

Date of Meeting	29 th November 2018
Application Number	18/02400/FUL
Site Address	Former Naafi, Station Road, Tidworth, Salisbury SP9 7NR
Proposal	Construction of hardware and DIY store (with associated warehousing and open storage) and 8 residential units, with associated landscaping and parking.
Applicant	Mr J Sherborne
Town/Parish Council	TIDWORTH
Electoral Division	Tidworth
Grid Ref	423864 148460
Type of application	Full Planning
Case Officer	Richard Nash

Reason for the application being considered by Committee

This application was initially called-in by the local Member due to concerns over:

- The entrance to the store being to the rear of the building - against what the local partnership has tried to achieve in making Station Road the commercial centre of the Town and to improve its footfall.
- The frontage of the shop not having proper windows, which would not enhance the commercial centre of the town and would be to the detriment of the commercial centre.
- Overlooking from the windows of the nearest flats and stairwells to the East of the site.

Although these matters have been subsequently addressed by the applicant, the Call-In has been maintained due to the level of local representation on the proposal.

1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that the application be approved.

2. Report Summary

The key issues in considering this application are as follows:

- Principle of the development
- Character and Visual Amenity
- Neighbouring and Occupier Amenity

- Highways and Parking
- Ecology
- Drainage and Water Sources

3. Site Description

The site comprises a significant plot on the north side of Station Road and is currently vacant having formerly been occupied by the Tidworth NAAFI, which was demolished a number of years ago. Also included in the site is a car park accessed off Drummer Lane and located at the north-west corner of the site. Concrete floor slabs and external hard surfaces remain on the site, which is becoming overgrown with un-managed vegetation. The site is largely level but with a steep gradient and level change in the south west corner falling towards Station Road. There is a vehicular access from Station Road at the south east corner of the site. The Drummer Lane car park is also at a lower level than the adjoining part of the rest of the site.



Site plan as existing

4. Planning History

K/58990/DEM

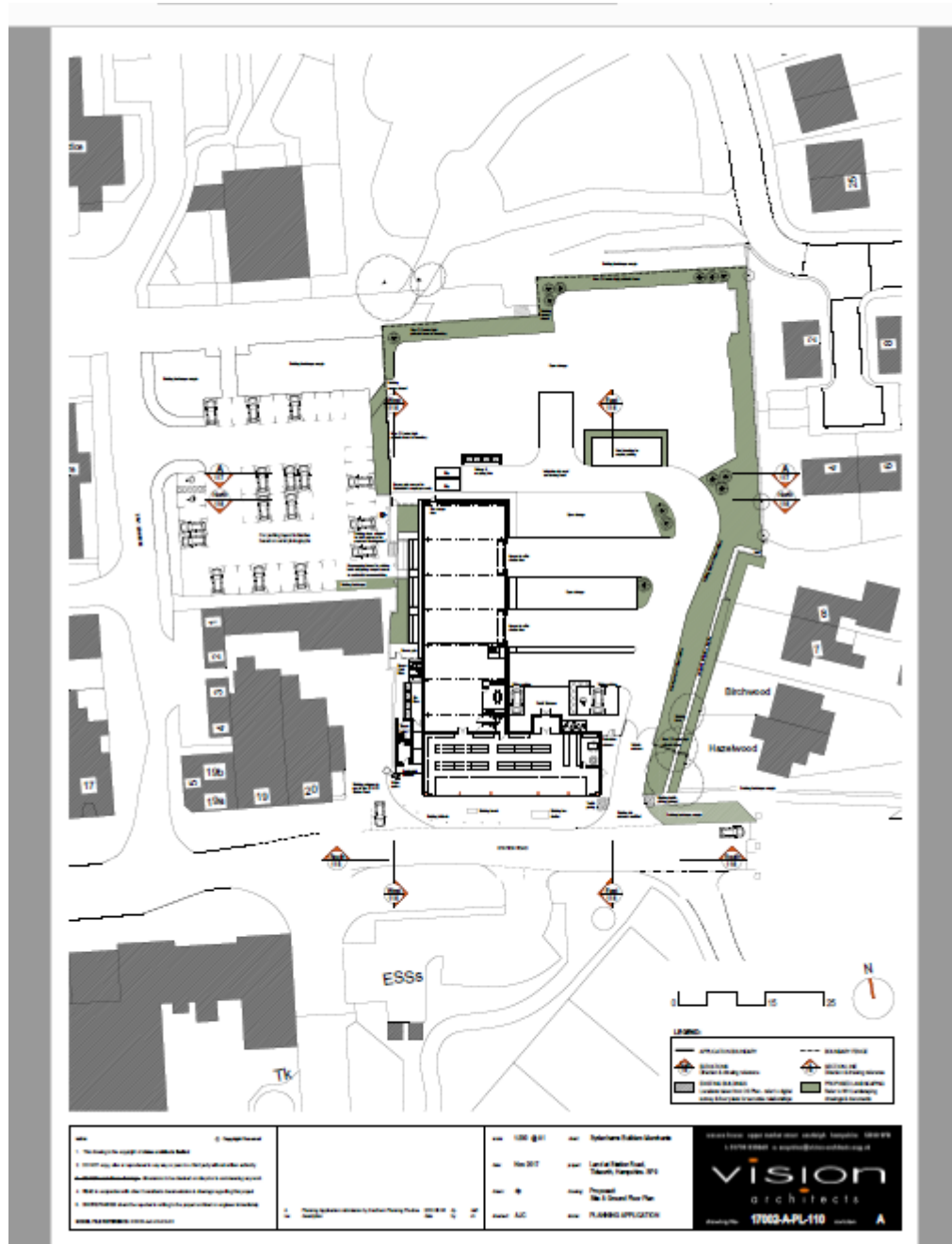
Demolition of former NAAFI building, including dwelling and two dwellings to rear:
Prior Approval Not Required

