intensification of use may harm the amenity of the locality.

13. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building(s) or completion of the development, whichever is the sooner. Any trees or plants which die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Environment Department gives written approval to any variation.

Reason - To ensure that a satisfactory form of development is achieved in the interests of amenity.

14. The industrial unit hereby approved shall be used only for 'light industrial' purposes falling within Industrial Use Class 37 of the Land Planning and Development (Use Classes) Ordinance, 2007, or in any provision equivalent to that Use Class in any Ordinance revoking or re-enacting that Ordinance, such that the use shall not affect the amenities enjoyed by people living or working in the area by giving rise to noise, vibration, offensive odours, fumes, smoke, ash, dust, grit or effluent.

Reason - In the interests of amenity.

15. The industrial unit hereby approved shall be completed and made available for use prior to the first occupation of any residential unit on the site.

Reason - This approval relates to a mixed use scheme which complies with the relevant planning policies relating to the site and this condition is required to ensure that the approved mixture of uses is implemented fully within a reasonable timescale.

INFORMATIVES

The application site is located within an area of known archaeological importance and your attention is drawn to the provisions of Annex 4 of the Urban Area Plan with regard to archaeological assessment where a site is known or suspected to be of archaeological importance. It is also desirable that access be granted to the Archaeology Officer, Culture and Leisure Department, to enable archaeological recording during any earth moving on the site. The Archaeology Department can be contacted on 700477 or mobile 07781 102219.

OFFICER'S REPORT

Site Description:

The application site is located on the north side of Les Amballes between a row of semi-detached and terraced properties. The site is recognised as having an industrial use and is within a Settlement Area and Conservation Area under the Urban Area Plan. The site fronts onto Les Amballes whilst the rear faces a car parking area for flats on New Paris Road. Industrial buildings and structures abut the south, east and west boundaries of the site. There is a significant fall in ground level from west to east between Les Amballes and New Paris Road.

Relevant History:

There have been pre-application discussions relating to this application.

| | | |
|----------------|---|-----------------------|
| FULL/2009/3570 | Demolish existing premises and erect 13 units of residential accommodation | Refused 18/02/2010 |
| OP/2011/0175 | Demolish existing Industrial units and erect 12 units of residential accommodation. | Refused 22/03/2011 |

Existing Use(s):

Industrial Use Class 38 (General Industry).

Brief Description of Development:

The application is for the demolition of the single storey warehouses, workshops and store and the two storey ancillary office and the erection of a mixed use development comprising of one dwelling and 13, 1 and 2 bed flats and a two storey industrial unit. Car parking for the residential units would be provided through basement parking, the industrial unit would have its own car parking, both parking areas would be accessed via the existing access off Les Amballes which is proposed to be increased in width. Amenity provision for the residential units is proposed to be provided via communal gardens and individual terrace areas.

Relevant Policies of any Plan, Subject Plan or Local Planning Brief:

Urban Area Plan:-

HO2 – Opportunity sites

H03 – Mixed use development

EMP9 - Protecting industrial sites.

GEN5 – Design

GEN6 – Character and amenity

GEN9 – Open space and parking

GEN12 – Effect on adjoining properties

DBE1 – Design

DBE7 – New Development in conservation areas

Representations:

Representations have been received from 7 neighbours who have raised the following principal concerns:

- The scheme provides minimal industrial development on land designated for this use
- The site split between industrial and residential is not a 50/50 divide
- The proposed industrial use will lead to an increase in larger commercial vehicles and given the very narrow road will result in them mounting the pavements.

- The use of the site for residential would impact on the already heavily congested roads and residential overcrowding on Les Amballes
- The car parking provision provided in the scheme is insufficient
- The site is being overdeveloped resulting in more traffic
- Les Amballes is a heavily trafficked street often use as a 'rat run'
- The proposed development is not in keeping with the neighbouring properties and would look out of place; town house style properties would be better
- There are too many flats/apartments in the immediate area, there should be more consideration for homes
- The road is very narrow in places and the interface distance between properties changes
- The height of the buildings seem excessive and the balconies may cause over looking
- The height of the proposed buildings will block natural light and impede views and enjoyment of other properties
- There is limited lighting on Les Amballes, the height of the development will create more shade making the area seem less safe to travel along
- The building works would cause disruption to the area
- The impact of heavy construction traffic and increased traffic flows on the other roads in the area
- Possible damage to properties during construction process
- The pressure for extra requirements on the use of current service provision e.g. water.

