

Application Number:	2019/0141	Application Type:	Full
Proposal:	Change of use from retail (Use Class A1) to restaurant / banqueting hall / wedding venue / events venue / offices (Sui Generis) and installation of new windows and door screens.	Location:	Orient One (Former 'Winners' Building), New Hall Hey Road, Rawtenstall, BB4 6AJ
Report of:	Planning Manager	Status:	For Publication
Report to:	Development Control Committee	Date:	12/08/2019
Applicant:	Mr Adeel Saleem	Determination Expiry Date:	26/06/2019 Time extension to 04/10/19
Agent:	Mr Michael Gilbert (Peter Brett Associates / Stantec)		

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REASON FOR REPORTING	
Outside Officer Scheme of Delegation	
Member Call-In Name of Member: Reason for Call-In:	
3 or more objections received	✓
Other (please state):	

HUMAN RIGHTS

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:-

Article 8

The right to respect for private and family life, home and correspondence.

Article 1 of Protocol 1

The right of peaceful enjoyment of possessions and protection of property.

1. RECOMMENDATION

Grant planning permission subject to the conditions set out in section 11.

APPLICATION DETAILS

2. SITE

The application relates to a substantial two storey building of stone construction, located to the north side of New Hall Hey Road in Rawtenstall. The building is currently vacant, and it is understood that it was last used as a retail store, with offices located in the eastern wing at ground and first floor levels.

The building is surrounded by a large car park on its south and east sides. To the west there is a yard and a further area of hard standing which appears to have been formerly used as a builder's yard. To the north of the site runs the East Lancashire Railway.

The surrounding area is characterised by a mixture of terraced residential properties and larger commercial buildings, including a restaurant. Vehicular access to the site is either via New Hall Hey Road or from Bury Road via a smaller road to the south of the East Lancashire Railway.

The site is within the defined urban boundary.

3. RELEVANT PLANNING HISTORY

1991/0501 - Security window shutters to kwik save shop (Refused)

1991/0562a - Erection of internally and externally illuminated shop sign and gantry sign (Approved)

2017/0497 – Lawful Development Certificate: A1 Retail Use (Previously 99p Store) to Restaurant and Banqueting Hall (Withdrawn)

2017/0501 - Change of use from retail (Use Class A1) to restaurant / banqueting hall / wedding venue / events venue (sui generis) and installation of mezzanine floor (Withdrawn)

2018/0201 - Change of use from retail (Use Class A1) to restaurant / banqueting hall / wedding venue / events venue (sui generis), installation of mezzanine floor, change of use of land to form car park extension and installation of new windows and door screens (Refused and Dismissed on Appeal)

4. PROPOSAL

Background

Planning application 2018/0201 was refused by Committee for three reasons, relating to the following:

- The living conditions of the occupants of Railway Terrace, with particular regard to noise and disturbance;
- Highway safety; and
- The character and appearance of the area.

However, only one reason for refusal (impact on living conditions of the occupants of Railway Terrace) was upheld by the Inspector when determining the appeal against the refusal of application 2018/0201. The Inspector concluded that *“the development would result in a discernible increase in noise and disturbance directly behind the dwellings that would differ significantly from existing sources”, and considered that:*

“Noise and general disturbance resulting from the parking area could be a relatively frequent occurrence late into the evening when the ambient noise would be lower and at a time when existing residents should reasonably expect a quieter living environment. Noise from the car park at this time would be more intrusive and consequentially more harmful. This would be particularly noticeable during summer months when residents are likely to have windows open for ventilation.

Although there are pubs and restaurants nearby, none are so close to Railway Terrace as to cause any particular harm. There are other commercial uses near to the dwellings that will inevitably generate a degree of noise. However, from what I saw, most are unlikely to result in a high degree of activity late into the evening. It is also unlikely that any activities associated with the land behind the dwellings would run late into the evening or be as intensively used as a car park. The servicing area of the supermarket might have resulted in some noise when the store was open. However, unlike the car park, this is not directly below the rear windows of dwellings and thus unlikely to be as overtly intrusive.”

