

Application No: 10/3602N

Location: LILY WORKS, VINCENT STREET, CREWE, CW1 4AA

Proposal: Conversion of Redundant Industrial Building to Form 12 no Self-Contained Flats

Applicant: Mr Andy Mines

Expiry Date: 18-Jan-2011

**SUMMARY RECOMMENDATION:** Approve subject to conditions

**MAIN ISSUES:**

- Principle of Development
- Existing Employment Sites
- Design
- Impact on Residential Amenity
- Highways
- Drainage
- Contaminated Land
- Protected Species
- Bin Storage

**1. REFERRAL**

This application has been referred to Southern Planning Committee because it involves the creation of more than 10 dwellings and is therefore a major development.

**2. DESCRIPTION OF SITE AND CONTEXT**

The application site is currently occupied by a vacant factory unit which is located on a corner plot to the south-east of the junction between Vincent Street and Surrey Street within the Crewe Settlement Boundary. A small access road runs along the eastern side of the site, with an allotment and the Crewe to Manchester Railway line immediately beyond. The factory unit is a two-storey brick construction located to the north of the site, with a yard area located between the factory building and No 56 Vincent Street. The area is predominantly residential with the majority of the surrounding properties being traditional terraced dwellings. The properties to Vincent Street have small front garden areas enclosed by 1 metre high brick walls with the properties to the western side being of a simple design while the properties to the eastern side have features such as bay windows, canopies and projecting gables. The properties to Surrey Street are simple in their design and have been constructed onto the back of the pavement.

### **3. DETAILS OF PROPOSAL**

The proposed development is for the conversion of the existing vacant industrial building into 12 self contained apartments. The ground floor of the building will contain 5 number 1 bedroom apartments and 1 number 2 bedroom apartment. The first floor and part of the roof space will comprise of 5 number 2 bedroom apartments and 1 number three bedroom apartment. The proposal involves relatively minor alterations to the external fabric of the building, parking space for 7 cars, landscaping, bin storage area and cycle shelter.

### **4. RELEVANT HISTORY**

7/03924 – Change of Use from Derelict Land with Single Garage to Car Park – Approved – 1<sup>st</sup> June 1978

P07/1507 – Erection of 9 Apartments, Associated Car Parking and Landscaping and Alteration to Vehicular Access – Approved – 17<sup>th</sup> January 2008

### **5. POLICIES**

#### **National Policy**

The application should be determined in accordance with national guidance set out in:

PPS1: Delivering Sustainable Development

PPS3: Housing

PPS4: Planning for Economic Growth

PPS9: Biodiversity and Geological Conservation

PPG13: Transport

#### **Local Policy**

The principle issue surrounding the determination of this application is whether the development is in accordance with the following policies within the Borough of Crewe and Nantwich Replacement Local Plan 2011:

BE.1 (Amenity)

BE.2 (Design Standards)

BE.3 (Access and Parking)

BE.4 (Drainage Utilities and Resources)

RES.2 (Unallocated Housing Sites)

RES.3 (Housing Densities)

RES.9 (Houses in Multiple Occupation)

TRAN.5 (Provision for Cyclists)

TRAN.9 (Car Parking Standards)

E.7 (Existing Employment Sites)

NE.9 (Protected Species)

## **6. CONSIDERATIONS (External to Planning)**

**Network Rail:** No objection subject to a number of conditions

The developer/applicant must ensure that their proposal both during construction and after completion of works on site does not encroach onto Network Rail land, it must not affect the safety, operation or integrity of the railway and its infrastructure or undermine or damage or adversely affect any railway land and structures, nor over-sail or encroach upon the air-space of any Network Rail land or cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future to be undertaken on Network Rail land and infrastructure. The developer should take full asset protection measures to ensure that their development does not impact upon Network Rail land and infrastructure in any way.

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal, must not be constructed near/within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

The applicant must ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus avoiding provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

All roads, paths or ways providing access to any part of the railway undertaker's land both temporary and permanent, shall be kept open at all times during and after the development. The proposal must not encroach onto any Network Rail access road, paths or ways of access to any part of Network Rail land.

**Ecologist:** I confirm that the bat assessment is acceptable and that protected species are not likely to be affected by this development. No objections.

