

REPORT TO THE NORTHERN AREA PLANNING COMMITTEE

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| Date of Meeting | 3 rd November 2010 | | |
| Application Number | 10/00444/FUL | | |
| Site Address | Hangar 19 Colerne Industrial Park, Colerne SN14 8HT | | |
| Proposal | Change of Use from B8 to Live/Work & Associated works | | |
| Applicant | Colerne Industrial Estate | | |
| Town/Parish Council | Colerne | | |
| Electoral Division | Box and Colerne | Unitary Member | Sheila Parker |
| Grid Ref | 381561 171355 | | |
| Type of application | Full | | |
| Case Officer | Tracy Smith | 01249 706642 | tracy.smith@wiltshire.gov.uk |

Reason for the application being considered by Committee

The application has been called to Committee by Sheila Parker to consider the environmental/highway impact.

1. Purpose of Report

To consider the proposed development and recommend APPROVAL subject to conditions.

Colerne Parish Council support with concerns and 28 letters of objection have been received.

2. Main Issues

The main issues in the consideration of this application for the conversion of the building to 26 live/work units and associated works are as follows:

- Implications for Policies C1, C2, C3, C4, HE4, NE15, NE18, BD2 and BD6 of the North Wiltshire Local Plan 2011
- Loss of employment
- Conversion of hangar
- Impact on highway and pedestrian safety
- Impact on residential privacy residential amenity
- Impact on landscape including loss of trees/vegetation
- Impact on infrastructure

3. Site Description

The application site is located outside of the framework boundary for Colerne on former MOD land now used for a range of B Class uses including storage and distribution. The site is located within the AONB.

The site contains three hangars. This application relates solely to the eastern hanger known as Hanger 19 which is currently vacant.

The hangars are situated in grass and hardstanding with the existing MOD airfield to the north and west with open countryside to the east.

A pair of semi-detached dwellings are located to the south east of the hangar.

Residential development is mainly to the south of the site and backs onto the main road with a small strip of verge between garden boundaries and the road.

The hangar is made up of steel trusses which support a concrete shell. It also has some concrete additions at the ends.

4. Relevant Planning History

There is no recent planning history of relevance to this unit.

5. Proposal

Planning permission is sought to convert Hangar 19 to a live/work development comprising 26 units (a mix of 2 and 3 bed accommodation over either 2 or 3 floors) varying in floorspace. The proposal also provides floorspace for a communal office hub with business support facilities and a café.

Externally, there will be some parking at both ends of the building with 1 space per unit having been provided internally, 0.18ha of open space is to be provided to include play equipment and a surface water attenuation pond is indicated. The open space and attenuation pond will be conditioned to secure further details.

The units will have an area of "garden" immediately inside the structure and a small area adjacent to the outer shell. Such an area is envisaged to be informally separated from neighbouring gardens via a landscaping screen in order to keep it subservient within the immediate landscape.

The units will be located on either side of the hangar with an internal "street" with a one directional traffic flow through.

The application principally relates to the conversion of the building with indicative external site details. An indicative external layout and landscaping have been shown and can be conditioned. Land outside the hangar is proposed to be used as communal open space and accommodate sustainable urban drainage systems.

The work element of the scheme is in the region of 40-41% and is located on the ground floor with both separate and internal accesses to facilitate the requirements of such use. The employment uses will be limited to office use within B1 Use Class. Other B1 uses may be considered on a case by case basis such as studios and workshops, where they could be reasonably facilitated without causing harm through noise and nuisance to the immediately adjacent units.

Associated works will entail removing masonry additions together with the replacement of the existing roof covering. The replacement roof covering will leave exposed trusses for 30 new openings at ground floor level together with a central strip over the roof. Landscaping is also proposed on exposed trusses. The amount of covering to be removed has been reduced since its first submission due to officer concerns in respect of the amount of alteration involved to facilitate this conversion.

A structural survey has been submitted with the application which confirms the building to be sufficiently sound for conversion without extensive alteration, extension or rebuild.

