

**REPORT SUMMARY**26<sup>th</sup> April 2018

<b>REFERENCE NO - 17/506323/FULL</b>			
<b>APPLICATION PROPOSAL –</b> Demolition of existing stores, offices and WCs, and erection of new offices with dry store and associated parking.			
<b>ADDRESS -</b> Maple Leaf Garage Ashford Road Hollingbourne Kent			
<b>RECOMMENDATION - GRANT PLANNING PERMISSION subject to conditions</b>			
<b>SUMMARY OF REASONS FOR RECOMMENDATION -</b> The replacement industrial building and associated landscaping would bring significant visual enhancement to the site which is at a major entry point to the urban area. It would not cause any significant visual harm to the countryside or adverse impacts to the amenity of adjoining uses. The proposal is acceptable in relation to parking and highway safety. The submitted details comply with the relevant policies of the Development Plan and the National Planning Policy Framework, and there are no material considerations that would justify the refusal of planning permission.			
<b>REASON FOR REFERRAL TO COMMITTEE -</b> Hollingbourne Parish Council has requested that the application be reported to the Planning Committee if Officers are minded to recommend approval. The Parish Council objects to this proposal on highways safety grounds.			
<b>WARD</b> North Downs	<b>PARISH/TOWN COUNCIL</b> Hollingbourne	<b>APPLICANT</b> Genco Ltd <b>AGENT</b> Martin Potts Associates	
<b>DECISION DUE DATE</b> 07/02/18	<b>PUBLICITY EXPIRY DATE</b> 27/02/18	<b>OFFICER SITE VISIT DATE</b> 06/04/2018	
<b>RELEVANT PLANNING HISTORY</b>			
<b>App No</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date</b>
07/1308	Proposed change of use of front forecourt and associated buildings to hand car wash operation as shown on details received on 25/06/07 as shown of drawing numbers 014-831-10 and design and access statement received on 29th May 2007.	Permitted	16.08.2007
02/1193	Residential development comprising 2no. detached dwellings and 8no. terraced dwellings including access and parking	Refused	01.07.2002
00/0480	Use of site for car repairs and vehicle sales, as described in application MA/00/0480 and as amended by additional documents being two letters of occupants of employees received on 12.04.00 and further letters received on 14.06.00	Split Decision	13.07.2000
86/0112	Temporary car park and erection of security fence and validated by revised plan and completed certificate A received on	Permitted	03.04.1986

## **MAIN REPORT**

### **1.0 DESCRIPTION OF SITE**

- 1.01 The application site is a roughly triangular shaped parcel of land located on the south side of Ashford Road (A20) close to junction 8 of the M20. The site which is at a major entry point to the urban area of Maidstone forms part of an area of open countryside which is designated as a Landscape of Local Value on the policies map to the Maidstone Borough Plan (2017).
- 1.02 The site is located within the Parish of Hollingbourne and currently contains two unremarkable commercial buildings. The main building located on the eastern part of the site is a two-storey unfinished structure clad in aluminium panelling which houses offices, storage and workshop for car repairs which is classed as sui generis (class of its own). To the west of the site is a small office building and associated ancillary storage which falls within use Class B1, although there is no record of permission being granted for a B1 use at the site.
- 1.03 There is fencing around the perimeters of the site and large expanse of hardstanding within its grounds which is regularly covered in parked vehicles for sale. Part of the western site boundary is defined by established hedging and access is gained from Ashford Road (A20). To the south and west of the site is Pine Lodge Touring Park, with open agricultural land to east. The A20 (Ashford Road) runs along the northern boundary with the allocated employment site at Woodcut farm under policy EMP1(4) of the adopted Maidstone Borough Local Plan (2017) further beyond.
- 1.03 Ground levels at the site are marginally elevated in relation to the A20 (Ashford Road) but levels within the site largely flat. The site has permission for a car showroom, car repairs and display of vehicles which is classed as sui generis (class of its own). Whilst there is no records of planning permission being granted for a B1 use at the site, the applicant suggest that part of the building have been used as offices which falls within Class B1 and this use may have become lawful with the passage of time. The current state of the site causes significant visual harm to the appearance of the area which is at a major entry point to the town.