**Highways:** No response received at the time of writing this report

**Environmental Health:** No objections subject to conditions relating to hours of construction and pile driving, details of any external lighting and the proposal to be constructed in accordance with the noise survey.

**Environmental Health (Contaminated Land):** No response received at the time of writing this report

## **7. VIEWS OF THE PARISH / TOWN COUNCIL**

Not Applicable

## **8. OTHER REPRESENTATIONS**

No representations received at the time of writing this report

## **9. APPLICANT'S SUPPORTING INFORMATION**

### **Design and Access Statement**

- Vincent Street runs in a north-easterly direction from Hungerford Road and the Manchester Bridge beneath which runs the main London to Glasgow railway link and branches to Manchester. Vincent Street is lined on both sides of the street with typical terraced houses with limited forecourts and alleyways serving the rear of all the properties;
- Interspaced between the houses are remnants of small industrial and commercial buildings, redundant infant and primary schools and church associated school rooms. Limited space is available for vehicular parking so most residents park along Vincent Street;
- The site of the proposed development comprises some 0.065 hectares. The redundant commercial building comprises some 596sq m of floor space over two floors, and sits at the junction of Vincent Street and Surrey Street;
- An area of open space was used for car parking, employee cycle store and commercial vehicles serving the former Airbase Limited, an airport supply and maintenance company of catering equipment for on board aircraft. The company vacated the building some two years ago and since then estate agents have endeavoured to secure letting or sale without success;
- The site is ideally located for convenience to localised social amenities and suggests the development is considered ideal for a variety of occupational needs such as students, young families, or elderly couples;
- A previous planning application for the demolition of the existing building and a scheme for the erection of nine apartments, associated car parking and landscaping was granted on 17<sup>th</sup> January 2008. The proposal was considered an appropriate form of housing development within the settlement boundary of Crewe;
- The proposed flats will be contained in the existing envelope but with 3 no. single storey entrance porches on the courtyard side to access the first floor flats (2 per porch). The total floor area of the building is 596sq. m. set over two floors;
- The design of the building will not change except for the pattern of the window fenestration which will endeavour to create a more domestic atmosphere within the streetscene;
- Landscaping will be restricted to small areas in front of each flat on the courtyard side, together with some low shrubbery screening the rear access way.

### **Phase 1 Environmental Assessment**

- The site comprises a brick building and concrete hard standing area and is bounded by Vincent Street to the west, Surrey Street to the north, a footpath to the east and domestic property to the south;
- The site was Greenfield until sometime between 1876 and 1898 when it was developed. No evidence exists of the site being redeveloped up to the current day. The building would appear to be designed for light industrial/office use. The only known use of the site was textiles;

- The immediate environs of the site are domestic properties which were developed between 1876 and 1910 and have remained unaltered to the present day. there is no evidence of industrial or commercial activity in the surrounding area which is likely to impact the site;
- The site has been used for industrial purposes including textiles. The structure has a solid floor which would prevent any spillages etc from impacting the ground beneath the site. The parking area outside the building is currently covered with concrete which would appear to have been present for a large number of years. This will protect the ground beneath the site from any spillages etc.;
- It is understood that the proposal is to retain the existing structure and convert the space into domestic apartments. The existing hard standing is to be retained and used to provide car parking for the residents of the apartments. The proposal does not include the introduction of any soft landscaping onto the site;
- No potential pathways between any possible sources and potential receptors have been identified. No significant pollution linkage has been identified;
- The earliest historical maps of the site (1876) show a possible shallow working outside the site boundary to the north of the site, approximately where the houses on the north side of Surrey Street are currently located. As these houses were built between 1876 to 1898 it is not thought to pose any issues for the site;
- No SPLs have been identified for the site and no further site investigation is recommended.

### **Noise Assessment**

- The potential impact of railway noise and vibration has been assessed for the proposed residential development on land off Vincent Street, Crewe;
- Ground vibration exposure levels were found to be very low, and well below the threshold for the onset of annoyance as defined in BS 6472 such that no special vibration mitigation measures are necessary for any of the proposed dwellings;
- The results of the railway noise measurements demonstrate that the site falls into Category A of PPG 24. This means that the site is suitable for residential development and that noise should not be a determining factor in granting planning permission. Nevertheless, we have recommended upgraded glazing and acoustic ventilation for some bedrooms; and
- The requirement to implement a scheme for noise mitigation measures can be controlled adequately by a suitably worded planning condition.

