

<b>Application Number:</b>	2021/0584/FUL
<b>Site Address:</b>	Lincolnshire Sports Partnership, Tanners Lane, Lincoln
<b>Target Date:</b>	9th September 2022
<b>Agent Name:</b>	Wilson Architects Ltd
<b>Applicant Name:</b>	Mr Harry Conti
<b>Proposal:</b>	Erection of single storey extension to roof of existing warehouse and four storey extension to east elevation to facilitate conversion to provide 21no. student cluster flats (80 beds). (REVISED PLANS AND DESCRIPTION).

### **Background - Site Location and Description**

The application site is located at the bottom of Tanners Lane and currently accommodates a two storey warehouse along the west boundary with a hardstanding and number of adjoined portacabins to the east. The site is currently used by Lincoln Co-operative Society for storage and is accessed to the east from the High Street, via the single width Tanners Lane.

To the north of the site is a small car park and beyond which is The Coach House and Firth Court, both of which are occupied as offices. To the north east is the Ritz (Weatherspoons). To the east is a service yard/car park which sits to the rear of 137-140 and 141 High Street. This shares the access with the site from Tanners Lane. To the south east of the service yard is 134 High Street, a former chapel that abuts Tanners Lane and is now occupied by Flames of Lincoln. To the south of the site is Tanners Court, a three and four storey residential development. To the west is the Royal Mail Sorting Office.

The site is not located within a conservation area although is abutted to the north by the West Parade and Brayford Conservation Area, which also incorporates properties on the High Street to the east. While The Ritz, The Coach House and 134 High Street are of significance, these are not listed and there are no other listed buildings in the vicinity.

The application is for the erection of a single storey extension to the roof of the existing two storey warehouse and a four storey extension to east elevation to facilitate the conversion to 21 student cluster flats. In total the development would accommodate 80 en-suite bed spaces along with shared communal areas. The extensions would be modern additions, which are intended to reflect and enhance the industrial character of the existing warehouse. There would be no on-site parking although cycle parking would be available within the landscaped forecourt. An enclosed bin store would also be accommodated here.

Prior to the submission of the application the site was subject to extensive pre-application discussions with the architect, applicant team, Planning Officers and the Principal Conservation Officer. The application originally proposed a part three/part four storey extension to the roof of the warehouse, creating a five/six storey building, a five storey extension to the east and an additional five storey extension to the south. This would have created 36 clusters, accommodating a total of 127 bed spaces.

Officers raised a number of concerns regarding the initial proposal. It was considered that the scale and mass of the extensions compromised the existing warehouse, which would also be out of context and harmful to the existing built development. There has been further discussions and negotiations, and a number of alternative schemes have been considered prior to the formal submission of the current proposals.

All neighbours and statutory consultees have been re-consulted on the revised proposals.

### **Site History**

No relevant site history.

### **Case Officer Site Visit**

Undertaken on 13th September 2021.

### **Policies Referred to**

- Policy LP1 A Presumption in Favour of Sustainable Development
- Policy LP2 The Spatial Strategy and Settlement Hierarchy
- Policy LP9 Health and Wellbeing
- Policy LP12 Infrastructure to Support Growth
- Policy LP13 Accessibility and Transport
- Policy LP14 Managing Water Resources and Flood Risk
- Policy LP16 Development on Land affected by Contamination
- Policy LP18 Climate Change and Low Carbon living
- Policy LP25 The Historic Environment
- Policy LP26 Design and Amenity
- Policy LP33 Lincoln's City Centre Primary Shopping Area and Central Mixed Use Area
- Policy LP37 Sub-division and multi-occupation of dwellings within Lincoln 86
- National Planning Policy Framework
- Central Lincolnshire Developer Contributions Supplementary Planning Document

### **Issues**

- Principle of Use
- Developer Contributions
- Visual Amenity
- Impact on Residential Amenity and Neighbouring Uses
- Noise
- Access and Highways
- Climate Change and Low Carbon Living
- Flood Risk and Surface Water Drainage
- Contaminated Land
- Archaeology

### **Consultations**

Consultations were carried out in accordance with the Statement of Community Involvement, adopted January 2018.