### **2. PROPOSAL**

- 2.01 The proposal involves removal of the existing commercial buildings at the site and erection of a single building for use as headquarters for a local shop fitting business Genco. The proposed new building would be considerably set back from the A20 (Ashford Road). It would have two-storeys covered in a pitched slate roof. The building would have a height of 9 metres above ground level with large overhanging eaves just under 6 metres. The building would have a total internal floor area of 662 square metres of which 144 square metres would be used as dry store. This element is located to the rear of the premises would have two roller south facing shutter doors.
- 2.02 The proposed building would cover a larger floor area than the existing buildings which are located to the eastern and western part of the site. It would be located close to the south eastern boundary of the site. The first floor would accommodate offices (Class B1) with ancillary storage at the rear part of the ground floor which would accommodate a reception area, boardroom, kitchen, kitchen store, canteen and wc.
- 2.03 The ground floor front and side elevations including the parapet on the main façade would be finished in Kent Ragstone. The central wall to the front of the building and

rear of the unit including areas between the lancet windows on the ground floor would be finished in local multi-stock brick. The first floor and majority of the side elevations would be timber framed with large section timbers subdividing the fenestration. The first floor of the building would be recessed by just over a metre and would form a planting area visible from within the street. Surfacing material is indicated to include dark coloured, bevelled, imitation slate for the roof.

- 2.04 Pre-application advice was sought which among other things recommended the relocation of the car parking provision away from the frontage of the building. The development includes provision of 32 car parking spaces largely located along the western boundary of the site behind native boundary hedging. The proposal will increase employment on the site from the current 3 staff to 30 staff. The 6 parking spaces provided for the company's vans would be located at the rear part of the building. The development would utilise the existing vehicle access onto the A20 (Ashford Road) which would be modified to improve visibility and safety.

### **3.0 POLICY AND OTHER CONSIDERATIONS**

- 3.01 Maidstone Borough Local Plan 2017: Policies SS1, SP17, SP21, DM1, DM5, DM8, DM23, DM30 DM37 and EMP1(4)  
National Planning Policy Framework (NPPF) Paragraphs 28, 56, 57, 60, 61, 63, 109, 111 and 118  
National Planning Practice Guidance (NPPG)

### **4.0 LOCAL REPRESENTATIONS**

- 4.01 **Local Residents:** No representations have been received from local residents either in support or objecting to this application.

### **5.0 CONSULTATIONS**

- 5.01 **KCC Highways and Transport:** No objections subject to conditions covering construction management plan, provision of loading/unloading and turning facilities, retention of parking spaces, maintenance of visibility splays, provision of parking facilities for site personnel and completion and maintenance of access shown on submitted plans.
- 5.02 **Environmental Health:** No objections subject to conditions covering land contamination.
- 5.03 **Hollingbourne Parish Council:** Raises objection to this proposal on highways safety grounds.

### **6.0 APPRAISAL**

#### **Main Issues**

- 6.01 The key issues are:
- Principle of development
  - Visual Impact
  - Residential Amenity
  - Parking and Highways Impact
  - Biodiversity implications

- Landscaping

### **Principle of Development**

- 6.02 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that all planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. In this case the development plan comprises the adopted Maidstone Borough Local Plan (2017).
- 6.03 The site is lies in an open countryside location approximately 1.2 miles from the centre of the village of Hollingbourne. Policy SP17 of the adopted Local Plan states that 'Development proposals in the countryside will not be permitted unless they accord with other policies in this plan and they will not result in harm to the character and appearance of the area'.
- 6.04 The objective of Policy DM5 of the adopted Local Plan is to reduce the need for greenfield land by encouraging the re-use of land that has been previously developed. The policy supports the re-use of sites in current or previous economic use in countryside locations subject to acceptable scale and impact.
- 6.05 The proposal site is at a major entry point to the urban area of Maidstone and causes significant visual harm to the appearance of the area. Currently, the site is covered in a large expanse of hardstanding and therefore it cannot be considered as being of high environmental value. The proposed building which would replace the existing low quality buildings at the site have been designed to reflect the local vernacular. The design of the building and associated landscaping would significantly enhance the character and visual amenity of the site. It is considered to satisfy the requirements in policy DM5.
- 6.06 Policy DM37 of the adopted Maidstone Borough Local Plan (2017) supports expansion of existing businesses in rural locations subject to an acceptable scale and impact. The proposal will enable the business expand its operations which would increase employment on the site from the current 3 staff to 30 staff.
- 6.07 Paragraph 19 of the NPPF outlines the government's commitment to encourage and support sustainable economic growth through the planning system. Paragraph 28 (Supporting a Prosperous Rural Economy), emphasises the need for "planning policies to support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development".
- 6.08 The site has extant permission for a use falling within sui generis and whilst the applicant indicates parts of the existing buildings at the site have been used as offices, there is no record of permission being granted for a B1 or B8 use for this site. Therefore, the proposed redevelopment of the site requires a change of use from sui generis (class of its own) to a mixed B1a (offices) with ancillary storage. Given that uses within Classes B1 would be less sensitive when compared with the existing use, no overriding planning objection would be raised to this element of the proposal. Moreover, the visual impacts of the proposed use would significantly less intrusive when compared with the previous uses which involved open storage and display of cars for sale.
- 6.09 As part of the process of adopting the Local Plan investigations were carried out into the suitability of the land to the north of the current application site at Woodcut Farm for uses falling within B1(offices, R & D and light industry), B2 (general industrial) and B8 (storage and distribution). This nearby site was found to be capable of delivering