Additional works include the provision of a new access to the site from Bath Road with a pedestrian and cycle access retained to/from Totts Lane. This new access was required to

provide a separate access from the adjacent hangars which remain in employment. The provision of the access will entail the removal of two trees, a Cyprus and a Maple. Off site works include new island crossings and the provision of a 1.2 metre footway linking Silver Street with Green Lane. Some vegetation would need to be cleared but any trees will remain.

The submitted design and access statement provides more detail and is available on the file or website. In addition a Waste Audit , Structural Feasibility Report, Marketing Overview, Flood Risk Assessment, Transport Statement, a Design Intent Statement for the Prevention of Obtrusive Lighting, Tree Survey and Supporting Statement have also been submitted.

The application has been the subject of two separate consultations. The initial consultation was undertaken in Spring 2010 when the application was received. A more recent second consultation was undertaken when it was ascertained that the means of access was not wholly included within the redline (no changes were made to the scheme other than a correction to the red line) and residents adjacent the off-site highways works had not all been consulted and may have not seen the proposals in Appendix 6 of the Transport Statement.

6. Consultations

Colerne Parish Council - -support with concerns regarding infrastructure and need to bring employment to the local community. No response has been received to the recent reconsultation.

Highways Officer – no objections subject to conditions.

Environmental Health Officer – no objections subject to conditions

Drainage Engineer – no objections.

Environment Agency – no comment.

Adoptions and Inspectors Officer – confirms public open space contribution required and on-site provision acceptable subject to details for sustainable maintenance.

Senior Premises Officer and Team Leader (Education) – confirms the scheme would generate primary and secondary school places but that both designated schools have sufficient capacity to accommodate the development for the foreseeable future without expansion and no contribution is needed at this time.

Wessex Water – confirms provision on site is private and no details of external connection points. Storm water not suitable for main sewer disposal and needs to be disposed of by other means.

Trees Officer – no objections to the loss of the two trees to create the new access.

7. Publicity

As mentioned above, the application has been subject to two public consultations. Firstly upon submission in February a site notice was erected at the corner of Totts Lane together with nos. 1 and 2 Totts Lane, 33-50 Round Barrow Close and nos. 4-9 Hitchings Skilling.

Further consultation with some residents in Forrester Green, Nursery Road, Cleaves Avenue and Green Lane was undertaken in addition to further site notices being erected in Silver Street and at the start of the footpath at Green Lane. This was undertaken as it became apparent that the red line was not correct in respect of the new access (the access was unchanged) and not all neighbours had been consulted who were adjacent the off-site highways works which includes new crossings, refuges and footway.

To date some 28 objections have been received on the following grounds:

- Highways impact and safety
- Alien development out of keeping with the countryside
- Impact on Green Belt and AONB
- Precedent for increased development
- Attempt to create a housing development by the back door
- No need - Live/work is laughable – how can it be enforced
- Flatten the Hangars and return to Greenfield/agriculture as pre WWII.
- Short cut to social housing
- Lack of infrastructure to deal with increased
- Restrictive covenant on the land
- Historical importance of the building
- Disruption from construction traffic
- Lack of public consultation
- Impact from noise and pollution (inc potential asbestos)
- Lack of definition of associated works
- Disruption and Impact on the AONB
- Impact on residential amenity from headlights at new access point
- Loss of privacy
- Type of business/employment not known
- Loss of trees to create access
- Impact of sewerage and water pressure
- Future plans for the adjacent hangars
- Impact on infrastructure
- Loss of trees for footway
- Ecological impact due to loss of trees
- Infrastructure clutter
- Homes for commuters
- Impact of flooding from footway
- Impact on proposed residents from existing uses at the airfield.
- Inadequate public consultation

8. Planning Considerations

Principle of development

The application site lies in the AONB outside of the framework boundary. The site is an established employment development for storage and distribution/warehousing (Use Class B8), together with external storage and is currently vacant.

The conversion of rural buildings is supported in principle subject to criteria being satisfied. Business and residential development is supported where it involves the conversion of rural buildings.