## **Statutory Consultation Responses**

Consultee	Comment
NHS England	Comments Received
Lincolnshire Police	Comments Received
Lincoln Civic Trust	Comments Received
Highways & Planning, Lincolnshire County Council	Comments Received
Education Planning Manager, Lincolnshire County Council	Comments Received
Anglian Water	Comments Received
Environment Agency	Comments Received
Historic England	Comments Received

## **Public Consultation Responses**

Name	Address
Mr Mark Laws	134 High Street Lincoln LN5 7PJ
Royal Mail Group Limited (c/o Cushman & Wakefield)	Lincoln Delivery Office Firth Road Lincoln Lincolnshire LN5 7NU
Mr Stuart Allcock	Speedframe / Bluestone Art 139 - 140 High Street Lincoln Lincolnshire LN5 7PJ

## **Consideration**

### **Principle of Use**

Central Lincolnshire Local Plan (CLLP) Policy LP2 advises that the Lincoln Urban Area will

be the principal focus for development in Central Lincolnshire, including housing. Policy LP1 and the National Planning Policy Framework (NPPF) also advise that housing applications should be considered in the context of the presumption in favour of sustainable development.

Policy LP37 relates to the conversion or change of use of existing dwellings and buildings in other uses to self-contained flats or shared accommodation. This advises that such proposals will be supported where:

- a. the existing dwelling or building is capable of conversion without causing harm to the amenities of future occupants, neighbours and the wider area;
- b. in the case of an existing dwelling, it can be demonstrated there is an established lack of demand for the single family use of the property concerned;
- c. the development will not lead to or increase an existing over-concentration of such uses in the area;
- d. adequate provision is made for external communal areas, bin storage and collection, and on-site parking and cycle storage unless it can be demonstrated that the site is sustainably located on a regular bus route or within walking distance of the City Centre; and
- e. for student accommodation, university/college facilities are accessible by walking, cycling and public transport.

The policy states that purpose built shared accommodation (PBSA) will be granted within appropriate locations where the criteria set out in c to e above are satisfied.

It is considered by officers that this location is appropriate for the proposed PBSA. No on-site parking is provided although cycle parking is available and the site is within walking distance of local facilities, the University, city centre and public transport. The proposal would therefore satisfy the requirements of criteria d and e. The provision of external communal areas and bin storage/collection will be dealt with later in the report.

With regard to criteria c, the concentration of HMOs in the area exceeds the accepted 10% maximum within a defined 100 metre radius. The purpose of this requirement is to ensure that there is not a high concentration of HMOs, which can lead to an imbalance in residential communities. However, while the concentration figure is exceeded, and an application for the conversion of a terrace in the West End or High Street areas of the city would be likely to be refused on these grounds alone, officers consider that the nature of the proposal, the site's location and existing use are material to the consideration. The former warehouse building is located within the Central Mixed Use Area and there are a range of other commercial uses in the area. It is considered that these factors demonstrate that this is not the type of property or within the type of area that this policy is intending to manage and protect.

Accordingly, officers would turn to CLLP Policy LP33, which advises that residential uses will be supported within the Central Mixed Use Area subject to the development not resulting in the area in which it is located losing its mixed use character; causing harm to the local environment or neighbouring amenity; or impacting upon levels of traffic and on-street parking. Officers are satisfied that the proposed use would not harm the mixed use character; which is predominantly retail, with restaurants, pubs, and residential uses. Matters relating to amenity and highways will be considered later within the report.

On balance, officers are satisfied that the principle of the PBSA use in this location would not have an unduly harmful impact on the overall balance of the community or the mixed use character of the area, in accordance with the CLLP Policies LP33 and LP37.

### Developer Contributions

Due to the nature of the proposed use as student accommodation the development is not Community Infrastructure Levy (CIL) liable nor is there a requirement for S106 contributions relating to education, playing fields or play space. The Lincolnshire County Council (LCC) has confirmed they have no comments in relation to education.

With regard to health, a response from NHS Lincolnshire has been received advising that the proposed development would put additional demands on the existing GP services for the area, and additional infrastructure would be required to meet the increased demands. A financial contribution of £22,000.00 has therefore been requested to contribute to the expansion in capacity, through remodelling/changes to layout or extension to existing facilities, within the Lincoln Health Partnership Primary Care Network PCN at the Heart of Lincoln Medical Group and the Brayford Medical Practice. It is advised that the funding may, where appropriate, be used to support expansion in capacity at an alternative general practice site as required to meet the local population health need.