a mix of B Class uses and it was subsequently allocated for such uses in the adopted local Plan (2017). With the proximity of the application site to this allocated site where similar uses have been found to be acceptable and the significant improvement to the visual appearance of the current application site that would result from the proposal there are no planning objections raised to the proposed uses.

- 6.10 The site is approximately 1 mile from the urban boundary and located close to junction 8 of the M20 with easy access to the rest of Maidstone, the rest of Kent and beyond. Ashford Road (A20) is well served by public transport into Maidstone Town Centre and the closest bus stop is approximately 80 metres west of the site's frontage. Hollingbourne is classed as a larger village, the second most sustainable locations in the adopted local plan where development is directed. The village has rail connections to Maidstone Town Centre, including key facilities like a village hall, local shop, post office, pubs and restaurants. A staff canteen is proposed within the building which would reduce the need for staff to travel out of the site for food at lunch time. Therefore, whilst outside the village boundary, the development is considered to be in a reasonably sustainable location and would meet the objectives of the local plan and NPPF in this respect.
- 6.11 The allocated employment site to the north of the site under EMP1(4) has been assessed as being in a sustainable location to deliver a mix B1, B2 and B8 uses. This includes delivery of a significant package of sustainable transport measures like provision of a subsidised bus route which would with time benefit this development.
- 6.12 Having regards to the above and whilst the application site is not allocated for employment purposes, it is an existing commercial site and therefore the principle of development at this location has policy support and it is considered to be acceptable as a consequence.

### **Visual Impact**

- 6.13 Policy DM1 of the adopted local plan requires proposals to provide high quality design which responds to townscape and landscape value or uplifts an area of poor environmental quality.
- 6.14 The current appearance of the application site causes significant visual harm to the appearance of the area a key entry point to the Maidstone urban area. The proposal would replace the existing undistinguished low quality buildings at the site with modestly sized and well designed building. The building would be set back from the A20 and would not appear over dominant or visually harmful in the context of its location.
- 6.15 The design of the proposed building seeks to achieve a visual appearance akin to a modern rustic vernacular by the use of local materials including Kent Ragstone on the ground floor front and side elevations and the parapet on the main façade. The first floor would be set in by just over a metre with the area above the parapet used as a planting area to reflect the rural character of the vicinity. The majority of the first floor to the front and side elevations would be timber framed with a large section of timbers subdividing the fenestration in keeping with the local character of the area. The visual appearance that would result from these materials would complement the character of the area.
- 6.16 The proposed development would largely maintain the existing open frontage of the site with the exception of the parking area along the western boundary which would be screened by native hedge planting. Whilst the submitted plans indicate an open

western boundary with no landscaping, it is considered that landscaping is required on this boundary to screen the car parking area. A planning condition is recommended to seek this screening. The proposed landscaping is sympathetic to the sites countryside context and would help soften the appearance of the development.

- 6.17 Due to the set back of the building within the site, the development would largely maintain the current open views in the direction of the M20 and the surrounding countryside. In view of its scale, there would be short and medium range views of the development from publicly accessible areas within the vicinity of the site. However, with the current view of undistinguished poor quality commercial buildings, the views of the well designed replacement building that would result from this development would bring significant visual enhancement to this major entry point to the Maidstone urban area.
- 6.18 The company is a shop fitting business and the development involves the provision of ancillary storage and parking area for the company's vans. This would be located to the rear of the building with restricted views from the street and would not give rise to any significant visual impact concerns due to the nature of this business. The ancillary storage and parking area for the company's van can therefore be accommodated within the premises without a significant detriment to the visual amenity of the area.