Current application

Following refusal (and subsequent dismissal at appeal) of application 2018/0201, the applicant again seeks planning permission for the change of use of the majority of the building from its current use class (A1 retail) to a mixed use of restaurant, wedding venue and events venue (sui generis). The change of use would apply to all parts of the building apart from the area of offices at first floor level in the east wing of the building. New windows and door screens are proposed to be fitted to the building. A Planning Statement has also been submitted, indicating how the applicant believes they have addressed the reasons for refusal of application 2018/0201.

The submitted information indicates that the building would be used to host functions, weddings and exhibitions, and would also function as a restaurant. Internal alterations are proposed to the building to facilitate such a use.

With regards to neighbour amenity, the applicant has amended the scheme since application 2018/0201, to omit the proposed car park extension to the south of the site directly behind residential properties on New Hall Hey Road. The two coach parking spaces have not been omitted or relocated; they remain in the same location as in the original application which is approximately 15 metres from 1 Railway Terrace.

Initially, the proposed scheme included the construction of a new mezzanine floor within the main hall of the building, to allow the accommodation of a greater number of guests. There were also to be two separate function rooms.

However, following discussions between the case officer, LCC Highways and the applicant's agent, the mezzanine floor has now been omitted and no new floor space would now be created. The applicant's agent has indicated that the maximum capacity of the venue would likely be around 600 guests.

The submitted documentation indicates that the proposed hours of operation (events) are to be 12:00-17:00 and 19:00-23:00.

5. POLICY CONTEXT

National

National Planning Policy Framework

Section 2	Achieving Sustainable Development
Section 4	Decision Making
Section 6	Building a Strong, Competitive Economy
Section 9	Promoting Sustainable Transport
Section 11	Making Effective Use of Land
Section 12	Achieving Well-Designed Places
Section 15	Conserving and Enhancing the Natural Environment
Section 16	Conserving and Enhancing the Historic Environment

Development Plan Policies

Rossendale Core Strategy DPD (2011)

AVP4	Rawtenstall, Crawshawbooth, Goodshaw and Loveclough
Policy 1	General Development Locations and Principles
Policy 8	Transport
Policy 9	Accessibility
Policy 16	Preserving and Enhancing the Built Environment
Policy 18	Biodiversity and Landscape Conservation
Policy 23	Promoting High Quality Design & Spaces
Policy 24	Planning Application Requirements

Other Material Planning Considerations

National Planning Practice Guidance
Alterations and Extensions to Residential Properties SPD

6. CONSULTATION RESPONSES

LCC Highways	No objection subject to conditions.
RBC Conservation Officer	No objection subject to conditions.
RBC Environmental Health	No objection subject to conditions.
East Lancashire Railway	Objection.

7. REPRESENTATIONS

To accord with the General Development Procedure Order a site notice was posted and neighbour letters were sent out (and re-consultation on amended plans was carried out by new neighbour letters and new site notices).

21 objections have been received raising the following issues:

- Major traffic issues.
- Lack of parking, overspill of existing car park users.
- No benefit to the local area.
- Access / parking issues.
- Lack of infrastructure to support the development.
- Noise and other types of nuisance.

- Disruption to residents.
- Loss of employment compared to retail use.
- Pollution.
- Impact on East Lancashire Railway.
- Not in keeping with the local area.
- Impact on local community.
- Harm to neighbour amenity.
- Harm to visual amenity.

In addition, 1 letter of support has been received.

8. ASSESSMENT

Principle

1. The application site is located within the urban boundary where Policy 1 of the Core Strategy seeks to locate most new development.
2. Whilst the proposed scheme would result in the loss of a retail unit and the creation of a non-retail use, the site is not located within the Rawtenstall Town Centre boundary. The various elements of the proposed development (e.g. restaurant) are considered to be main town centre uses which preferably should be located within the defined town centre however the mix of uses proposed constitutes a sui generis development. Given the nature of the development proposed this is considered appropriate for an edge-of-town-centre location such as this, and would result in the re-use of a largely vacant building.
3. As such, the proposed scheme is acceptable in principle.

Visual Amenity

4. The proposed scheme would result in only minimal changes to the external appearance of the building; including the insertion of new windows, glazed panels and doors. The new window and door units are to be black in colour, and it is proposed to re-paint all existing window and door units black to match.
5. The Council's Conservation Officer has raised no objection to the proposed scheme, but has requested the inclusion of conditions relating to bin storage details and further details of proposed landscaping / planting. As such it is considered necessary to include such conditions, and that such details are provided prior for the approval prior to the commencement of development to ensure that the details are acceptable prior to any works taking place.
6. Subject to the above conditions, the scheme is considered appropriate in terms of visual amenity.