This request would be in accordance with CLLP Policies LP9 and LP12, as well as the Central Lincolnshire Developer Contributions Supplementary Planning Document. The applicant has no objection to meeting this contribution and officers would recommend, if Members are in support of the application, that this matter be delegated to the Planning Manager to negotiate and secure.

### Visual Amenity

CLLP Policy LP26 advises that development should respect existing character and relate well to the site and surroundings, particularly in relation to siting, height, scale, massing and form. Development should also reflect or improve on the original architectural style of the local surroundings. Paragraph 130 of the NPPF requires that development should function well and add to the overall quality of the area.

The site forms an 'L' shape with the rear elevation of the existing warehouse defining almost the full extent of the west boundary. The warehouse is two storey although has a taller floor to ceiling height than other, more typical buildings in the vicinity, so has a strong presence on the site. The extension and portacabins to the east will be removed to accommodate the proposed extension, which would extend along the north boundary and up to the east boundary.

The Design and Access (D&A) Statement advises that the site is currently hidden along Tanners Lane; the narrow lane largely protects the site from view when looking from the High Street. The buildings along the High Street also limit the views from street level, there is little opportunity to stand back and look towards the site from a wider angle here. From Firth Road the rear and side gable of the warehouse are visible, adjacent to the Royal Mail Sorting Office. Additional views of the site are also available from Firth Road due to the adjacent open area of hardstanding and the lower mass of the buildings to the north.

The character of the surrounding area is varied. The modest 1 ½ storey, stone Coach House and two storey buff brick Firth Court sit to the north of the site. On the High Street the buildings are predominantly red brick and three storey with the Ritz sitting taller, on the corner with Firth Road. The Flames building, set back from the High Street, is single storey, with the two storey, former chapel to the rear. Tanners Court is a three and four storey development, constructed with red and buff brick. The Royal Mail building to the west is three storey with a flat roof, constructed with a combination of buff brick and white, horizontal concrete banding.

The D&A Statement advises that the warehouse, historically a tannery, is in a bad state of repair and there are a number of original features, such as the dentil coursing to the recessed brick panels, that have been lost. The application proposes an additional floor to the roof of the warehouse. A glazed link will connect the warehouse to a four storey extension. The top floor of the extension will be set back and the elevations are broken up by the use of different materials and window proportions, as well as a central metal mesh external stair, which is also a feature on the warehouse.

The Civic Trust consider that the proposals are overdevelopment of a restricted site, and that the size and mass is too great. While the development will extend across the majority of the site, officers are satisfied that it can be comfortably accommodated and is a good use of the land. The height, scale and mass of the original five and six storey proposal was wholly inappropriate, but it is considered that the reduced scale of this revised scheme is far more sympathetic, and would not overpower the existing warehouse. Open views towards the site are limited to Firth Road, although it is not considered that the addition of a floor to the roof or the four storey extension would appear unduly dominant and prominent within the existing varied context. Officers therefore consider that the proposal would relate well to the site and surroundings in relation to the height, scale and mass, in accordance with CLLP Policy LP26.

With regard to the proposed design, the alterations and extensions to the warehouse build on the history of the site, retaining the existing window openings or, where necessary, infilling some openings with panels to retain the opening itself and show the evolution of the building. The extensions will use industrial style materials. The roof extension will be constructed with zinc effect standing seam cladding. The extension to the east will be constructed with red brickwork, standing seam cladding, decorative perforated metal screens and a steel supporting exoskeleton. The linear grid rhythm of the windows on the warehouse is replicated on the new extension. The mesh metal external staircase on each of the buildings also adds to the coherence between the new and the old.

The retention and enhancement of the warehouse is welcomed by officers. The sympathetic alterations and the form and design of the extensions are considered to be appropriate, which would respect and enhance the existing building and also the character of the area. Officers consider this is a well-considered and quality development, although would suggest that samples of materials are required by condition to ensure this quality is carried through to the final product.

The boundaries mainly comprise brick walls, which are all to be retained. A new 1.8m high fence will be erected on the east boundary, adjacent to the side elevation of the extension, and a 1.8m high wall will erected on the other section of the east boundary, opposite the warehouse. There are no objections to these proposed boundary treatments.

A plan has been provided which indicates areas of hardsurfacing, comprising flagstone and block paving. The plan also includes details of the cycle stands, a two tier cycle store, seating and areas of soft landscaping. While the external space is limited officers consider this to be an efficient use of the space which will create a good quality environment. Details of the hard surfacing will be required by condition of any consent.

