

**ROYAL BOROUGH OF WINDSOR & MAIDENHEAD
PLANNING COMMITTEE**

DEVELOPMENT CONTROL PANEL

2 October 2019

Item: 1

Application No.:	19/01114/FULL
Location:	Land To South of Ascentia House Including Lyndhurst Buildings West of Ascot Business Park Lyndhurst Road Ascot
Proposal:	Construction of a two storey building comprising of a ground floor car showroom first floor offices, three single storey industrial units, new vehicular access and associated parking following the demolition of existing buildings.
Applicant:	Mr Perkins
Agent:	Mr Robert Reynolds
Parish/Ward:	Sunninghill And Ascot Parish/Ascot & Sunninghill

If you have a question about this report, please contact: Jo Richards on 01628 682955 or at jo.richards@rbwm.gov.uk

1. SUMMARY

- 1.1 Planning permission is sought for 3 light industrial units and a unit comprising a car showroom on the ground floor and offices on the first floor, with ancillary parking. The site lies within Ascot Business Park which is defined as an industrial area within adopted policy E2 and emerging policy ED2. The proposed development is considered to meet the aims and objectives of the relevant employment policies, would be acceptable with regards to parking provision and highway safety, result in minimal harm to character and appearance of the area and minimal impact upon neighbouring amenity.
- 1.2 The current application is identical to a previous one, ref: 18/00226/FULL, which was refused solely on grounds of inadequate drainage systems and flood risk. The current application has been accompanied by a comprehensive drainage assessment report which is supported by the Lead Local Flood Authority (see paragraph 9.20).
- 1.3 Since the determination of the previous application, it has come to light that the existing residential unit on site is lawful. The proposal will therefore result in the loss of one flat. However, it is considered that the significant employment benefits of the proposal which include the provision of 1,610 sq.m office, light industrial and sui generis floorspace would more than outweigh this minor loss of housing. This is explained further in paragraph 9.6.

It is recommended the Panel authorises the Head of Planning:	
1.	To grant planning permission subject to the conditions listed in Section 10 of this report.

2. REASON FOR PANEL DETERMINATION

- The Council's Constitution does not give the Head of Planning delegated powers to determine the application in the way recommended; such decisions can only be made by the Panel.

3. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

- 3.1 The application site is a 0.35 hectare wedge shaped plot located on the north eastern edge of Ascot Business Park. The site comprises a two storey, flat roofed, brick-built building at the eastern edge of the site and the remainder of the site is open. It is understood that the building is used as a sales office for a coal merchants and a marquee hire business. There is a flat on the

first floor of the building but there is no planning history in relation to this part of the site. The former coal yard appears to be used for the storage of equipment associated with the marquee hire business and scrap. The site is bounded by land associated with the office building of Ascentia House to the north, Lyndhurst Road to the east, the entrance road to Ascot Business Park to the south, and block E to the west.

- 3.2 The site is relatively flat and has hedges growing on the northern boundary. The building to the north, Ascentia House, and its parking area is situated on higher ground level than the application site. There are a number of trees and hedges on the eastern end of the site. The site is generally in a poor state of repair and of low amenity value. Ascot Train Station is located to the north of the site and an area of housing is located to the east of the site on the opposite side of Lyndhurst Road.
- 3.3 The majority of Ascot Business Park comprises a modern courtyard style development of 3 storey office blocks and warehouse buildings some of which are divided into smaller units. The remainder of the business park includes a number of warehouse style industrial units and a car servicing and repair depot.

4. KEY CONSTRAINTS

- 4.1 Ascot Business Park

5. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

- 5.1 The application involves the demolition of the existing building and the redevelopment of the site with three adjoining light industrial buildings (use class B1(c)) (labelled on the plans as units A, B and C) and a two storey building comprising of a ground floor car showroom (Sui Generis) and first floor offices (B1) (labelled on the plans as unit D).
- 5.2 All four units would front onto the section of Lyndhurst Road which serves the Business Park with a parking area to the front of units A, B and C, a parking area in the centre of the site and two parking spaces to the very east of the site.
- 5.3 Previous application ref: 18/00226/FULL for an identical form of development was refused on grounds of inadequate surface water drainage and flooding information. The current application has been submitted with an updated drainage report which seeks to address these previous concerns.