#### **Residential Amenity**

- 6.19 The proposed development would not adversely impact on the existing use at the adjacent Pine Lodge Touring Park due to the established vegetation along the common boundary with this site. The closest neighbouring dwelling to the proposed commercial building would be approximately 80 metres away across the A20 to the north east of the application site. The separating distance with the buildings at this site is sufficient to prevent any unacceptable adverse impacts.
- 6.20 The application site is located close to the busy A20 and therefore it is necessary to assess the suitability of the site for the office development proposed. The proposal is accompanied by an Acoustic Assessment. On the basis that the requirements for residential use would be higher than that required for the proposed office use, the Acoustic Assessment assesses the suitability of the site for residential use. The assessment concludes that the site is suitable for residential development, subject to the proviso that suitable attention is paid to the glazing specification, ventilation strategy, and barrier/fences around any garden areas. Subject to the recommendations within the report being strictly implemented there are no overriding planning objections in this respect. The development is considered acceptable on amenity as a consequence.

#### **Parking and Highway Safety impacts**

- 6.21 The site has lawful use falling within sui generis (within its own class) and in terms of the details of the proposed use, the applicant states that most of the staff would be out on site via transit vans undertaking shop fittings, whilst a number of staff would be retained in the office working traditional office hours from 9 to 5pm. Therefore, the proposed B1 use would not significantly increase vehicle movements to and from the site considering the previous use of the site for car sales and repairs. The site is located within on the south side of the (A20) Ashford Road, with the nearest bus stop located within 80 metres of the site. There is a designated pedestrian walkway to this bus stop and whilst the A20 is a busy highway there would be no vehicle conflict.

- 6.22 The hedge proposed to the north western boundary of the car parking area would be stepped back and the rest of the site's frontage be left largely open to help improve visibility and highway safety. A 3 metre visibility splay would be maintained to improve highway safety. With the safety record of the site and the improvement proposed to the site entrance, there is no evidence to substantiate the refusal of permission on highway safety or operation issues. Paragraph 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 6.23 KCC Highways and Transportation have commented on the current application and raises no objection on grounds of highways safety. It is noted that Hollingbourne Parish Council have objected to the proposal on grounds of the extra traffic that would be generated by the development on the A20. However, KCC have raised no objections to the impact of the proposal on the A20 or the highway network; furthermore, the scale of the development proposed is unlikely to have a significant highways impact.

### **Biodiversity implications**

- 6.24 The guidance in the NPPF encourages opportunities to incorporate biodiversity enhancements in and around new developments.
- 6.25 A bat survey report has been submitted as part of this application which concludes that the existing buildings on the site are considered unsuitable to support roosting bats. Habitats and buildings within the site are considered suitable for breeding birds, therefore the report recommends suitable measures regarding timing of construction work and method of best practice for breeding birds. The report states that the likelihood of other protected and notable species to occur within the site is considered negligible especially given the existing large areas of landscaping, and therefore no further surveys for other protected species are required.
- 6.26 In line with the guidance in the NPPF a planning condition is recommended to secure biodiversity enhancements on the site such as incorporating bat tubes in the building.

### **Landscaping**

- 6.27 There are no protected trees within the site and no trees would be lost as a result of this proposal. The site would benefit from the removal of the vast expanse of hard standing and introduction of landscaping that will increase biodiversity and bring significant environmental enhancement to this site. The landscaping proposal indicated on the submitted plans are currently inadequate and a planning condition is recommended seeking submission of further landscaping details that is sympathetic to the sites' countryside context to help soften the appearance of the development. The submitted landscape proposals are currently inadequately detailed. The submitted details should include native trees and mixed shrub/understorey planting with meadow grass verge and bulb planting in the site frontage area(annotated as areas A and B on the submitted plans) and in accordance with the Landscape Guidelines.

## **7.0 CONCLUSION**

- 7.01 In conclusion, whilst the site is not allocated for employment use, it is an existing commercial site and therefore the principle of a mixed B1 and B8 is acceptable. The proposed replacement building at this location would not cause any significant visual

harm to countryside interest. There would be no significant adverse impacts to the residential amenity of adjoining uses and there are no parking objections or highway safety issues to merit a refusal. The proposed replacement commercial use and building is acceptable with regards to the relevant provisions of the development Plan, the NPPF and all other material considerations such as are relevant; and there are no material considerations that would indicate a refusal of planning permission. Approval is recommended subject to the following conditions.