### **Protected Species Survey**

- Staffordshire Ecological Services were commissioned in October 2010 to undertake a Bat Species Assessment of the Lily Works, Vincent Street, Crewe;
- The Bat Species Risk Assessment is required to inform the planning process with regard to the conversion of the building into 12 flats;
- The redevelopment will involve replacing the door and window closures, minor re-pointing of the external brickwork, localised repairs to the roof tiling and installation of Velux type skylights into the roof. The current wooden lining of the roof is to remain, and the roof insulated below it.
- No direct evidence of bat visitation was found during the survey;
- The habitat surrounding the building appears sub-optimal for most bat species, although the adjacent railway corridor does have some potential for foraging and commuting;
- The building does contain some features suitable for crevice roosting bats such as shifted/broken tiles that may give access to a potential roosting space between the tiling and

lining of the roof, gaps in brickwork and mortar under the eaves and expansion of gaps between the window frames and lintels;

- Taking into account the presence of potential roost spaces in the building and the sub optimal nature of the surrounding landscape, the building was judged to be of moderate potential for roosting bats;

- Due to the building's moderate potential to support roosting bats, it is recommended that the proposed works to the roof, eaves brickwork and window frames should be carried out under a method statement;

- The method statement must stipulate that these works are restricted to the time of the year when bats are least vulnerable. The method statement should include the inspection of the expansion gaps between the window frames and lintels with an endoscope prior to the replacement of the windows. The method statement should also include information on correct working practices and actions if bats are found; and

- No evidence of nesting birds was found during the survey. However, the roof of the building was found to have some potential as a nesting site.

## **10. OFFICER APPRAISAL**

### **Principle of Development**

The relevant policies are BE.1 (Amenity), BE.2 (Design Standards), BE.3 (Access and Parking), BE.4 (Drainage, Utilities and Resources), BE.5 (Infrastructure) and RES.2 (Unallocated Housing Sites) of the Borough of Crewe and Nantwich Replacement Local Plan 2011. In addition Planning Policy Statement 1 (Delivering Sustainable Development) and Planning Policy Statement 3 (Housing) are also important material planning considerations.

The site lies wholly within the settlement boundary of Crewe where, in principle, residential development is considered to be acceptable. National Planning Policy (PPS 3: Housing) states that most additional housing development should be concentrated in urban areas and that the Planning Authority should facilitate for the efficient use of brownfield land to minimise the amount of greenfield land being taken for new development. The site is not regarded as greenfield and the principle of residential development is accepted. However, this statement does not presume that all such land is necessarily suitable or that the whole of a curtilage should be developed. It is considered in light of the above, and considering the proximity of this site in relation to public transport and local services, the broad principle of residential development in this location is considered acceptable. Furthermore, the principle of residential development on this site must be balanced against other considerations including the impact of the development on the character and visual amenity of the area, highway safety issues and any other material planning considerations.

Policy RES.9 states that proposals for the sub division of buildings to provide self-contained residential units will be permitted provided that:

- The building to be converted is large enough to provide satisfactory living accommodation for future residents without the need to construct extensions which would conflict with policies BE.1 and BE.2;
- The proposal would not result in an adverse change to the external appearance of the building which would be unacceptable in terms of design or materials used;

- The development does not detract significantly from the amenities of neighbouring residents, through noise transmission or overlooking; and
- Provision is made within the site for adequate and properly located car parking and safe access. Where sufficient off street parking provision is not possible due to the constraints of the site, kerbside facilities may be acceptable provided that their use does not create or worsen dangerous highway conditions, or significantly detract from the amenity of local residents.

The main thrust of the Local Plan policies is to achieve a high standard of design, respect the pattern, character and form of the surrounding area, not adversely affect the street scene by reason of scale, height, proportions or materials used.

The general thrust of the local plan policies is advocated within PPS 1, which places a greater emphasis upon Local Planning Authorities to deliver good designs and not to accept proposals that fail to provide opportunities to improve the character and quality of an area. It is the opinion of the case officer that this proposal does not detract from the character of the area and appearance of the property and is in accordance with advice stated within PPS 1.