Neighbour Amenity

7. When determining the appeal against the refusal of application 2018/0201 the Inspector found the proposal to have an unacceptable impact on the living conditions of the occupants of Railway Terrace and stated that "...the development would result in a discernible increase in noise and disturbance directly behind the dwellings that would differ significantly from existing sources".

8. The applicant has amended the scheme since application 2018/0201 to omit the proposed car park extension to the south of the site directly behind residential properties on New Hall Hey Road. Members will note that the two coach parking spaces have not been omitted or relocated; they remain in the same location as in the original application which is approximately 15 metres from 1 Railway Terrace.
9. The land to the rear of Railway Terrace is shown edged in blue on the submitted site location plan and Officers consider it necessary to prohibit (by a planning condition) that the land shall not be used as car parking, in order to protect the amenity of the occupiers of Railway Terrace.
10. Although the coach parking spaces remain in their original position, officers are satisfied that the main source of noise and disturbance (that being the car park) has been omitted and therefore the Inspector's reason for refusal has been overcome.
11. The proposed hours of opening are considered appropriate, and it is considered necessary to include a condition restricting the hours of opening as such. Such hours of opening would not be unusual for the proposed type of venue located in an edge-of-town-centre location, and it is not considered that there are any site-specific reasons in this case why such hours would necessarily result in noise nuisance to local residents. In the event that any statutory nuisance is identified, separate legislation exists (which can be enforced by the Council's Environmental Health team) to address such issues.
12. Objectors' comments in relation to impacts on neighbour amenity and the potential for nuisance are noted. However, the Council's Environmental Health Officer has been consulted and has no objection to the proposed scheme subject to the inclusion of conditions, including:
 - A condition that there are no musical performances / entertainment outside the venue.
 - A condition requiring details of the kitchen extraction and odour control to be submitted and agreed prior to the opening of the premises.
 - Deliveries to be restricted to be within day time hours only.
 - Due to the large travel distance of the guests it is recommended that an electric vehicle charging point is installed in the car park to assist electric vehicle car drivers, help minimise vehicle emissions and to help protect public health.
13. The above conditions are considered appropriate and necessary to make the development acceptable.
14. Subject to the above conditions, the scheme is considered acceptable in terms of residential amenity.

Access, Parking and Highway Safety

15. Objectors' comments in relation to access, traffic and parking are noted. However, the Local Highway Authority has been consulted on the application, and based on the revised plans (with the mezzanine floor omitted) has no objection to the proposed scheme subject to the inclusion of planning conditions which cover:
 - A Car Park Management Plan
 - Reviews of the Car Park Management Plan

- Car park attendants will be deployed and any other associated measures
- Separate events will not run concurrently at the venue and where multiple events are booked on the same day, those events shall be staggered to ensure a period of not less than 1 hour occurs between the start and finish times.
- The car parking areas shall be provided for the sole use of the venue and a scheme for the provision of signage and barrier arrangement at the unnamed sett-paved road leading to Station House
- Applicant to cover legal and advertising costs of potential Traffic Regulation Orders in the vicinity of the site.

16. In relation to the above, the Local Highway Authority has requested a condition requiring the applicant to meet the costs of advertising and implementing Traffic Regulation Orders (TROs) in connection with potential waiting restrictions, one way orders, stopping up orders, speed limits, 20mph zones, home zone and road humps in the vicinity of the site.

17. However, it is not considered that such a condition would meet the tests for planning conditions set out in paragraph 55 of the Framework as the Local Highway Authority has stated that it has no objection to the proposed scheme based on the reduced capacity of the venue, and it cannot therefore be the case that the TRO is necessary to make the development acceptable in planning terms – as it is possible that any proposed TRO may not be confirmed or implemented following consultation.

18. In relation to potential TROs / waiting restrictions suggested by the Local Highway Authority, the Inspector on the previous appeal (2018/0201 - APP/B2355/W/18/3209084) noted that *“with or without these [waiting] restrictions [TROs], I saw that cars already park on the street and there is no strong evidence that this causes particular safety issues”*. In any case, if the Local Highway Authority considers that such restrictions are necessary, it has the power to advertise and implement them separately as part of its statutory function under separate legislation.