To confirm the site is not in the Green Belt – it is outside but adjacent to the Green Belt designation.

Need is not a material planning consideration and it is noted from existing approved live/work developments in the northern area of the Council and adjacent Council's, that such schemes are becoming 100% residential at a later date. This is largely due to difficulties from obtaining appropriate and specialised mortgages and the location of some units. Whilst this is regrettable, it cannot influence the determination of a planning application which must be considered against relevant planning policies.

Loss of Employment

Policy BD2 seeks to resist the loss of employment except under certain circumstances. In this instance the proposal is seeking permission for a mixed use residential/work development and some element of employment is sought to be retained specifically in B1 office use class. It is accepted that employment derived from such a use and space is likely to be very limited, however, it is broadly comparable with the low density employment that the established B8 use of the building can provide.

Conditions are proposed in respect of the B1 office use.

In any event, notwithstanding the small-scale work element, the marketing evidence provided indicates that the building is not suitable for conversion to employment and has been marketed for a period of 5 years with no interest. The provision of some employment floorspace in the form of the "work" element of these units is welcomed in light of Policies C4, BD2 and BD6 of the Local Plan and Guidance contained in PPS4. However, it should also be noted that evidence provided would support a scheme convert to 100% residential compliant with Policies BD2 and BD6 at this time.

It is noteworthy that if permission were to be granted for this development and the employment element of the units were sought to be removed at a later date (as has recently happened at Cowbridge Mill, Malmesbury), the application would be expected to provide detailed evidence and marketing the same as has been required with this scheme.

Conversion of a rural building

Policy BD6 supports the re-use of rural buildings subject to relevant criteria being satisfied. In this instance a structural survey has been submitted and indicates that the building is suitable for conversion.

The hangars are a historical built feature in the landscape. They are not listed but considered worthy of retention.

The hangar is 12 metres in height, 25 metres in width and 92 metres in length.

The conversion of a hangar to a residential and or live/work development is not a new concept with Hangar 45 at Yatesbury benefiting from such a permission for 29 units. That site is also in the AONB and the Yatesbury Conservation Area.

The scheme essentially involves pods being inserted into the building at three storeys and stepped in away from the roof structure but to allow for a central street with a firm building line.

In facilitating this conversion, the concrete shell is being largely replaced with a new material of similar appearance and this will allow light into the street and units. On the side elevations the concrete shell is being removed to first floor level and a central section in the roof to be removed to allow light into the central street. The hangar doors will be set open to allow light in also.

Some masonry additions at the gable ends are to be removed and insertions into the trusses via trimming will allow for new openings at ground floor level.

The conversion is innovative and respects the character and setting of the hangar.

Given the scale of the building, these alterations are considered acceptable and the proposal accords with Policy BD6.

Impact on highways, highway safety and pedestrian safety

The application has been the subject of extensive pre-application discussion and negotiation in respect of highways.

The scheme proposes to create a new access to the south of the site on Bath Road linking into the internal access road within the site. The provision of the new access will require the removal of two trees.

In light of speed limits on the Bath Road, long visibility splays of some 120 metres (left) and 160 metres (right) are required. No further trees are required to be removed to facilitate this splay.

The new access road will be served by a pavement which will run along the boundary with Bath Road and will link via an uncontrolled crossing (i.e. dropped kerb) to a new footway proposed to run to the rear of properties on Round Barrow Close, from Silver Street to Green Lane. This area of land is currently highway verge and will require the clearance of some vegetation which has encroached into the verge. The footway can be provided to approximately 1.2m wide without the need to remove any trees along that boundary.

A pedestrian refuge is proposed to the rear of nos. 48/49 Round Barrow Close and a further uncontrolled pedestrian (i.e. dropped kerb) crossing to the rear of no. 38 Forrester Green.

Such crossings are considered to be both appropriate and necessary to ensure pedestrian linkage between the site and the village and having regard to speed limits on the Bath Road.