It is therefore considered that the proposals would improve the original architectural style of the surroundings and add to the overall quality of the area, as required by CLLP Policy LP26 and the NPPF. Officers are also satisfied that the development would preserve and enhance views into and out of the conservation area, as required by CLLP Policy LP25.

### Impact on Residential Amenity and Neighbouring Uses

The existing warehouse, which would have a single storey extension to the roof, is located over 8m from the south boundary. The section of Tanners Court directly opposite would be over 25m away, with another closer section to the south east, the blank gable of which abutting the road. There would be no windows within the facing south elevation of the warehouse or roof extension. The proposed extension to the east of the warehouse would be located over 30m away, with the vast majority of the structure being obscured by 134 High Street. Given these relationships it is not considered that the proposals would either appear overbearing to the occupants of Tanners Court or result in an unacceptable degree of overlooking. There would be no issues of loss of light given the site's location to the north.

There is no record of residential development on the upper floors of the properties on the High Street, but in any case, officers are satisfied that the proposal would not have an undue impact. The blank facing elevation of the proposed extension would be located over 17m from the rear elevations. It is not considered that this would appear unduly overbearing and loss of light would be limited to late afternoon/evening only. The existing warehouse is over 45m away, and whilst there are windows facing towards the rear of the High Street properties, the separation distance is sufficient to ensure that there would be no issues of overlooking.

There are no other residential properties in the vicinity. While the proposal would have a relatively close relationship with adjacent Coach House, Firth Court and Royal Mail Sorting Office to the north and west, it is not considered that it would have an unduly harmful impact due to their commercial nature.

An objection has been received from the adjacent 134 High Street, with concerns regarding disruption and the potential physical impact on neighbouring buildings during construction works. Similar objections are raised by 139-140 High Street, along with concerns regarding the obstruction of the access for staff parking and deliveries and also the potential impact on business operations. While concerns relating to the construction phase are not a material planning consideration, the LCC has requested a condition for a Construction Management Plan. This would mitigate against adverse impacts on the highway during the construction stage, controlling aspects such as parking of construction vehicles and storage of plant and materials. The City Council's Pollution Control (PC) Officer has also requested a condition to restrict construction and delivery hours, to limit the impact on the amenities of these neighbouring occupants during this period. These conditions will be duly applied to any grant of planning permission and should go some way to allay the concerns of the neighbouring occupants.

The most significant consideration relating to the amenity for future occupants is the potential for noise from the adjacent Royal Mail site, which is considered below. However, officers are satisfied that the general level of amenity for occupants will be acceptable and there is access to a small, landscaped courtyard, which includes seating and cycle storage.

In accordance with CLLP Policy LP26, it is therefore considered that the amenities which neighbouring occupants and uses may reasonably expect to enjoy would not be unduly harmed by or as a result of the development.

### Noise

The application is accompanied by an Environmental Noise Survey, Noise Break-In Assessment and Sound Insulation Scheme (Noise Assessment). This assesses the suitability of the site for residential development, taking account of external noise sources and the impact this may have on future occupants of the development. A sound insulation scheme is proposed, comprising specialised glazing and alternative ventilation. The report considers that these recommendations should be sufficient to achieve the internal and external noise levels for the proposed development in accordance with the relevant British Standard.

Policy LP26 requires that proposals for development adjacent to, or in the vicinity of, existing 'bad neighbour' uses will need to demonstrate that both the ongoing use of the neighbouring site is not compromised, and that the amenity of occupiers of the new development will be satisfactory with the ongoing normal use of the neighbouring site. An objection in this respect has been received on behalf of Royal Mail.

The objection identifies Royal Mail's concerns relating to the introduction of a noise sensitive use next to the Lincoln Delivery Office. It is considered that the significant noise generated by the Delivery Office will have a detrimental impact to future residents, despite the proposed mitigation measures. They do not consider that the noise results are representative, particularly as these were taken during the Covid-19 pandemic. They cite Policy LP26 and also paragraph 187 of the NPPF, which identifies that "existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established". They request that, should the council be minded to approve the application, additional details of the mitigation measures are provided and that noise surveys are undertaken once the development is constructed to ensure these are effective.