It should be noted that the Cheshire East Strategic Housing Market Assessment 2010 identifies a need for apartments, one-bedroom, two bedroom and three bedroom accommodation which is not currently being met. The proposal therefore contributes towards meeting the housing needs of the borough.

The conversion of the building which is within the settlement boundary of Crewe will contribute to housing provision in the Borough. The creation of modest sized residential units can provide an important source of additional living space, particularly in and around town centres. The national guidance on housing (PPS 3) promotes such conversions, giving them priority and also encourages a more flexible approach to development plan standards with regard to densities, car parking, amenity space, and overlooking. It is therefore acceptable that the Authority considers lower standards of parking provision and amenity space within locations that are within close proximity to local facilities and main transport routes in order to promote more sustainable methods of transport.

### **Existing Employment Sites**

The proposed development would result in the loss of a small scale employment site within the Borough. The building was last used by Airbase Limited, an airport supply and maintenance company of catering equipment for on board aircraft, and policy E.7 states that development which causes the loss of an existing employment site will be permitted provided that:

- it can be demonstrated that the present use harms the character or amenities of the surrounding environment or
- the site is not capable of satisfactory use for employment and overriding local benefits would come from the proposed development or
- it can be demonstrated that there would be no detrimental impact on the supply of employment land.

In the supporting information submitted with the proposal the applicant states that site has been marketed for commercial use, since the building was vacated approximately two years ago. During this time the building has been prone to vandalism which detracts from the character of the area. It is acknowledged that the building is unsuitable for commercial use to meet modern day standards, while the current use in this residential location would raise a number of conflicts with surrounding residents. Furthermore, the principle of residential development at this site has already been accepted under the previous application (P07/1507) which was for the erection of 9 apartments, associated car parking, landscaping and alteration to vehicular access and at the time of writing this report was still a live permission. Overall, the Council accepts this conclusion and given that the site is located within a sustainable location for residential development and would constitute an efficient use of land, the loss of this small employment site is considered to be acceptable and in line with the requirements of policy.

## **Design**

The external appearance of the building will remain largely unaltered as a result of the submitted proposal. The building lends itself quite readily to conversion into twelve self contained apartments and the majority of the proposed works are internal.

According to the submitted plans on the side elevation of the building facing Surrey Street four of the existing window openings will be replaced with door openings and a new door opening will be formed towards the rear of the building. The four newly formed door openings will be located on either side of the buttress and will incorporate a simple lean to canopy. The new door opening will front directly onto the Surrey Street and will incorporate a simple dual pitch roof canopy. The remaining window opening will remain unaltered but the windows will be replaced with white uPVC double glazed units. Located on this roof plane there will be six rooflights which will serve the attic bedrooms. There will be a small courtyard located to the front of Unit four and this will be formed by a brick wall measuring approximately 1.5m high. The remaining units one, two and three will have new permeable paving to the rear of the existing pavement.

On the elevation of the building fronting Vincent Street, the roller shutter door will be removed and replaced with a window opening, which is similar in design and proportions to a number of other openings on the building and as such will not appear incongruous. Furthermore, the window will be centralised in this gable element and will be located directly below a large arched window. It is considered that the new fenestration will not appear as an intrusive or obtrusive element within the streetscene.

There will be a number of new window openings at ground floor level on the rear elevation of the building facing the railway line. The proposed window openings will be similar in design with exposed lintel and eaves details and the proportions of the apertures will be similar in size to other windows on the host property. The windows will be located directly facing the railway line and as such will not have a detrimental impact on the character and appearance of the streetscene. Overall it is considered that the glazing bar pattern on all the replacement windows is more domestic in style and is in keeping with the neighbouring terraced properties.

The majority of the alterations will occur on the side elevation of the building facing number 56 Vincent Street. The existing external staircase will be removed and the door opening at first floor level will be replaced with a window. It is considered that the proposal will replicate the terrace fenestration as the existing building has predominant buttress piers breaking the long fenestration into six equal bays. At ground floor level there will be three linked porches which will be constructed out of facing brick under a tile roof, to match the host property and this will be secured by condition, if planning permission is to be approved. The porches will measure approximately 1.3m deep by 3.7m wide and will 3.5m high to the highest part of the mono pitch roof. It is considered that due to the scale and nature of the porches, which are fairly diminutive, they will not detract from the character and appearance of the streetscene.