No objections are raised on highways grounds and the scheme is considered not to be detrimental to highway or pedestrian safety compliant with Policy C3 and BD6.

Impact on residential privacy and amenity

Objections raised in respect of this matter includes overlooking, noise and nuisance, security concerns from the new footway, headlight glare, light and air pollution.

Hangar 19 is sited some 44 metres to the west of nos. 1 and 2 Totts Lane with the units inside resulting in window to window distances of at least 50 metres. Consequently, it is considered that there would be no loss of privacy to the existing dwellings on Totts Lane.

In relation to properties in Round Barrow Close, cars exiting the site would be some 40 metres distance. Such a distance is considered to be acceptable without harm to privacy of the adjacent properties.

Landscaping is proposed between the hangar and the site boundary and will be conditioned.

The new footway would facilitate pedestrians walking to the rear of the properties on both Round Barrow Close and Nursery Gardens. Some views into the rear gardens and rear elevations would be possible from the new footway where vegetation or fencing afforded. Distances range from 10 metres to 40 metres. However, due to the transient nature of the use footway and having regard to boundary treatments views into gardens would be no different that when viewed from the gardens of adjacent properties. Accordingly, it is considered that it would be unreasonable to refuse the application on grounds of loss of privacy from the footway.

The same applies to security concerns, since the rear of the properties are still open to the verge and can be used to walk along if necessary.

In terms of noise and nuisance, it is accepted that the use of the site will intensify in comparison with its current use. However, regard should be had to the established use of the site and its former use by the MOD. It is not considered that noise and nuisance by reason of the proposed use is detrimental to the amenity of adjacent residents and a refusal on these grounds would be difficult to substantiate and defend at an appeal.

The work element of the scheme, at the request of the Environmental Health Officer, is confined to B1 office use given that it is the least noise impacting use. Other may be considered on a case by case basis if interest arises for other uses within the B1 use class uses. Such uses could include artist's studios and workshops.

Notwithstanding the above, proposed landscaping between the hangar and the southern and south eastern site boundaries will mitigate any impact.

Noise and nuisance to existing residents as a consequence of the internal street is not considered to be of sufficient harm as to warrant a refusal. Those expecting to purchase live/work developments will be aware of the environment in to which they are buying. The streets are well spaced and with adequate ventilation with doors open and each end and exposes trusses in the central span as well as elsewhere.

Existing uses at the airfield have also been raised as having the potential to impact on residents of the hangar.

Environmental Health Officers have considered these aspects and are not aware of any noise nuisance issues that would preclude the conversion of the building.

Hours of construction are proposed to be conditioned in the interests of residential amenity.

In relation to headlight glare to those properties backing onto the proposed access. The road level and boundary treatments will mitigate the impact on headlights from vehicles exiting the site. This combined with the distance of some 40 metres is not considered to result in glare which is detrimental to the amenity of those properties affected.

Light pollution from the development has been considered and a report submitted in this respect.

Existing lighting on the site comprises high pole mounted luminaires together with additional task lighting in the form of pole mounted floodlights are in place to the rear of the hangar. Within the wider site there is extensive roadway lighting as well as residential development to the south contributes to lighting in the landscape. The landscape is not considered to be intrinsically dark on the site and to the south.

The scheme will require both internal and external lighting. In terms of the external lighting, use is proposed of shorter bollard, wall recessed and recessed floor mounted luminaires all of which reduce the impact of the existing external lighting on this part of the site.

These luminaires can also be controlled by means of a time switch to enable a curfew to be established in accordance with industry standards.

The central part of the hangar which comprises the street and other core areas need to be illuminated for security and safety. A range of luminaires are proposed all with the aim of reducing light spillage and all will be controlled by means of occupancy detectors in order to control lighting levels after 23:00hours. Lighting to external private properties is also needed but these will not be subject to any curfews or control. These will all be within the confines of the shell of the building and can be conditioned for further consideration.

Such controls will reduce any spill from the exposed roof trusses directly above the street and from the hanger doors being retained as open. The proposed landscaping will mitigate any further light spillage.