6. DEVELOPMENT PLAN

Adopted Royal Borough Local Plan (2003)

- 6.1 The main Development Plan policies applying to the site are:

Issue	Adopted Local Plan Policy
Design in keeping with character and appearance of area	DG1
Industrial development	E1, E2, E3, E5,
Highways/Parking	P4 and T5
Trees	N6

These policies can be found at

https://www3.rbwm.gov.uk/downloads/download/154/local_plan_documents_and_appendices

Adopted Ascot Sunninghill and Sunningdale Neighbourhood Plan (2011-2026)

Issue	Neighbourhood Plan Policy
Design in keeping with character and appearance of area	DG1, DG2 and DG3
Highways	T1
Trees	EN1

7. **MATERIAL PLANNING CONSIDERATIONS**

National Planning Policy Framework Sections (NPPF) (2019)

Section 4- Decision-making

Section 9- Promoting Sustainable Transport

Section 12- Achieving well-designed places

Section 13- Protecting Green Belt land

Section 14- Meeting the challenge of climate change, flooding and coastal change

Borough Local Plan: Submission Version

Issue	Local Plan Policy
Design in keeping with character and appearance of area	SP2, SP3
Sustainable Transport	IF2

7.1 The NPPF sets out that decision-makers may give weight to relevant policies in emerging plans according to their stage of preparation. The Borough Local Plan Submission Document was published in June 2017. Public consultation ran from 30 June to 27 September 2017. Following this process the Council prepared a report summarising the issues raised in the representations and setting out its response to them. This report, together with all the representations received during the representation period, the plan and its supporting documents have now been submitted to the Secretary of State for examination. The Submission Version of the Borough Local Plan does not form part of the statutory development plan for the Borough. However, by publishing and submitting the Borough Local Plan for independent examination the Council has formally confirmed its intention to adopt the submission version. As the Council considers the emerging Borough Local Plan to be sound and legally compliant, officers and Councillors should accord relevant policies and allocations significant weight in the determination of applications taking account of the extent to which there are unresolved objections to relevant policies. Therefore, the weight afforded to each policy at this stage will differ depending on the level and type of representation to that policy. This is addressed in more detail in the assessment below.

7.2 This document can be found at:
https://www3.rbwm.gov.uk/info/201026/borough_local_plan/1351/submission/1

Supplementary Planning Documents

- RBWM Interpretation of Policy F1

Other Local Strategies or Publications

7.3 Other Strategies or publications material to the proposal are:

- RBWM Townscape Assessment
- RBWM Parking Strategy

More information on these documents can be found at:

https://www3.rbwm.gov.uk/info/200414/local_development_framework/494/supplementary_planning

8. **CONSULTATIONS CARRIED OUT**

Comments from interested parties

16 occupiers were notified directly of the application.

The planning officer posted a notice advertising the application at the site on 21.05.2019 and the application was advertised in the Local Press on 30.05.2019.

6 letters were received objecting to the application, summarised as:

Comment		Where in the report this is considered
1.	The address on the planning application is extremely misleading.	The address of the application has been amended and neighbours re-consulted.
2.	There is no mention that there is a residential dwelling on the application site. The proposal would result in the loss of a home	The description of the application does not need to refer specifically to the loss of the flat. It is described as redevelopment of the site meaning all current uses would be lost. The loss of the flat specifically is referred to in section i.
3.	The development would cause noise pollution for neighbouring residents	Environmental Protection are satisfied that the proposal would be acceptable with regard to noise
4.	Neighbour notification not carried out sufficiently	Neighbour notification has been carried out in accordance with statutory requirements, including letters and a site notice
5.	No hours of business are shown. The application does not indicate the type of business that would use the buildings	Units A-C are proposed to be light industrial use and opening hours would be restricted.
6.	Lack of parking in the area. The existing businesses already encroach on residents parking spaces	The Highways Authority have advised that car parking is sufficient for the proposed development

7.	A further business would result in further impact on the Highway on a dangerous junction. Increase is traffic	The Highways Authority have advised that there is an acceptable impact on the highway and traffic generation.
8.	Impact on flooding and drainage as a result of the proposed development	The application is now supported by the Lead Local Flood Authority
9.	Trees have been taken down on site	The trees on site were no protecting. There is no objection from the Tree Officer
10.	A busy car showroom on a Saturday is not wanted	Opening hours would be controlled by condition

Statutory consultees

Consultee	Comment	Where in the report this is considered
LLFA	No objections subject to condition	Section vii.