Consultations:

Traffic Services Unit – The TSU refers to previous comments of August 2013, made at the pre-application stage. In summary, those comments raised concerns relating to sub standard sightlines that would be observed from the access point, the possible delays to traffic in Les Amballes arising from the access/egress method of vehicles utilising a car 'lift' system and the possible shortfall in parking provision. The latest application has sought to satisfactorily address those concerns and those aspects are assessed as follows.

Access serving development site

The sightline in the direction of oncoming traffic would be approximately 8 metres, with visibility being obscured by the adjacent high boundary wall between Les Pampolais and the development site. There would not appear to be any practical method by which this sightline could be significantly improved. As a consequence, serious road safety concerns remain in regard to the significantly sub standard sightline in this direction. It is noted however that a driver exiting the site would be able to edge out onto the existing 1.2 metre wide pavement, thus offering the opportunity for an oncoming vehicle to see the exiting vehicle from a greater distance; however the improvement to this visibility would still not achieve an acceptable level.

In the direction of traffic approaching from the east – Les Cotils, the sightline would be approximately 14 metres, with visibility being obscured by the front wall of the dwelling adjacent to the access point. As a consequence, road safety concerns exist in this regard; however, in partial mitigation a driver exiting the site would be able to edge out onto the

existing 1.2 metre wide pavement, thus offering the opportunity for an oncoming vehicle to see the exiting vehicle from a greater distance; however the improvement to this visibility would still not achieve an acceptable level.

The access width has been increased so as to meet with the Engineering Guideline of 4.7 metres so as to facilitate two way access up to the point where the underground parking access starts. This improvement over the previous scheme is welcomed by the TSU as it allows for vehicles to leave the public highway when entering the site whilst at the same time providing sufficient space for a vehicle to clear the access to the underground car park.

The proposed access is shown as not having radii, which would mean that a vehicle exiting and turning to the left, would be required to cross over the centre of the public highway, into the path of oncoming traffic. In addition, the access has a pavement running across it, therefore when a vehicle exits it has no appreciable sightline of pedestrians approaching from either direction; the same is true from a pedestrian's aspect. As a result, road safety concerns exist in regard to the lack of radii and the lack of visibility of pedestrians.

Underground parking provision for dwellings

The proposed method of access control – using a 'traffic light' arrangement, would provide drivers with a clearly defined priority when entering or exiting the access ramp.

The underground parking provision would be commensurate with a development of this scale and the proposed layout and dimensions would achieve adequate manoeuvring space, allowing vehicles to exit the area forward facing.

Ground level parking provision for the industrial/office unit

It is noted from the supplied plans that 3 spaces are to be provided in this area, however this would appear to fall slightly short of the UAP Annexe 2 guideline figure, particularly if the 2 units were to be kept as separate operations. The provision of sufficient area that would provide a turning point to the front of the unit, is welcomed by the TSU, however there would be some concerns that this area would be used as a supplementary parking area should the designated parking provision be insufficient for the unit, thus removing the facility to turn vehicles in this area so as to exit forward facing.

Given the above observations, the Traffic Services Unit concludes that there will be an intensification of traffic movements via the modified existing access as a result of the development, and given the substandard sightlines that would be observed from this access as outlined above, and the lack of radii on the access together with reduced visibility of pedestrians, it is considered that there are Road Safety grounds on which to oppose the application in its current form.

No significant Traffic Management grounds for opposition exist however.

Commerce and Employment Department – No objection.

Archaeology (previously) – Watching brief requested in early stages of development.