The purpose of seeking the retention of a greater level of the external cladding than originally proposed is to reduce the impact of private lighting on the wider landscape at second floor level.

For these reasons it is considered that the proposed development has sensitively addressed the issue of light pollution having regard to the existing illumination of the site and the wider landscape.

A condition is proposed for the avoidance of doubt in respect of a detailed scheme in accords with Institution of Lighting Engineers Guidance (ILE).

Environmental Health Officers raise no objections on grounds of light pollution subject to this condition.

Concern has also been raised in respect of airborne pollution from the increase activity on the site. Again compared with previous and historical uses, a refusal for this reason would be unreasonable. The scheme has been designed to allow fumes from cars using the central street to escape and is not a concern of officers subject to conditions.

In consideration of the issue of residential privacy and amenity the proposed development would accord with Policies C3, NE18 and BD6 of the Local Plan.

Impact on the character and appearance of the countryside and the AONB

The former MOD airfield is located within the AONB and open countryside. It has a very distinctive character within the landscape. The building will be sympathetically converted so as to retain all of its former character notwithstanding the change of use.

Under the existing permission external areas can be used for storage, no such provision is made within this scheme and external hardstanding areas are proposed for limited parking with some bin storage.

The gardens for the properties will be closely related to the structure and outside of these areas communal and informal.

The loss of two trees is unfortunate, however, the Maple would have required tree surgery and the Cypress is not a native species which should sought to be retained.

Additional landscaping along the boundaries will provide a sense of natural enclosure to the site from its surrounds and blend in with the wider landscape more appropriately.

It is considered that the proposed development accords with the objectives of the AONB designation and would conserve the natural beauty of the landscape and the wider countryside at this location. The proposal accords with Policies C3, NE4 and NE15 of the Local Plan.

Impact on Infrastructure

It has been confirmed that no contribution is required towards primary and secondary education, with these schools that would serve the development having sufficient capacity.

In terms of water services, this is a matter the developer must explore with Wessex Water whom agreement is needed for connection and supply.

Other matters

Mention has been made of restrictive covenant being placed on the land to prevent its redevelopment and return it to agriculture.

The applicant and his agent have confirmed there is no such restrictive covenant on their deeds. In any event such a matter cannot influence a planning application but is a civil matter between the parties directly involved. A planning permission would not override such a covenant.

9. Conclusion

The proposed conversion of this hangar is sympathetic to its character and the environment in which it is located. The provision of live/work units will diversify the employment offer at the site in comparison with the existing low density employment in the hangar.

Due to the siting of the hangar it would not result in any overlooking or loss of privacy for adjacent residential units. Furthermore, views of the hangar and side and end elevations can be mitigated via landscaping.

No noise and nuisance to the detriment of the amenities of existing or proposed residents would occur as a consequence of the development and it is not considered to be detrimental to highway safety.

Security and overlooking concerns from the new footway are acknowledged but not considered so harmful as to warrant a refusal on this basis when the nature of this area and its boundaries is considered further.

No contribution is required to local education and public open space can be provided on site.

The proposal is considered to accord with Policies C3, C4, NE4, NE15, NE18, BD2 and BD6 of the Local Plan 2011.

9. Recommendation

APPROVE for the following reason:

The proposed conversion of this hangar is sympathetic to its character and the environment in which it is located and would preserve the natural beauty of the AONB. The provision of live/work units will diversify the employment offer at the site in comparison with the existing low density employment in the hangar. Due to the siting of the hangar it would not result in any overlooking or loss of privacy for adjacent residential units. Furthermore, views of the hangar and side and end elevations can be mitigated via landscaping. No noise and nuisance to the detriment of the amenities of existing or proposed residents would occur as a consequence of the development and it is not considered to be detrimental to highway safety. The proposal is thus considered to accord with Policies C3, C4, NE4, NE15, NE18, BD2 and BD6 of the Local Plan 2011.