## **8.0 RECOMMENDATION**

8.01 GRANT planning permission subject to the following conditions:

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

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. No activity in connection with the uses hereby permitted, other than the cleaning of the premises, shall take place outside the hours of 07:00 and 22:00 and not at any time on Sundays, Bank or Public Holidays;

Reason: To safeguard the enjoyment of their properties by adjoining residential occupiers.

3. Notwithstanding the information on the approved plans, no development shall take place above slab level until samples of materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reasons: in the interest of amenity and to ensure that the proposed development is satisfactorily integrated with its immediate surroundings.

4. No development shall take place above slab level until details of hard landscape works which shall include the use of permeable paving upon the hardstanding parking areas indicated on the approved plans, have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details before first occupation of the building or land;

Reason: To ensure satisfactory appearance to the development and in the interest of sustainable water drainage.

5. No development shall take place until a detailed sustainable surface water drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The detailed drainage scheme shall demonstrate that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm) can be accommodated and disposed of within the curtilage of the site without increase to flood risk on or off-site. The drainage scheme shall also demonstrate that silt and pollutants resulting from the site use and construction can be adequately managed to ensure there is no pollution risk to receiving waters. The scheme shall be implemented in accordance with the approved details.

Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water and to ensure that the development does not exacerbate the risk of on/off site flooding. This information is required pre commencement as any construction work would reduce the range of drainage options available.

6. No development above slab level shall take place until details of how decentralised and renewable or low-carbon sources of energy will be incorporated into the development hereby approved, have been submitted to and approved in writing by the local planning authority. The approved details shall be installed prior to first occupation and maintained thereafter;

Reason: To ensure an energy efficient form of development. Details are required prior to commencements as these methods may impact or influence the overall appearance of development.

7. The development hereby approved shall not commence above slab level until, details of satisfactory facilities for the storage of refuse on the site have been submitted to and approved in writing by the local planning authority and the approved facilities shall be provided before the first occupation of the building hereby approved and maintained thereafter;

Reason: No such details have been submitted and in the interest of amenity.

8. The approved details of the parking/turning areas shall be completed before the commencement of the use of building hereby permitted and shall thereafter be kept available for such use. No development, whether permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order, with or without modification) or not, shall be carried out on the areas indicated or in such a position as to preclude vehicular access to them;

Reason: Development without adequate parking/turning provision is likely to lead to parking inconvenient to other road users and in the interests of road safety.

9. The approved details of the access shall be completed before the commencement of the use of the land or buildings hereby permitted and the sight lines maintained free of all obstruction to visibility above 1.0 metres thereafter;

Reason: In the interests of road safety.

10. The development hereby approved shall not commence above slab level until details of a minimum of 5 publicly accessible electric vehicle charging points, including a programme for their installation, maintenance and management, shall be submitted to and approved in writing by the local planning authority. The electric vehicle charging points as approved shall be installed prior to occupation of the building hereby permitted and shall thereafter be retained and maintained in accordance with the approved details.

Reason: To promote the reduction of CO2 emissions through the use of low emissions vehicles in accordance with paragraph 35 of the NPPF.

11. The development hereby approved shall not commence until a method statement for the demolition and/or construction of the development hereby approved has been submitted to, and approved in writing by, the Local Planning Authority. The

demolition and construction works shall be carried out in accordance with the approved method statement. Details submitted in respect of the method statement, incorporated on a plan, shall provide for wheel-cleaning facilities during the demolition, excavation, site preparation and construction stages of the development. The method statement shall also include details of the means of recycling materials, the provision of parking facilities for contractors during all stages of the development (excavation, site preparation and construction) and the provision of a means of storage and/or delivery for all plant, site huts, site facilities and materials.

Reason: To ensure the construction of development does not result in highway safety.

12. The development hereby approved shall not commence until details of wheel cleaning facilities to be provided during site demolition, excavation, preparation and construction have been submitted to, and approved in writing by, the Local Planning Authority. The approved wheel cleaning facilities shall be installed and operational before any development commences and shall be retained in working order throughout all phases of development. All vehicles leaving the site shall use the wheel cleaning facilities.

Reason: To ensure the construction of development does not result in detriment to highway safety.