Summary of Issues:

Principle of mixed use development
Design, form and massing of the residential development
Design, form and massing of the industrial building
Impact of the overall scheme on the character and appearance of the Conservation area
Impact of the overall scheme on neighbour amenity
Traffic/highway safety issues

Assessment against:

- 1 - Purposes of the law.**
- 2 - Relevant policies of any Plan, Subject Plan or Local Planning Brief.**
- 3 - General material considerations set out in the General Provisions Ordinance.**
- 4 - Additional considerations (for protected trees, monuments, buildings and/or SSS's).**

Background

Although currently recognised as suitable for general industry in terms of its planning use class, this site has historically been used over many years for a mixture of industrial and storage purposes. More recently, it was used for horticultural boiler maintenance in the 1980s, followed by use as an industrial engineer's merchants in the 1990s, apparently including an element of retail/wholesale use. Since 2009, the site has been used in a limited way for low-key storage.

The site was designated as a zoned residential site in the 2005 Urban Area Plan.

Two previous planning applications, submitted in 2009 and 2011 respectively, which proposed a wholly residential use of the site were refused principally on grounds of loss of the recognised industrial/employment use contrary to Policy EMP9 of the 2002 Urban Area Plan.

Principle of mixed use development

Urban Area Plan Policy EMP9 (protecting industrial sites) seeks to protect existing industrial land only permitting its loss where the proposal meets certain criteria. Previous schemes for a wholly residential use of the site were refused having particular regard to Policy EMP9. The current proposal relates to a mixed use redevelopment of the site to provide a mixture of both residential and industrial use. Although the scheme proposes a majority of residential development, amounting to approximately a 4:1 (residential to commercial) split, this is considered a reasonable approach in this particular case.

Given the size and location of this site, its position in relation to the Island's road network and adjoining residential uses, the lack of any ability to amalgamate the site with other land to create a larger industrial area, and having regard to the quantity of industrial and storage and distribution premises currently available on the Island for rent or purchase, it is not

considered that this proposal would have a detrimental impact on the availability of industrial land provision on the Island. Consultation with the Commerce and Employment Department has been carried out and that Department has confirmed that given the above factors, the loss of the majority of this site from industrial use would be unlikely to be of detriment to the Island's overall economy. In this respect, this site is less attractive for industry than others available and in this particular case the Commerce and Employment Department has no objection to the proposal.

Policy HO3 (Mixed Use Development) states that where mixed use developments provide housing, where practicable this should have a separate access and proposals would need to achieve a satisfactory living environment and standard of accommodation. The pre-amble to this policy acknowledges the benefits of mixed use schemes that include housing but with awareness that conflict between residential and commercial occupation needs to be avoided.

The principle of the use of the site and its proportional division of residential and commercial is considered acceptable. Given the relationship with existing and proposed housing, and the previous use of the site for a mixture of industrial and storage activities, it is recommended that use of the proposed industrial unit be restricted to Industrial Use Class 37 (Light industrial use) which would be compatible with a residential setting and will suitably protect the reasonable future amenities of adjacent residents.

Design, form and massing of the residential development

The residential units are sited to the south and south east of the site. Creating one 3 bed house, ten 1 bed flats and three 2 bed flats, the buildings would be split into 3 blocks 2 storeys and 3 storeys in height. The units would front onto Les Amballes with block A projecting to the rear of the site and of a more contemporary design. The buildings fronting onto Les Amballes have been designed with a generally traditional appearance and character. The first and 2nd floors of the proposed house, 'block C' and 'block A' have been stepped back by 1.2m from the existing road fronting granite wall and this existing wall has been incorporated into the ground floor of these proposed units. Block B to the south of the site has been designed to appear similar to the existing road front elevation and incorporates the same architectural detailing although it is of an increased height. The use of the existing roadside granite wall within the house and blocks A and C help to retain the feeling of enclosure characteristic to Les Amballes and the use of a more traditional palette of materials to this elevation respects that of the existing residential properties.

Although the overall height of the buildings would increase from the existing structures on site by approximately 3.8m and thereby the overall massing of the buildings is greater, the scheme has been designed to add dimension and relief to this increase, particularly when viewed from the street. The recessed design of the first and second floors of blocks A and C and the house helps reduce the overall massing of the buildings when viewed in the street scene. The increased width of the vehicle access, the difference in heights between blocks A, B and C, and the incorporation of the pedestrian accesses to the front of the units also help to break up the overall massing of the built form and create physical gaps between the blocks. The heights of Block B and C are comparative to the adjacent neighbouring dwellings and as such would not have a significant increased prominence when viewed along the road.