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: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. No development shall commence on site until details of the roof of the hangar and external walling of the units have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: In the interests of visual amenity and the character and appearance of the area.

POLICY-C3

3. Prior to the commencement of the development hereby permitted, details of the following matters (in respect of which approval is expressly reserved) shall be submitted to, and approved in writing by, the local planning authority:

- (1) any walls, fences, gates and other means of enclosure;
- (2) ground surfacing materials;
- (3) bin storage;
- (4) cycle storage;

The development shall be carried out in accordance with the details so approved and completed prior to the use or occupation.

Reason: In the interests of amenity and satisfactory layout.

4. No development shall commence on site until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:

- (a) indications of all existing trees and hedgerows on the land;
- (b) details of any to be retained, together with measures for their protection in the course of development;
- (c) all species, planting sizes and planting densities, spread of all trees and hedgerows within or overhanging the site, in relation to the proposed buildings, roads, and other works;
- (d) finished levels and contours;
- (e) means of enclosure;
- (f) car park layouts;
- (g) other vehicle and pedestrian access and circulation areas;
- (h) hard surfacing materials;
- (i) minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units, signs, lighting etc);
- (j) proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports etc);

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

5. No more than 50% of the approved dwellings shall be occupied until:

- a) A scheme for the laying out and equipping of the play area shown on the submitted plan, to include landscaping, boundary treatment and provision for future

maintenance and safety checks of the equipment has been submitted to and approved in writing by the Local Planning Authority and;

- b) The play area has been laid out and equipped in accordance with the approved scheme.

REASON: To ensure that the play area is provided in a timely manner in the interests of the amenity of future residents.

6. The detailed landscaping plans to be submitted pursuant to condition no. 8 shall include a 1:200 scale plan showing the position of any trees proposed to be retained and the positions and routes of all proposed and existing pipes, drains, sewers, and public services, including gas, electricity, telephone and water. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order, 1995 (or of any Order revoking and re-enacting or amending that Order with or without modification), no services shall be dug or laid into the ground other than in accordance with the approved details without the further written approval of the Local Planning Authority.

REASON: To ensure the retention of trees on the site in the interests of visual amenity.

7. Prior to the commencement of the development hereby permitted, details of all new external joinery, windows and doors shall be submitted to, and approved in writing by, the local planning authority. These details shall include depth of reveal, materials and full drawings including both horizontal and vertical sections, to a scale of not less than 1:10. The development/works shall be completed in accordance with the approved details and at no time shall the approved joinery be altered without the prior written approval of the local planning authority.

Reason: To enable the local planning authority to be satisfied with the completed appearance of the development.

8. No development shall commence on site until a scheme for the discharge of surface water from the site (including surface water from the access/driveway), incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first brought into use until surface water drainage has been constructed in accordance with the approved scheme.

REASON: To ensure that the development can be adequately drained.

9. No development shall commence on site until details of the works for the disposal of sewerage have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be first occupied until the approved sewerage details have been fully implemented in accordance with the approved plans.

REASON: To ensure that the proposal is provided with a satisfactory means of drainage.

10. Any floodlighting or external lighting proposed to illuminate the outside, internal communal areas of the development and private spaces between the units and the shell shall be compliant with the Institute of Lighting Engineers (ILE) recommendations for such a development, including during the construction process. Details shall be submitted to and approved in writing by the Local Planning Authority before the use commences. The development shall be carried out in accordance with the approved details and there shall be no other external illumination of the development.

Reason: In the interests of amenity.

11. A scheme for the ventilation of fumes and odours arising from the use hereby permitted shall be submitted for the approval of the Local Planning Authority. The scheme shall include the number and volume of air changes. The use shall not commence until the approved scheme has been installed and made fully operational, and thereafter it shall be operated and maintained as long as the use continues.

Reason: In order to ensure that fumes and odours are properly discharged and in the interests of the amenities of residential properties in the locality.