Consultees

Consultee	Comment	Where in the report this is considered
Highways	No objection subject to conditions	See section iv.
Parish Council	No objections, provided that the Borough Planners are satisfied with the drainage and flat ownership issues.	See sections i. and vii.
Trees	Objections relating to loss of trees	See section v.
Ecologist	No objections subject to conditions	See section vi.
Environmental Health	No objections subject to conditions	See section viii.

9. EXPLANATION OF RECOMMENDATION

9.1 The key issues for consideration are:

- i Principle of Development
- ii Impact on Character of the Area
- iii Amenity of Neighbouring Occupiers
- iv Highways & Car Parking
- v Trees & Landscaping
- vi Ecology
- vii Drainage
- viii Contamination

Principle of Development

- 9.2 The site is located within the Ascot Business Park/Lyndhurst Road Industrial Area which is a designated employment area as defined by policy E2 of the adopted borough local plan and ED2 of the Borough Local Plan submission version. In this location development proposals would only be acceptable where there would be no loss of employment land and ideally some form of betterment. Under saved Local Plan policy E5, the re-development of land in this location for any purpose other than for a business, industrial or warehousing use would not be considered acceptable. The Ascot, Sunninghill & Sunningdale Neighbourhood Plan seeks to retain current sites and uses that provide jobs provided there would be no adverse impact on the character of the area, the amenity of neighbours or the safety of road users. The Neighbourhood plan also encourages the provision of microbusiness units as well as quality serviced office space and light industrial units of between 50 and 150 sq metres.
- 9.3 The proposed use is for a 387 sq.m car showroom with 387 sq.m of B1 office space above and 836 sqm. of B1c Light industrial use. The proposed development would replace a building comprising 339 sq.m of B1 (a) office floor space and open land use for industrial purposes. The proposed B1a offices and B1c industrial units can clearly be defined as business, industrial or warehousing use in line with policy E5. Whilst a car showroom does not fall within one of the B use classes, it is noted that there was a recent appeal decision relating to a partial change of use to a mixed B1/D1 use class on another site within Ascot Business Park (16/00099/FULL). In this case the Inspector held that *'Policy E5 does not make it clear that it is solely restricting employment sites to B-uses. Thus the policy is not specifically about protecting the existing B1 use of these premises, but protecting its use for employment purposes. I have found that the proposal would provide an appropriate, commercial employment use. Accordingly, there is no conflict with Policy E5.'* Likewise it can be said for the current application that the use of the ground floor of unit D as a car showroom would fulfil the aims of policy E5 by providing an employment use of the site.
- 9.4 Furthermore, emerging policy ED2 states that within industrial areas proposals for new premises suitable for industrial, warehousing and similar types of uses (including premises, suitable for medium, smaller and start-up business) will be supported. Other uses will only be permitted if they are ancillary to industrial or warehousing uses, do not result in the loss of industrial or warehousing premises or demonstrate a sufficient benefit for the economy of the Borough.
- 9.5 Considering the proposal as a whole, which would provide for a total of 1,610 sq.m of floorspace to be used for a mix of office, light industrial and sui generis use, against the policy background (as set out above), and when viewed in comparison to the existing site, the proposal is considered to meet the aims and objective of both the adopted and emerging borough plan policies.
- 9.6 The proposal would result in the loss of a first floor flat which currently resides on site. In the previous case officer report it was considered that this flat might be unauthorised but the correspondence received in relation to the current application suggests that it is inhabited as a permanent residence. This is backed up by confirmation from the Council Tax department who have confirmed that the residence on site is in use by a single occupant. Adopted plan policy H7 advises against the loss of residential accommodation. This policy conflict needs to be weighed in the overall balance however and in this case it is considered that the proposal would result in significant employment benefits for the Borough to be provided in a location that it appropriate for a mixed business and industrial use which would more than outweigh the loss of this small unit of accommodation which is likely to suffer from amenity issues being sited within an industrial area. Regarding the objections received relating to the continued use of the flat by the current occupant – this would be a matter for the land owners to consider and not one for the determination of this application.