To the rear of the site block A projects to the rear boundary at 3 storey level. Although not seen from the front elevation, the massing and bulk of this element would partially be evident from New Paris Road, however given the difference in ground level between the site and this road and the high granite wall that runs to the rear of the site, the overall massing of this element is not of concern.

Design, form and massing of the industrial building

The industrial building is proposed to be sited to the east (rear) boundary of the site. Proposed to be 8.8m high it would be constructed of rendered block work and brick, the proposed roof would be of a lean-to design whilst the fenestration to the front (west) would be of vertical and horizontal emphasis whilst to the rear (east) it would be of a horizontal emphasis. Views of the building from Les Amballes would be obstructed by the residential development and although it would be glimpsed from the access to the site, the position of the building to the rear of the site means that it would not be overly prominent in its setting. To the rear of the site the building would project above the high granite boundary wall by 7.7m and although this would be approximately 7m higher than the existing buildings abutting the boundary, the changes in ground level and the dense built form of the existing townscape means that the massing and bulk of the building is satisfactorily absorbed. The use of different materials, the shallow roof and fenestration details also aid in breaking up the apparent mass of the building.

Impact of the overall scheme on the character and appearance of the Conservation area

Policy DBE7 states “Development within, or affecting the setting of, a Conservation Area will only be permitted if it conserves or enhances the character and appearance of the area, in terms of size, form, position, scale, materials, design and detailing. Particular attention will be given to the removal of unsightly and inappropriate features and the retention of features that contribute to the character of the area.”

The treatment to the residential blocks fronting onto Les Amballes is of a traditional appearance and design. Features such as chimneys have been included into the scheme and the materials, rendered block work, granite and slate are the predominant materials seen in the area. The inclusion of the existing granite wall into the scheme and the set back of the first and second floors from this wall ensures that the feeling of enclosure at this particular point in the road is maintained whilst not over-dominating the street. Although the design of the residential units means that the granite wall has more openings than previously, a condition is recommended to ensure that the fenestration details are appropriate, including deeply recessed windows to ensure that the wall still appears as a solid form when viewed along the street resulting in minimal impact on the character and appearance of the conservation area. The detailing of Block B has also been carefully considered to ensure that the development in this instance has a neutral impact on the character and appearance of the conservation area. Although increased in height and therefore massing, the detailing from the use of granite, arched windows and the roof design mimics that of the existing building retaining the historic warehouse appearance.

Although the development will be evident to the rear of the site and seen when viewed from Les Banques and Elizabeth Avenue, the massing of the buildings and their design is

commensurate with the setting and is not overly prominent when viewed against the existing backdrop of the built form in this part of the Town. The impact on the character and appearance of the conservation area in these views is therefore considered acceptable and the development will not have an adverse effect.

Impact of the overall scheme on neighbour amenity

A number of objections have been received in relation to the application and the potential impact on neighbour amenity particularly from the front (Les Amballes) elevation. Concerns have been expressed over the increase in height of blocks A, B and C from the existing buildings and also the inclusion of balconies to the first floor front elevations of blocks A, C and the house.

The height of the development is commensurate with existing buildings and would not appear incongruous or result in unacceptable shading or loss of light. With regard to the front balconies, whilst these do provide a modicum of external space, they are limited in scale and depth and their occasional use would not result in significant overlooking of existing properties, particularly given the degree of separation across the existing street which although in parts narrow is characteristic of urban residential streets within many parts of St Peter Port. The windows to habitable rooms at first and second floor levels are set back behind the line of the roadside wall.

In respect to the neighbouring dwellings to the rear the scheme has been designed with high level windows to both the residential units and the industrial unit. Although a top floor balcony is proposed to Block A, this has been designed with a raised planter around the side of the terrace area to a depth of 1m. The inclusion of this planter will ensure that any views would be over the top of the flats to the east and would also not impact on the neighbour amenity of the property to the south.