19. Notwithstanding the comments of the Local Highway Authority, or the fact that it no longer objects to the proposed scheme, it is acknowledged by officers that the development has the potential to generate a large demand for parking spaces. Whilst in theory the parking provision on site has been deemed adequate by the Local Highway Authority for the proposed capacity of the venue, regard must be had to the fact that the car park is already used by other people at certain times – for instance by users of the East Lancashire Railway, and the nearby Firepit Restaurant. Although the applicant proposes that the car park will remain available to other users at times when events are not scheduled, it is likely that the development will unavoidably result in the displacement of some parked vehicles on to the surrounding streets – as pointed out by members of the public and in representations from the East Lancashire Railway.

20. In relation to the above, two material planning considerations must be considered. Firstly, there is the fact that the existing building could lawfully be used as it stands as a large retail outlet – which would have the potential to displace the existing vehicles which park on the car park, in a similar manner to what could be expected of the proposed development. In addition, the owners of the car park could presumably prevent unauthorised vehicles from parking on the car park at any time if they wished (provided that they are legally entitled to do so). Both of these scenarios would have a similar impact in terms of parking displacement to that of the proposed development – and neither scenario would require planning permission.

21. Secondly, regard must be had to the Inspector's comments in the recent appeal decision concerning the site (2018/0201 - APP/B2355/W/18/3209084). The Inspector considered that the lack of an objection from the Local Highway Authority was "*an important material consideration*".
22. The Inspector was commenting on a scheme which had a larger theoretical capacity for guests than that now proposed (the mezzanine floor has been omitted in the current scheme), with a correspondingly larger parking area to the rear of Railway Terrace (which has now been omitted to address other previous concerns over noise nuisance), and stated that "*the development would be unlikely to generate the same level of overall traffic as the supermarket or any other A1 retail use. I recognise that the trips would be more likely to be focussed in shorter periods before or after an event rather than throughout the day. Nevertheless, these periods would often be outside peak hours when general traffic levels would be lower.*"
23. In considering the scheme further, the Inspector commented as follows:

"I see no reason in principle why the level of trip generation should result in harm to the efficient operation of the transport network or road safety around the site.

Based on what I have before me I am broadly satisfied that the development would provide sufficient levels of on-site parking in most circumstances. The site is in an accessible town centre location and there would be reasonable alternatives to the car. Furthermore, I would expect some guests to arrive by coach, mini-bus and/or be dropped off and picked up by taxi. While some of the appellant's assumptions on vehicle occupancy may be optimistic, there is some logic in the assertion that wedding guests would be more likely to arrive in family units and groups. These factors would reduce the need for parking. It is also unlikely that every event will be at the maximum capacity of the venue. Nevertheless, larger events may still result in a degree of overspill parking.

I am not convinced that this would inevitably lead to safety problems. Parking restrictions are already in place along New Hall Hey Road and, as suggested by the HA, these could be extended to further limit non-residents parking in the area. However, with or without these restrictions, I saw that cars already park on the street and there is no strong evidence that this causes particular safety issues. Furthermore, some degree of overspill parking would not necessarily mean drivers would park inconsiderately or obstructively in the street. Other parking opportunities are also likely to exist in and around the town centre that would further mitigate any potential harm.

I am also conscious that any existing use of the car park is at the discretion of the landowner. Any future change of use or occupation of the unit could result in a similar displacement of existing users. Again, there is also no guarantee that all displaced vehicles would park on the street or that this would cause safety risks. As such, this factor carries little weight in my decision.

Taking all matters into account, there is insufficient evidence before me to conclude with any certainty that the development would inevitably lead to an unacceptable impact on highway safety or that any residual cumulative impacts on the road network would be severe. In coming to this conclusion, I have had regard to the various concerns raised by interested parties over the validity of the appellant's transport evidence. On balance, while it may present a best case scenario, I am satisfied that it provides a reasonable basis on which to make a judgement over the impact of the development."