According to the submitted plans each of the flats will be accessed via its own separate entrance. The ground floor flats will be accessed off the elevation fronting Surrey Street, whereas, the first floor flats will be accessed off the elevation facing number 56 Vincent Street. Internally the ground floor accommodation will comprise of five one bedroom flats and one two bedroom flat. Each flat will have a kitchen, living room, bedroom and bathroom. The first floor accommodation will comprise five two bedroom apartments and one three bedroom apartment. All of the second bedrooms (and the third bedroom for unit number twelve) will be located in the roofspace. All of the first floor flats will incorporate a kitchen, living room, bathroom and bedrooms.

### **Impact on Residential Amenity**

The impact of the development upon the amenities of adjacent properties and the future occupiers of the proposed dwelling by reason of overshadowing, overlooking, visual intrusion, odour or in any other way is a key consideration.

The nearest properties which may be affected by the proposal are numbers 61 to 73 Vincent Street, number 56 Vincent Street and numbers 17 to 29 Surrey Street.

No 56 Vincent Street is a two storey end terrace property constructed out of facing brick under a tile roof and erected in the Victorian era. This property is located to the south of the application site with a blank elevation facing the site. Separating the side elevation of the applicant's property from the gable of number of 56 Vincent Street is an area of hardstanding, which according to the plans will be utilised for resident car parking, landscaping and bin/cycle storage. The Council's SPD – Development on Backland and Gardens states *'as a general indication, there should ideally be a distance of 13.5m between a principal elevation with windows to habitable rooms and a blank elevation'* (paragraph 3.9). According to GIS there is a distance of approximately 13m separating the two buildings. It is noted that the proposal does not strictly accord with the above guidance, but given that the prevailing nature of built development is one of short distances between elevations it is not considered that the proposal will result in a significant loss of amenity by overlooking, over domination or overshadowing for the occupiers of number 56 Vincent Street and the proposal is in accordance with policy BE.1 (Amenity).

The neighbouring properties which are located directly opposite the application site comprise a row of Victorian era 2 storey terraced properties (numbers 61 to 73 Vincent Street). These properties front directly onto Vincent Street. There is a separation distance which varies from 12.5m to 13.3m separating the front elevations of the applicant's

property from the residential dwellinghouses directly opposite the application site. It is noted that the applicant's property is a 2 storey high building and is in situ and as such the proposal will not result in any further overshadowing or over domination. The case officer noted that the majority of the windows on this elevation will serve a kitchen/living room. Therefore, in order to prevent any loss of amenity by loss of privacy the case officer considers it prudent to attach a condition stipulating that the bottom 2/3 of the windows shall be obscurely glazed. It should be noted that when the building was being used as a commercial enterprise people working in the factory could have looked out of the windows, and by obscuring the bottom 2/3 of the windows is a compromise.

In terms of the properties on the opposite side of Vincent Street there would be separation distances varying from 12.3m at its closest to 13.2m at the furthest. It is considered that providing the bottom 2/3 of the windows at both ground floor and first floor on this elevation of the applicant's property are obscurely glazed will help to mitigate any overlooking. In terms of residential amenity it is considered that the area is characterised by terraced properties with short distances between front elevations and as a result the impact on neighbouring privacy is acceptable.

Although minimal amenity space is provided for the proposed apartments the development is considered to be acceptable in that this is an apartment scheme where there is no requirement for a communal amenity area. Additionally an area of public recreational space is located approximately 70 metres from the application site.

### **Highways**

No response has been received from the Highways Engineers at the time of writing this report. The response from the Highway Engineer will be included in the Members' updates.

### **Drainage**

The application forms state that foul sewerage will be disposed of via the mains sewer, and that it is proposed that the development will be connected to the mains sewer which will be via the existing conditions. The case officer considers it prudent to attach a drainage condition to the decision notice, if planning permission is to be approved.