Impact on Character of the Area

- 9.7 With regard to bulk and scale of development, proposals are required to demonstrate compliance with the design criteria set out in the Ascot, Sunninghill & Sunningdale Neighbourhood Plan as well as Saved Local Plan policy DG1. In summary any scheme for this site will need to be of high quality design and appropriate to its context. The proposal would need to address the fact that whilst it lies within the business park, the east part of the site would be visible from the wider vicinity and is opposite residential properties which are more domestic in height and scale.
- 9.8 The proposed buildings are sizable, with pitched roofs heights ranging from 7.6m (at the rear) to 9.4m (at the front). These building heights are reflective of other buildings immediately surrounding the application site within the Industrial Park. The proposed footprints of the buildings would also be comparable to others within the Industrial Park. Units A-C would be set back from the front boundary of the site, common to Lyndhurst Road, such that the buildings would not appear over-bearing. Furthermore, these units would be viewed against the back drop of Ascentia House which is situated upon higher ground level than the application site. The most sensitively sited building, Unit D has been designed with a curved frontage addressing the street scenes of both parts of Lyndhurst Road (that which serves the business park and the main road to the east). Whilst the height of unit D would be materially higher than that of the nearby dwellinghouses, given its reduced mass at the eastern corner of the site and the fact that it would be set away from the road, means that its impact on the street scene and character of the area would be limited. Indeed when looking at the building from outside the business park, it would be viewed against the backdrop of other tall, large-scale buildings and thus would not appear out of context.
- 9.9 The design and appearance of the buildings would be similar to other modern buildings in the business park and therefore no objections are raised in this regard. The proposed materials would be agreed via condition.

Impact on Neighbouring Amenities

- 9.10 The nearest residential neighbouring occupiers are those within 1 and 6 Sunnybank which is a cul-de-sac on the opposite side of Lyndhurst Road to the business park. The distance between the front elevation of 6 Sunnybank and the closest part of Unit D would be approximately 28m with the main road separating the two sites. This distance is sufficient to ensure that the proposed building would not appear overbearing or intrusive when viewed from this neighbouring property. The private amenity area of this neighbouring property would be at an even greater distance away and therefore it is not considered that any harmful levels of overlooking would arise from the proposed first floor offices.
- 9.11 The applicant has not put forward any proposed hours of use, however given that the site lies on the edge of the business park with residential properties less than 30m away it is considered necessary to restrict hours of operation so that disturbance to residents is kept to a minimum. Neighbours have raised concerns relating to the hours of operation for the car showroom, offices and industrial units. It is noted from the planning records that the BMW site, to the south of the application site, has had applications refused for extensions to the operating hours for their workshop on a Saturday afternoon and to their normal operating hours on a Sunday on grounds of noise impact to neighbouring occupiers. It is therefore considered reasonable and necessary that the proposed use be restricted in terms of its hours of operation to be in line with those of the BMW garage also on the edge of Ascot Business Park. The car showroom and first floor offices (unit D) will therefore be restricted to weekdays and Saturdays and the Light Industrial units restricted to weekdays and Saturday mornings only.
- 9.12 The Environmental Protection Officer has not objected to the application with regard to noise or lighting but has recommended conditions in this regard

Highways & Car Parking

- 9.13 Favourable comments have been received from the Highways Authority with regard to the access arrangements, visibility, traffic generation and parking. The plans indicate that the existing vehicular access to the site will be retained to serve all 4 units with a new vehicular access joining Lyndhurst Road on the east of the site to serve to parking spaces. Visibility splays will be required to be met and this information has been requested by condition.
- 9.14 The site is within an accessible location as it is 140m from Ascot train station which provides a frequent service to London Waterloo, Guilford and Reading. Therefore under the Local Authorities current Parking Strategy (May 04) the maximum parking standards in areas of good accessibility will be required. B1 (a) and B1(c) require 1 car parking space to be provided for every 100sqm. It should be noted there is not a parking standard for a car dealership. Therefore an individual assessment has been made by the Highways Authority which concludes that the proposed units would require a total of 25 spaces. The proposed site plan shows that 31 car parking spaces will be provided together with 2 disabled spaces which is acceptable. The plans indicate that a large HGV will be able to enter and exit the site in a forward gear from each loading bay.
- 9.15 With regard to traffic generation the applicant has submitted a transport statement which concludes that the development will have the potential to generate 217 vehicle movements per day which is not objected to.
- 9.16 Details of cycle and refuse storage provision will be requested via condition. A construction management plan will also be requested via condition