Officers have made the City Council's PC Officer aware of the Royal Mail objection. The PC Officer advises that he has previously visited the site and, having considered the Noise Assessment in conjunction with the comments from Royal Mail, he has some reservations regarding whether the true impact from the adjoining Royal Mail premises has been fully considered. He states that, whilst the report outlines some fairly robust mitigation measures, he believes there is some uncertainty about whether the estimated levels of noise are a true reflection of the normal acoustic environment, due to the location and timing of the monitoring. While there are some concerns, he does not, however, consider it necessary for this matter to be a pre-determination requirement as the monitoring was undertaken during the run up to Christmas, which will be the busiest time, and the location from where the noise data was taken was not a significant distance from the preferred position, so is unlikely to be vastly different.



He therefore recommends a condition requiring an additional noise assessment be submitted, providing further representative monitoring of the western façade, and that this then informs any necessary mitigation proposals for the development. In addition, a condition is requested which will require that, prior to the occupation of the development, an assessment of the effectiveness of the noise mitigation measures shall be undertaken. In the event that the assessment identifies that the mitigation scheme has failed to achieve the objectives, additional noise mitigation measures will be required.

The requested conditions will be duly applied to any grant of consent and therefore, in accordance with the PC Officer's advice, officers are satisfied that matters relating to noise have been appropriately considered and can be mitigated as necessary. The proposals would accordingly meet the requirements of Policy LP26 and paragraph 187 of the NPPF.

### Access and Highways

The D&A statement submitted with the application advises that, due to the city centre location, the proposed development will have no off street vehicular parking provision, however, the layout does include cycle parking and an area for servicing, deliveries and refuse collection. It considers that the site is within a sustainable location along key pedestrian and cycle routes with easy access to the local amenities, the city centre, the university and public transport. Any drop-offs would be reliant upon on-street availability within the vicinity, or alternatively close by pay and display car parking, such as St Marks, is available. It is considered that, as the scheme is for Purpose Built Student Accommodation(PBSA), the traffic generation from the proposal would not be significant so as to have a detrimental impact on the highway network. The D&A Statement also notes that Tanners Lane provides the site's main vehicular, emergency and pedestrian access, and currently has very little traffic aside from accessing the Tanners Court flat development adjacent, and for maintenance/servicing vehicles to the adjacent buildings.

Concerns have been raised by 134 and 139-140 High Street in respect of the lack of parking, the width of the access for bins and emergency vehicles and also that there is insufficient space for deliveries and servicing. The Civic Trust also considers that the access is too restrictive.

In their capacity as Local Highway Authority, Lincolnshire County Council (LCC) has advised that the site is in a highly sustainable location within easy walking and cycling distance of all facilities and amenities. There are also good public transport links available in the form of local bus stops and proximity to the bus and railway stations. Accordingly, there are no car parking spaces provided for the development, which is supported by the LCC. The LCC note that refuse collection will be undertaken on the site frontage and cycle parking and a drop off/collection area is provided. No issues are raised with any of these proposals. Accordingly, the LCC has no objection to the application in terms of highway safety, and the aforementioned Construction Management Plan condition will ensure that there are no adverse impacts on the highway network or highway safety during the construction period.

On the basis of this professional advice officers are satisfied that there would be no undue impact on highway safety. It is also considered that the site is in a location where travel can be minimised and the use of sustainable transport modes maximised, in accordance with CLLP Policy LP13.

## Climate Change and Low Carbon Living

CLLP Policy LP18 states that development proposals will be considered more favourably if the scheme would make a positive and significant contribution towards one or more of the following, which are listed in order of preference:

- Reducing demand
- Resource efficiency
- Energy production
- Carbon off-setting

This matter was queried during the application process by Cllr. Watt and in response the applicant has submitted a Sustainability Statement. This statement details measures in relation to fabric efficiency, energy efficiency and water conservation. It advises that a considered approach is being proposed, using a hierarchy of firstly minimising the energy requirements through good design principles and material sourcing, as well as providing efficient and controllable services. The insulation will exceed Building Regulations requirements and low energy lighting and ground source heat pumps will be used. Officers welcome these measures and are satisfied that they would meet the requirements of Policy LP18.

## Flood Risk and Surface Water Drainage

In their capacity as Lead Local Flood Authority the LCC requested that the applicant submit a Drainage Strategy. A Flood Risk Assessment (FRA) and Drainage Strategy was accordingly submitted along with the revised proposals.