Representations have also been received in relation to loss of private views, and potential disruption or damage during construction works. It will be noted that these matters do not represent material planning considerations in this case.

As well as consideration to the immediate neighbours the Department has a duty to ensure that adequate levels of amenity are provided for the future occupiers of the units. The scheme has undergone a number of revisions to ensure that the inclusion of balconies within the scheme and the position of windows do not result in potential overlooking within the site. Particular consideration has been given to the rear balconies of block B and the relationship to windows on the south elevation of Block A. Recessed balconies have now been introduced into the scheme which negates any potential overlooking. In terms of amenity space for the units, communal gardens are provided within the development as well as amenity space in the form of balconies or terraces for the majority of the units and given the location and ground level of the site, these would provide a pleasant outlook.

Traffic/highway safety issues

The scheme has been designed with separate car parking for the residential units and the industrial unit. Although both areas would be accessed via a shared entrance the car parking

for the residential units would then be via a ramped access to the basement where 18 car parking spaces are provided. The ramp would operate via a traffic light system located within the basement car park. The proposed ramp would be 3.5m wide and is accessed via the existing access which is proposed to be widened from 4.4m to 4.7m, allowing two-way traffic for a distance of 12.6m into the site.

Parking for the industrial unit is provided from this access and 3 spaces are proposed to the south of the proposed unit. These would be surface level spaces.

In relation to car parking standards as indicated in Annex 2 of the Urban Area Plan the creation of 18 car parking spaces for the residential units is satisfactory. The creation of 3 spaces for the industrial unit falls a little below the normal standards, however consultation with the Traffic Services Unit has been carried out, and concern is only expressed should the industrial unit be subdivided in the future. As currently proposed, the upper floor would be ancillary to the accommodation below and the two floors could not be utilised independently, however a condition is recommended to ensure that the unit remains as one unit.

The Traffic Services Unit do however raise concerns over the visibility from the access, and in relation to vehicles exiting the site and turning left as this may result in vehicles crossing over the centre line of the public highway. As a result they conclude that some road safety concerns exist with regards to this situation.

However, in assessing this proposal, consideration has to be given to the previous and recognised use of the site and its constraints. The site could, without any need for planning consent, be fully operated again as an industrial site utilising the existing access at 4.4m. The nature of the site would result in commercial/industrial vehicles using the site and the surrounding narrow roads and utilising an access that would under current standards be considered unsatisfactory for a use of this nature. The current proposal, although still including an element of industrial space, would reduce the likely impact of commercial vehicles on traffic and highway safety. The alterations to the existing access will improve safety and mean that traffic would be able to pull into the site rather than blocking the public highway and the improvements to this access are therefore welcomed.

The lack of radii to the left although noted as a concern is not considered to be so significant as to warrant a refusal of planning permission. The benefits of the scheme in terms of traffic management and road safety compared to what the 'fall-back' use of the site could be are considered to outweigh this particular concern. The character of the area being predominantly residential and the road categorised as a neighbourhood road which is narrow in places, would also mean that motorists would be likely to exercise suitable caution when exiting the site.

Conclusions

The proposed use of the site as a mixed use re-development of a previously developed brown-field site, retaining an element of industrial/employment use whilst also providing much needed housing, is supported.

The proposed mixture of industrial and residential uses has been carefully planned for the site to avoid conflict between them or with existing neighbouring uses. Although some objections have been raised in relation to potential impact on neighbour amenity, it is considered that the submitted design adequately safeguards the reasonable amenity of neighbours.

The overall design and appearance of the development is commensurate with the existing form and character of this area and respectful of the surroundings. It would not detract from the character or appearance of the conservation area. Although seen in more distant views from the coast, this is against the backdrop of the existing development and the proposals would not be overly prominent or represent a jarring or alien feature in this context.

The proposal although raising some traffic concerns is considered to be satisfactory in this respect having regard to the location, constraints of the site and potential 'fall back' position relating to its previous and existing authorised use.

The application has been fully assessed in light of the planning policies, purposes of the law and the relevant material planning considerations. As such it is concluded that there are no substantive reasons to refuse the application and for the reasons above and subject to conditions, the application is therefore recommended for approval.

Date: 25th April 2014