13. Notwithstanding the landscaping details indicated on drawing no.P850/1 Rev A, the development shall not commence above slab level until a detailed landscape scheme designed in accordance with the principles of the Council's landscape character guidance has been submitted to and approved in writing by the local planning authority. The scheme shall show all existing trees, hedges and blocks of landscaping on, and immediately adjacent to, the site and indicate whether they are to be retained or removed, provide details of on site replacement planting to mitigate any loss of amenity and biodiversity value, together with the location of any habitat piles and include a planting specification, a programme of implementation and a [5] year management plan. The landscape scheme shall specifically address;
  - (a) the need to extend the boundary hedge screening along the entire perimeter of the western boundary to screen the car parking area and;
  - (b) include native trees and mixed shrub/understorey planting with meadow grass verge and bulb planting as appropriate in the site frontage (area A) in accordance with the Landscape Guidelines.

Reason: In the interests of landscape, visual impact and amenity of the area and to ensure a satisfactory appearance to the development

14. The approved landscape details shall be in place by the end of the first planting season (October to February) following the occupation of the building hereby approved or seeding or turfing which fails to establish or any trees or plants which, within five years from the first occupation of the building die or become so seriously damaged or diseased that their long term amenity value has been adversely affected shall be replaced in the next planting season with plants of the same species and size as detailed in the approved landscape scheme.

Reason: In the interests of landscape, visual impact and amenity of the area and to ensure a satisfactory appearance to the development

15. The approved details of the parking areas indicated on the approved plans shall be completed before first occupation of the building hereby approved and shall thereafter be kept available for such use.

Reason: Development without adequate parking provision is likely to lead to parking inconvenient to other road users and in the interests of road safety.

16. The building hereby approved shall be used for B1(Light industrial and office) use and associated storage only and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or permitted under the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any statutory instrument revoking and re-enacting those Orders with or without modification);

Reason: The current application only considers the impact of the use currently proposed and a separate assessment would be required of other uses that could otherwise be introduced as permitted development.

17. No open storage of plant, materials, products, goods for sale or hire or waste shall take place on the land outside of the building outlined on the approved plan;

Reason: To safeguard the character and appearance of the surrounding area.

18. The recommendations and enhancement measures set out in the submitted Greenspace Ecological Solutions phase 1 Habitat Survey and Mitigation Strategy with (reference J20359) dated 23 September 2016 shall be implemented in full in accordance with the outlined mitigation strategy to the satisfaction of the local planning authority prior to first occupation of the building hereby approved.

Reason: To ensure adequate provision is made for wildlife in accordance the provisions of the NPPF.

19. Any external lighting installed at the site shall be in accordance with a lighting design strategy that has previously been submitted to and approved in writing by the LPA. The strategy shall:

- a) Identify those areas/features on site that are particularly sensitive for bats and in which lighting must be designed to minimise disturbance, and;
- b) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory or having access to their breeding sites and resting places.
- c) Include measures to reduce light pollution and spillage.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

Reason: In the interest of biodiversity protection and visual amenity.

20. The development hereby permitted shall not be commenced until the following components of a scheme to deal with the risks associated with contamination of the site shall have been submitted to and approved, in writing, by the local planning authority:

- 1) A preliminary risk assessment which has identified:

- All previous uses;
- Potential contaminants associated with those uses;
- A conceptual model of the site indicating sources, pathways and receptors;
- Potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) A remediation method statement (RMS) based on the site investigation results and the detailed risk assessment on (2). This should give full details of the remediation measures required and how they are to be undertaken. The RMS should also include a verification plan to detail the data that will be collected in order to demonstrate that the works set out in the RMS are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Reason: In the interests of protecting the health of future occupants from any below ground pollutants.

21. A Closure Report shall be submitted upon completion of the works. The closure report shall include full verification details as set out in (3). This should include details of any post remediation sampling and analysis, together with documentation certifying quantities and source/destination of any material brought onto or taken from the site. Any material brought onto the site shall be certified clean;

Any changes to these components require the express consent of the local planning authority. The scheme shall thereafter be implemented as approved.

Reason: To safeguard health of future occupants of buildings.

22. The development hereby permitted shall be carried out in accordance with the following approved plans/drawing nos recived on 23 Jan 2018.

Drawing Number P850/1 Rev A - Proposed Site Plan & Site Section

Drawing Number P850/3 Rev A – first Floor Plan

Drawing Number P850/4 Rev A – Proposed Elevations

Drawing Number P850/2 Rev A – Ground Floor Plan

Reasons: To ensure a satisfactory appearance to the development and to prevent harm to the character and appearance of the surrounding area.

Case Officer: Francis Amekor

NB: For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.