24. The Inspector concluded that *“there would be no conflict with CS Policy 8 which seeks to reduce congestion and ensure development provides sufficient parking. There would also be no conflict with the requirements of paragraph 109 of the Framework.”*
25. Having regard to the above and to comments raised by members of the public and other organisations, it is considered that it would not be possible to sustain refusal of the planning application on highway safety / parking grounds. The scheme now proposed has a smaller capacity than that considered at appeal (with a correspondingly / proportionally smaller area of car parking provision) and the Local Highway Authority has raised no objection subject to conditions. As noted by the Inspector in the previous appeal, the existing users of the car part could be displaced by other circumstances (such as if the building was brought back into use for retail, or at the discretion of the land owner) without the need for planning permission. However, having regard to the comments of the Highway Authority and members of the public and nearby businesses over on-street parking, and the site-specific circumstances, in this instance Officers consider it appropriate to impose the following condition:

“Within 3, 6 and 12 months of first occupation of the development site, reviews of the Car Park Management Plan shall be submitted to the LPA for approval, including contact details for the car park manager and amendments to the plan which were implemented during event day management feedback from staff, customers and other interested parties including the Highway Authority and Lancashire Police. Should any of the reviews demonstrate that in the interests of highway safety current waiting restrictions in the vicinity of the site need to be amended, then the applicant must submit to the Council a scheme (including a financial contribution to cover legal and advertisement costs involved in the process of amending a TRO) for approval to secure the required changes via TRO or any other mechanism as appropriate. The amended Car Park Management Plan shall thereafter be implemented in accordance with the approved details.

Reason: In the interests of highway safety.”

26. The effect of this condition is that if, once the development is in use, it is evident that current waiting restrictions need to be amended in the interests of highway safety as a result of this development, then there is scope to investigate securing such amendments, and a requirement for the applicant to contribute towards the costs associated with it.
27. In addition, it is necessary to prohibit the enlargement of the building, for example by the installation of a mezzanine, to avoid any increase in capacity, to ensure there is adequate car parking in the interests of highway safety. This will be secured by planning condition.
28. Having regard to all of the above, it is not considered that refusal of the current application could be reasonably sustained on grounds of highway safety / inadequate parking subject to conditions.

9. RECOMMENDATION

Approve planning permission subject to conditions.

10. SUMMARY REASON FOR APPROVAL

The proposed development is acceptable in principle within the urban boundary and subject to conditions it will not have an unacceptable impact on visual amenity, neighbour amenity or highway safety. As such, it is considered that the proposed development accords with the National

11. CONDITIONS

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

Reason: Required by Section 51 of the Planning and Compulsory Purchase 2004 Act.

2. The development shall be carried out in accordance with the following plans and documents unless otherwise required by the conditions below:

- Application form
- Proposed Site Plan and Location Plan (Drawing Number 2771/AL/3005F)
- Proposed Ground Floor Layout, North, South, East and West Elevations (Drawing Number 2771-AL-3002-E)
- Existing First Floor Plan (Unaltered) (Drawing Number 2771-AL-3003-E)
- Existing and Proposed Roof Layout (Drawing Number 2771-AL-3004-E)
- Design, Access, Waste Management, Transport and Planning Statement (PHA job ref/2771A Mar 2019)

Reason: To define the permission and for the avoidance of doubt.

3. No development shall take place until full details of all proposed hard and soft landscaping (including planting), and boundary treatments forming part of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details. All boundary treatments shall be erected prior to first occupation of any of the dwellings hereby approved. All planting shall take place in the planting season immediately following substantial completion of the development, or first occupation of the dwelling hereby approved (whichever is the sooner). Any plants that are removed, die or become diseased within five years from the date of planting shall be replaced by plants of the same size and species in the following planting season.

Reason: Insufficient information has been provided with the application. This is needed before the development commences to ensure that appropriate landscaping is incorporated before building starts; in the interests of visual and neighbour amenity.

4. The facility hereby permitted shall only be open to members of the public during the hours of 10:00am – 11:00pm.

Reason: In the interests of neighbour amenity and to accord with the permission sought.

5. No development shall take place until full details of the proposed extraction and odour control system to serve the kitchen has been submitted to and agreed in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details. The approved extraction / odour control system shall be in operation whenever food is being prepared for an event on the premises.

Reason: In the interests of neighbour amenity.