12. No development shall commence on site until an investigation of the history and current condition of the site to determine the likelihood of the existence of contamination arising from previous uses has been carried out and all of the following steps have been complied with to the satisfaction of the Local Planning Authority:

Step (i) A written report has been submitted to and approved by the Local Planning Authority which shall include details of the previous uses of the site for at least the last 100 years and a description of the current condition of the site with regard to any activities that may have caused contamination. The report shall confirm whether or not it is likely that contamination may be present on the site.

Step (ii) If the above report indicates that contamination may be present on or under the site, or if evidence of contamination is found, a more detailed site investigation and risk assessment has been carried out in accordance with DEFRA and Environment Agency's "Model Procedures for the Management of Land Contamination CLR11" and other authoritative guidance and a report detailing the site investigation and risk assessment shall be submitted to and approved in writing by the Local Planning Authority.

Step (iii) If the report submitted pursuant to step (i) or (ii) indicates that remedial works are required, full details have been submitted to the Local Planning Authority and approved in writing and thereafter implemented prior to the commencement of the development or in accordance with a timetable that has been agreed in writing by the Local Planning Authority as part of the approved remediation scheme. On completion of any required remedial works the applicant shall provide written confirmation to the Local Planning Authority that the works have been completed in accordance with the agreed remediation strategy.

Reason: To ensure that land contamination can be dealt with adequately prior to the use of the site hereby approved by the Local Planning Authority.

13. No development shall commence on site until the new access has been constructed in accordance with details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

14. No part of the development hereby permitted shall be first occupied until the off-site highway works have been completed in accordance with details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

15. No part of the development hereby permitted shall be first occupied until parking spaces have been completed in accordance with the details shown on the approved plans. The areas shall be maintained for those purposes at all times thereafter.

Reason: In the interests of highway safety.

16. The areas allocated for parking on the approved plan shall be kept clear of obstruction and shall not be used other than for the parking of vehicles in connection with the development hereby permitted.

Reason: In the interests of amenity and road safety.

17. The employment space pertaining to the live/work units shall be used for Class B1 office uses only and for no other purpose except that which may have first been agreed in writing with the Local Planning Authority.

Reason: In the interests of residential amenity.

18. The work element of each live/work unit hereby permitted shall only be occupied by the occupier of the residential use and his/her employees and not form a separate entity/unit.

Reason: In the interests of residential amenity.

19. Activities relating to deliveries to commercial premises including businesses at live/work units shall only take place between 08:00 and 18:00 hours on Monday to Saturday and not at all on Sundays or Bank Holidays.

Reasons: In the interests of residential amenity.

20. Activities relating to the collection of refuse (including disposal and collection of bottles and glass) shall take place between 08:00 and 18:00 hours Monday to Saturday and no Sundays or Bank/Public Holidays.

Reason: In the interests of residential amenity.

21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) no garages, sheds or other ancillary domestic outbuildings shall be erected anywhere on the site edged in red on the approved plans.

Reason: In the interests of the amenity of the area.

22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) no satellite dishes shall be installed on the exterior of any of the buildings forming part of the development hereby permitted.

Reason: In the interests of the character and appearance of the building(s) and the area.

23. No television or radio aerial, satellite dish or other form of antenna shall be affixed to the building without the prior written consent of the local planning authority.

Reason: To safeguard the character and quality of the building.

24. Prior to the occupation of the units hereby permitted the removal or refurbishment of existing additions indicated to be removed shall have taken place in accordance with the approved plans.

Reason: In the interests of visual amenity.

25. The construction of any part of the development hereby granted shall not include the use on site of machinery, powered vehicles or power tools before 08:00 hours or after 18:00 hours on any

weekday, nor before 08:00 hours or after 13:00 hours on any Saturday nor at all on any Sunday or Bank or Public Holiday without the prior approval in writing of the Local Planning Authority.

Reason: In the interests of the amenity of local residents.

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| Appendices: | none |
| Background Documents Used in the Preparation of this Report: | 1.20; 2.02; 2.10; 3.03, 4.02; 4.03, 4.04; 4.07, 4.07 , 5.01; 5.03; 6.02 |