Trees & Landscape

- 9.17 The Council's Townscape Assessment identifies this location as an area where development proposals should aim to enhance landscaping and boundaries. All trees should be retained and enhanced where practical and meaningful landscaping should be introduced to the site wherever possible.
- 9.18 A tree survey and tree removal/retention plan has been submitted in support of the application. Whilst objections have been raised regarding impact on trees within the site, it is a material consideration that the previous application was supported in arboricultural terms subject to conditions. Furthermore, it should be noted that none of the remaining trees within the site are protected nor do they have a significant enough amenity value to provide a constraint to the development. As such the proposal is supported with regard to impact on trees and landscape subject to conditions (conditions 13, 15 and 16).

Ecology

- 9.19 Given the nature of the site and its proximity to tree belts and woodland, a phase 1 habitats survey to assess the potential for the site to be used by any protected species was requested of the applicant. This has been received and favourable comments have been provided by the Council's Ecologist.

Drainage

- 9.20 The Lead Local Flood Authority has commented on the application and do not raise any objection subject to a condition requiring submission of full details of the proposed surface water drainage system and its maintenance arrangements (condition 18).

Contamination

- 9.21 A phase 1 Environmental Risk Assessment has been submitted in support of the application. The Desktop study has identified potential sources of contamination associated with current and past uses and recommended ground investigation and chemical analysis. A Phase 2 intrusive

investigation including soil sampling, groundwater and gas monitoring with proposed remediation measures is required and has been requested via condition (condition 10).

10. APPENDICES TO THIS REPORT

- Appendix A - Site location plan and site layout
- Appendix B – plan and elevation drawings

11. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED

- 1 The development hereby permitted shall be commenced within three years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).
- 2 No development above slab level shall take place until details of the materials to be used on the external surfaces of the development have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.
Reason: In the interests of the visual amenities of the area. Relevant Policy
- 3 No development shall take place until a detailed plans showing the existing and proposed ground levels of the site together with the slab and ridge levels of the proposed development relative to a fixed datum point on adjoining land outside the application site have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved levels.
Reason: In the interest of the visual amenities of the area. Relevant Policy - Local Plan DG1.
- 4 Prior to the commencement of any works of demolition or construction a management plan showing how demolition and construction traffic, (including cranes), materials storage, facilities for operatives and vehicle parking and manoeuvring will be accommodated during the works period shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented as approved and maintained for the duration of the works or as may be agreed in writing by the Local Planning Authority.
Reason: In the interests of highway safety and the free flow of traffic. Relevant Policies - Local Plan T5.
- 5 No part of the development shall be occupied until vehicle parking and turning space has been provided, surfaced and marked out in accordance with the approved drawing. The space approved shall be kept available for parking and turning in association with the development.
Reason: To ensure that the development is provided with adequate parking facilities in order to reduce the likelihood of roadside parking which could be detrimental to the free flow of traffic and to highway safety, and to facilitate vehicles entering and leaving the highway in forward gear. Relevant Policies - Local Plan P4, DG1.
- 6 No part of the development shall be commenced until visibility splays of 43 metres by 43 metres have been provided at 2.4. All dimensions are to be measured along the edge of the driveway and the back of footway from their point of intersection. The areas within these splays shall be kept free of all obstructions to visibility over a height of 0.6 metres above carriageway level.
Reason: In the interests of highway safety. Relevant Policies - Local Plan T5.
- 7 No other part of the development shall commence until the access has been constructed in accordance with the approved drawing. The access shall thereafter be retained as approved.
Reason: In the interests of highway safety and the free flow of traffic. Relevant Policies - Local Plan T5, DG1
- 8 No part of the development shall be occupied until covered and secure cycle parking facilities have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be kept available for the parking of cycles in association with the development at all times.
Reason: To ensure that the development is provided with adequate parking facilities in order to encourage the use of alternative modes of transport. Relevant Policies - Local Plan T7, DG1
- 9 No part of the development shall be occupied until a refuse bin storage area and recycling facilities have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. These facilities shall be kept available for use in association with the development at all times.
Reason: To ensure that the development is provided with adequate facilities that allow it to be

10 serviced in a manner which would not adversely affect the free flow of traffic and highway safety and to ensure the sustainability of the development. Relevant Policies - Local Plan T5, DG1. Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 1 to 4 have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition 4 has been complied with in relation to that contamination.