6. No system of sound amplification for use outside of the building shall be used in conjunction with the development hereby permitted.

Reason: In the interests of neighbour amenity.

7. Deliveries to and from the site shall only take place during the hours of 8:00am – 8:00pm.

Reason: In the interests of neighbour amenity.

8. Prior to first use of the facility hereby approved, an electric vehicle charging point shall be installed and made available for use within the car park. The charging point shall be retained and maintained thereafter.

Reason: In the interests of promoting more sustainable forms of transport.

9. Before the development hereby permitted is first occupied, provision for cycle parking, in accordance with details first agreed in writing with the Local Planning Authority, shall have been provided in all respects and made available for use, and shall thereafter be retained.

Reason: To ensure adequate on site provision for cycle parking

10. No development shall take place until a Car Park Management Plan for the site has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be generally in accordance with the document submitted with the application entitled 'Design, Access, Waste Management, Transport and Planning Statement' and it shall include that on any day that 500 guests or more are anticipated at the venue, car park attendants shall be deployed to ensure the effective operation of the car park and site access. The development thereafter shall be carried out in accordance with the approved details.

Reason: To reduce the number of car borne trips and to manage the number of vehicles parking at the site, in the interests of highway safety.

11. Within 3, 6 and 12 months of first occupation of the development site, reviews of the Car Park Management Plan shall be submitted to the LPA for approval, including contact details for the car park manager and amendments to the plan which were implemented during event day management feedback from staff, customers and other interested parties including the Highway Authority and Lancashire Police. Should any of the reviews demonstrate that in the interests of highway safety current waiting restrictions in the vicinity of the site need to be amended, then the applicant must submit to the Council a scheme (including a financial contribution to cover legal and advertisement costs involved in the process of amending a TRO) for approval to secure the required changes via TRO or any other mechanism as appropriate. The amended Car Park Management Plan shall thereafter be implemented in accordance with the approved details.

Reason: In the interests of highway safety.

12. There shall be no car parking in the area of the site edged blue on the Site Location Plan (dwg no 2771/AL/3005F).

Reason: To protect the residential amenity of the occupiers of Railway Terrace from noise disturbance.

13. No enlargement by way of extension, installation of a mezzanine floor or other alteration to any building the subject of this permission shall be carried out without express planning permission first being obtained.

Reason: To ensure there is adequate car parking in the interests of highway safety.

14. The development shall be carried out in strict accordance with the Proposed Ground Floor Layout, North, South, East and West Elevations (Drawing Number 2771-AL-3002-E) and members of the public shall not have access to the first floor.

Reason: In order to restrict the floorspace to be utilised by the public, to ensure there is adequate car parking in the interests of highway safety.

15. No more than event may take place at a time. Where multiple events are booked on the same day, those events shall be staggered to ensure a period of not less than 1 hour occurs between the start and finish times of each event. The appointment book / system setting out the times of the events shall be made available to view by any Member of the Council on request.

Reason: To ensure there is adequate car parking in the interests of highway safety.

13. No development shall take place until a scheme for the provision, arrangement and operation of signage and barriers within the car park and at the unnamed sett-paved road leading to Station House has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the first trading of the venue.

Notwithstanding the above, the car parking areas detailed on the approved plans shall be provided and made available prior to first use of the facility hereby approved, and shall be retained thereafter for the sole use of customers and staff of the facility hereby approved.

Reason: In the interests of highway safety.

14. Notwithstanding what is shown on the submitted drawings, all new window and door units shall be finished black in colour. All renovated windows and doors on the building shall also be coloured black.

Reason: In the interests of visual amenity.

12. INFORMATIVES

1. The Local Planning Authority has a Core Strategy (adopted in November 2011) and a series of Supplementary Planning Documents, which can be viewed at:

http://www.rossendale.gov.uk/downloads/download/331/core_strategy_local_plan_part_1_adopted

The Council operates a pre-application planning advice service. All applicants are encouraged to engage with the Local Planning Authority at the pre-application stage. In this case the applicant did not engage in pre-application discussions.

The Local Planning Authority has considered the application and where necessary considered either the imposition of planning conditions and/or sought reasonable amendments to the application in order to deliver a sustainable form of development in accordance with the National Planning Policy Framework and the local planning policy context.