The LCC has considered the submitted information and has commented that the site drainage strategy has been designed for a 1:100-year event with 40% uplift for climate change allowance. Surface water will be captured by permeable paved areas, with attenuation by means of a cellular tank and a restricted discharge at 5l/s to the mains sewer. This represents a 94% betterment from the existing brownfield situation. Accordingly, they have no objection to the application on these grounds.

Anglian Water has also considered the submitted FRA. However, they do not find this, where it is relevant to Anglian Water, to be acceptable. They have therefore requested a condition to require a surface water management strategy. This will be attached to any grant of consent.

The Environment Agency (EA) has no objection to the application in this respect subject to a condition stating that there should be no drainage systems for the infiltration of surface water drainage without the prior consent of the local authority, to ensure the development does not contribute towards unacceptable levels of water pollution.

The application would therefore meet the requirements of CLLP Policy LP13.

## Contaminated Land

CLLP Policy LP16 advises that development proposals must take into account the potential environmental impacts from any former use of the site. The application is accompanied by Preliminary Geo-Environmental Risk Assessment report. The City Council's Pollution Control (PC) Officer has noted this, which recommends further

investigation of the contaminated land risks should be undertaken. In order to ensure that the contaminated land impacts are fully assessed, he has recommended the imposition of the standard contaminated land conditions on any grant of permission. These will be duly applied.

The EA has advised in their response that they are satisfied the report demonstrates that it will be possible to manage the risks posed to controlled waters by this development, subject to conditions.

The EA's specific requirements, in relation to the potential contamination to controlled waters, will therefore be incorporated in the PC Officer's suggested conditions.

### Archaeology

At the request of the City Council's City Archaeologist an Archaeological Heritage Assessment and foundation design has been submitted. At the time of writing the report these are still being considered by the City Archaeologist. Officers will update members at committee if there are any issues or requirements beyond the imposition of the standard archaeological conditions. Subject to there being no issues, the application would meet the requirements of CLLP Policy LP25 and section 16 of the NPPF.

### Other Matters

#### Refuse Storage

A communal refuse storage area would be located adjacent to the entrance of the site, with a close boarded timber fence enclosure. A Waste Management Plan has been submitted, which provides details of type of bins provided and the collection arrangements. There is no objection to the proposed arrangements from officers or statutory consultees.

#### Deign and Crime

One of the grounds for objection from 134 High Street relates to anti-social behaviour, however, comments have been made by Lincolnshire Police, which raise no objections to the development. The Police made some recommendations in relation to safety and crime prevention, which have been forwarded to the agent for their information.

### **Application Negotiated either at Pre-Application or During Process of Application**

Yes, see 'Background'.

### **Financial Implications**

None.

### **Legal Implications**

None.

### **Equality Implications**

None.

## **Conclusion**

The principle of the use on the site, within the Central Mixed Use Area, is considered to be acceptable. The retention of and works to the existing warehouse are welcomed, which would enhance its historic character. The design and scale of the extensions are considered to be acceptable, complementing the original architectural style of the building and surroundings. The proposals would therefore also preserve and enhance the views into and out of the conservation area. Neither the use nor the external works would cause undue harm to the amenities of neighbouring properties or uses and, subject to appropriate noise mitigation measures, the development would provide an appropriate level of amenity for future occupants. The site is in an accessible location, also offering cycle parking.

A S106 agreement will secure a financial contribution towards local healthcare infrastructure. Matters relating to highways, climate change, flood risk, drainage, contamination and archaeology have been appropriately considered by officers and the relevant statutory consultees, and can be dealt with as required by condition. The proposals would therefore be in accordance with the requirements of CLLP Policies LP1, LP2, LP9, LP12, LP13, LP14, LP16, LP18, LP25, LP26, LP33 and LP37, as well as guidance within the NPPF.

## **Application Determined within Target Date**

Yes.

## **Recommendation**

That the application is Granted Conditionally subject to the following conditions with delegated authority granted to the Planning Manger to secure the NHS financial contribution through a S106 agreement:

- Time limit of the permission
- Development in accordance with approved plans
- Samples of materials including hard surfacing
- Site levels and finished floor levels
- Noise assessment
- Assessment of noise mitigation measures prior to occupation
- Boundary treatments
- Contamination
- Surface water drainage management strategy
- No surface water ground infiltration without prior consent
- Archaeology
- Construction Management Plan
- Landscaping implementation
- Provision of cycle storage prior to occupation
- Hours of construction/delivery