1. Site Characterisation An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include: a survey of the extent, scale and nature of contamination; an assessment of the potential risks to: human health property (existing or proposed) including buildings, crops, livestock, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments; an appraisal of remedial options, and proposal of preferred option(s). This must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11'.

2. Submission of Remediation Scheme. A detailed remediation scheme to bring the site to a condition suitable for intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

3. Implementation of Approved Remediation Scheme. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

4. Reporting Unexpected Contamination In the event that contamination is found at anytime when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 2, which is the subject of the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 3.

5. Long Term Monitoring and Maintenance A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of (x) years, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority. Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced and submitted to the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination to the future users of the land and the neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. Relevant Policy Local Plan NAP4.

11 No lights shall be permanently illuminated except for lighting approved for security purposes. Prior the installation of any external security lighting, details shall be submitted to and approved in writing by the Local Planning Authority and external security lighting shall not otherwise be illuminated. Furthermore, in line with recommendations made in the ecology report, the lighting

scheme should be wildlife sensitive to avoid light spillage onto the proposed boundary vegetation and any bird or bat boxes.

Reason: To protect the amenity of the area and prevent light nuisance and result in minimal harm to wildlife. Relevant Policy - Local Plan NAP3

12 The rating level of the noise emitted from plant and equipment shall not exceed the existing background level (to be measured over the period of operation of the proposed plant and equipment and over a minimum reference time interval of 1 hour in the daytime and 15 minutes at night). The noise levels shall be determined 1m from the nearest noise-sensitive premises. The measurement and assessment shall be made in accordance with BS 4142: 2014.Reason: To protect the residential amenities of the area. Relevant Policy Local Plan NAP3

13 No development shall take place until full details of both hard and soft landscape works, have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved within the first planting season following the substantial completion of the development and retained in accordance with the approved details. If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity.

Reason: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area. Relevant Policies - Local Plan DG1.

14 The use of units A-C (B1c light industrial units) hereby permitted shall only be between the hours of 0800-1830 hrs Mondays to Fridays, 0800-1300 hrs on Saturdays and at no time on Sundays, Bank or Public Holidays. The use of Unit D (the car showroom and offices) hereby permitted shall only operate between 0800-1830 hrs Mondays to Fridays; 0900-1700 hrs on Saturdays and at no time on Sundays and Public Holidays/Bank Holidays.

Reason: To protect the amenities of the neighbourhood and to accord with the Local Plan PolicyNAP3.

15 The erection of fencing for the protection of any retained tree and any other protection specified shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site, and thereafter maintained until the completion of all construction work and all equipment, machinery and surplus materials have been permanently removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written approval of the Local Planning Authority.

Reason: To protect trees which contribute to the visual amenities of the site and surrounding area. Relevant Policies - Local Plan DG1, N6.

16 No tree or hedgerow shown to be retained in the approved plans shall be cut down, uprooted or destroyed, nor shall any retained tree be lopped or topped other than in accordance with the approved plans and particulars or until five years from the date of occupation of the building for its permitted use. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 Tree work. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted in the immediate vicinity and that tree shall be of the same size and species unless the Local Planning Authority give its prior written consent to any variation.

Reason: In the interests of the visual amenities of the area. Relevant Policies - Local Plan DG1, N6.

17 There shall be no external storage including plant or machinery, outside the units hereby approved without the express permission of the Local Planning Authority by way of a planning application.