### **Contaminated Land**

No response has been received from Environmental Health (Contaminated Land) at the time of writing this report. The response from the Contaminated Land section will be included in the Members' updates.

### **Protected Species**

The applicant has submitted a protected species survey with this application with respect to bats and nesting birds. These species are listed as a protected species under schedule 5 of the Wildlife and Countryside Act 1981 (as amended). Whilst this planning consent cannot implement other legislation, protected species are considered to be a material consideration

in the determination of a planning application, and therefore any impact must be considered and mitigated accordingly.

Circular 06/2005 paragraph; 99 states that 'it is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision.' This guidance does go on to state that 'developers should not be required to undertake surveys for protected species unless there is a reasonable likelihood of the species being present and affected by the development.'

The author of the ecological report concludes the building contains features suitable for crevice roosting bat species. However, due to a relative lack of suitable habitat in the wider area, the building is only judged to have a moderate potential for roosting bats. The current proposal proposes minor alterations to existing external fabric of the building and this low risk can be effectively managed by carrying out works that affect the roof, brickwork and windows of the building under a method statement, which will be conditioned accordingly. The Council's Ecologist has been consulted and he states 'I do not anticipate there being any significant protected species issues associated with the proposed development'. Therefore, it is considered that the proposed development complies with policy NE.9 (Protected Species).

## **Bin Storage**

According to the plans, there will be a small landscaped area to the part of the site frontage and located directly behind this landscaped area will be a bin storage area and secure cycle store. The bin storage area will measure approximately 3.8m deep by 2.1m wide, which equates to an area of approximately 7.98m sq. The bin storage area will be screened by a 2.5m high close boarded timber fence (on three sides), which will be secured by condition if planning permission is to be approved. It is considered that the boundary treatment (which will be conditioned) will help to mitigate any negative externalities caused by the proposed development.

## **11. CONCLUSION AND REASON FOR THE DECISION**

It is considered that the loss of the employment site on this occasion is acceptable as is the principle of residential development on this site. It is considered that the proposed development would have minimal impact upon surrounding residential properties while the parking provision should be acceptable providing the Highway Authority raise no objection to the proposed development. It is considered that the proposal complies with policies BE.1 (Amenity), BE.2 (Design Standards), BE.3 (Access and Parking), BE.4 (Drainage, Utilities and Resources), TRAN.9 (Provision for Cyclists), E.7 (Existing Employment Sites), RES.2 (Unallocated Housing Sites), NE.9 (Protected Species), and RES.9 (Houses in Multiple Occupation) of the Borough of Crewe and Nantwich Replacement Local Plan 2011 and advice advocated within PPS 1: Delivering Sustainable Development and PPS 3: Housing.

## **12. Approve subject to the following conditions:**

- 1. Standard Time Limit**
- 2. Plans**

- 3. Details of Materials to be submitted, approved and implemented**
- 4. Details of landscaping to be submitted including site frontage**
- 5. Landscaping to be Implemented and Maintained for 5 year period**
- 6. Obscure Glazing in the side elevation facing Surrey Street and front elevation facing Vincent Street**
- 7. Details of drainage system including septic tanks, soakaways, permeable surfaces to be submitted, approved and implemented**
- 8. The Bin Storage Area to be constructed in accordance with the submitted details**
- 9. The Cycle storage area to be constructed in accordance with the submitted details**
- 10. Car parking to be demarcated and retained at all times prior to first occupation of the flats**
- 11. Details of any external lighting to be submitted, approved and implemented**
- 12. To be constructed in accordance with the noise survey**
- 13. The hours of construction and associated deliveries to the site shall be restricted to 0800 to 1800 hours on Mondays to Fridays, 0900 to 1400 hours on Saturdays, with no work at any time including Sundays and Public Holidays**
- 14. Where piling of foundations is necessary this is to be undertaken between 0900 to 1700 Mondays to Fridays and no works of this nature to be undertaken on Saturdays, Sundays and Bank Holidays.**
- 15. The submission of a method statement to ascertain whether bats are present to be submitted and approved. The method statement shall include the timings of works, inspection of the expansion gaps and the correct working practices and actions if bats are found**
- 16. Works to be carried out to the roof to be outside the main bird nesting season (March through August).**

Location Plan : License no 100049045