Reason: To ensure the Local Planning Authority has full control of any future additional machinery, which could adversely affect the amenity of the neighbouring residential properties. Relevant Policy - Local Plan NAP3

18 Prior to commencement (excluding demolition) a surface water drainage scheme for the development, based on the submitted sustainable drainage strategy, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

- Full details of all components of the proposed surface water drainage system including dimensions, location, gradients, invert levels, cover levels and relevant construction details
- Supporting calculation confirming compliance with, the Non-statutory Technical Standards for Sustainable Drainage Systems, and the agreed discharge rate of 4 l/s and the attenuation volumes to be provided.
- Details of the maintenance arrangement relating to the proposed surface water drainage

system, confirming who will be responsible for its maintenance and the maintenance regime to be implemented.

The surface water drainage system shall be implemented and maintained in accordance with the approved details thereafter.

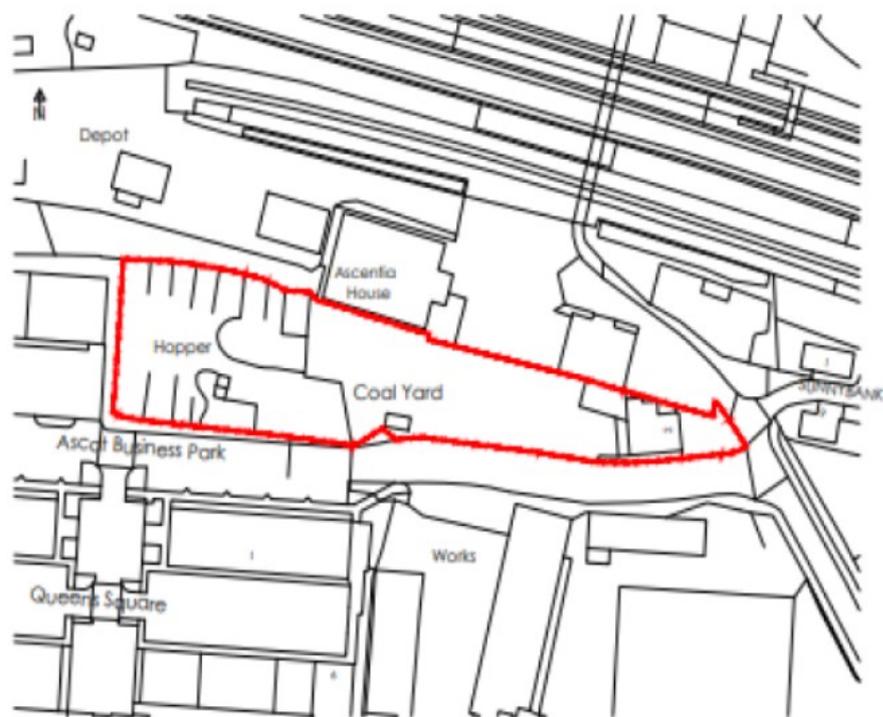
Reason: To ensure compliance with the National Planning Policy Framework and the Non-Statutory Technical Standards for Sustainable Drainage Systems, and to ensure the proposed development is safe from flooding and does not increase flood risk elsewhere.

19 The development hereby permitted shall be carried out in accordance with the approved plans listed above.

Reason: To ensure that the development is carried out in accordance with the approved particulars and plans.

Appendix A

Location Plan



LOCATION PLAN
SCALE 1:1250

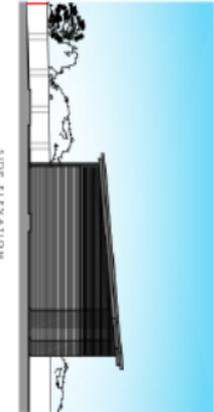
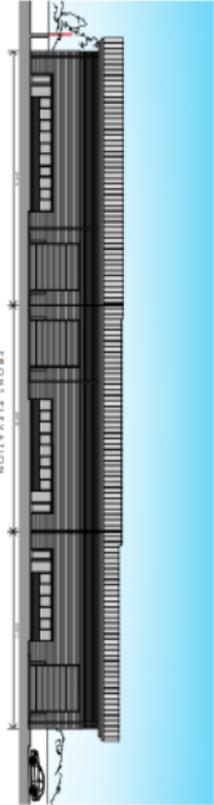
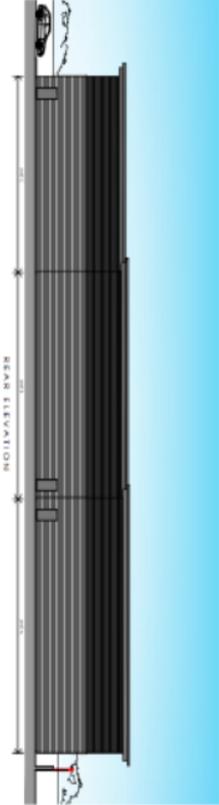
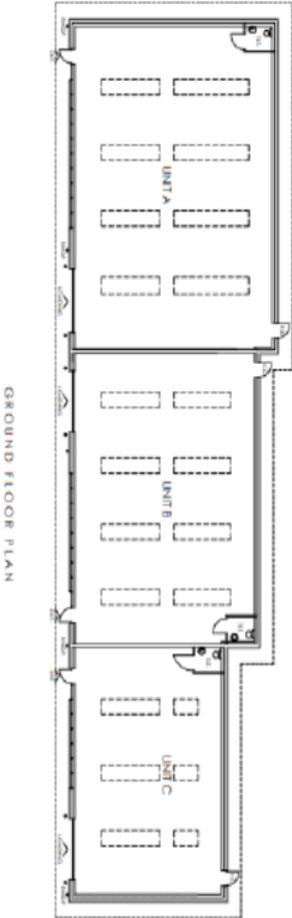
Proposed site plan



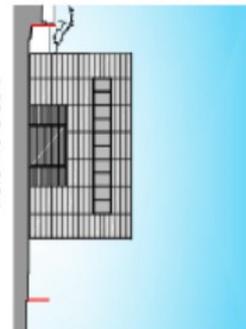
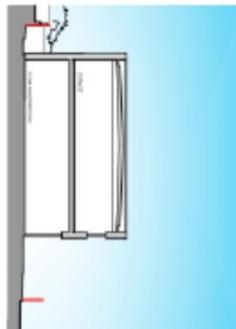
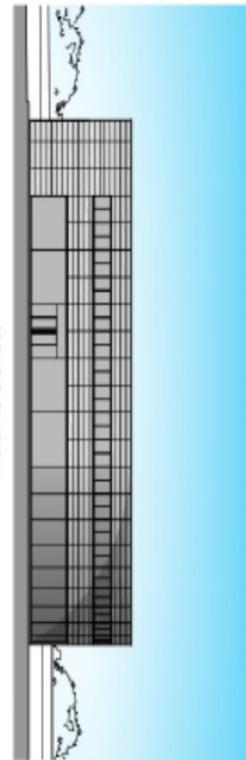
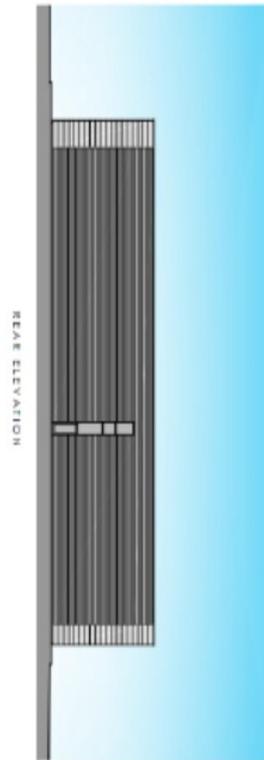
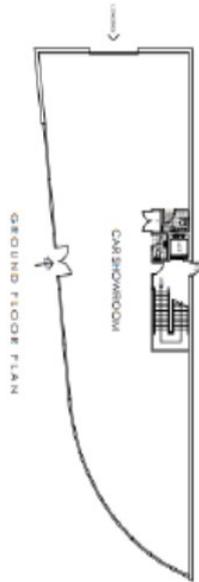
- NOTES:**
- 1. TOTAL SITE AREA: 1.2891 HA / 31.622 ACRES
 - 2. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 3. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 4. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 5. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 6. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 7. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 8. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 9. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 10. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 11. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 12. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 13. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 14. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 15. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 16. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 17. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 18. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 19. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES
 - 20. TOTAL DEVELOPABLE AREA: 0.8500 HA / 21.000 ACRES

Appendix B

Proposed floor plans and elevations units A-C



Proposed floor plans and elevations (unit D)



Street scene elevation