K/59002/F

Mixed retail and residential development: Withdrawn 2009.

5. The Proposal

The application proposes a ground floor retail showroom with a connected double storey height warehouse; associated external storage and parking; with four one bedroom & four two bedroom flats above the retail element and fronting Station Road.



Proposed Block Plan

6. Local Planning Policy

Wiltshire Core Strategy

Core Policy 1 (Settlement Strategy)

Core Policy 2 (Delivery Strategy)

Core Policy 3 (Infrastructure Requirements)

Core Policy 26 (Spatial Strategy for the Tidworth Community Area)

Core Policy 36 (Economic Regeneration)

Core Policy 38 (Retail and Leisure)

Core Policy 50 (Biodiversity and Geodiversity)

Core Policy 57 (Ensuring High Quality Design and Place Shaping)

Core Policy 58 (Ensuring the Conservation of the Historic Environment)

Core Policy 61 (Transport and Development)

Core Policy 68 (Water Resources)

Saved Policies of the Kennet District Local Plan

ED24 (New Development in Service Centres)

Other Documents

Wiltshire Local Transport Plan (Car Parking Strategy)

National Planning Policy Framework

National Planning Practice Guidance

7. Summary of Consultation Responses

Tidworth Town Council: - Original scheme - Applicants claim ownership of whole Drummer Lane car park (42 spaces). MoD/DIO advised the Town Council they were only selling off half of the car park with the site – the other half being retained for residents' use. Note that Applicant envisages some of car park being available for people other than customers on a first-come basis – but need to establish whether all the car park belongs to Applicant or only half of it. No provision for pushchairs/buggies - flats only have stair access.

Amended Plans - Support application and see it as a welcome addition to town. Echo Councillor Connolly's request for application to be Called In to Committee, to allow residents who have objected to application to have full say. Also concerns over parking. Car park on Drummer Lane is already frequently used and Members are worried that if there is not sufficient parking this will have an effect and cause issues. Suggest owners speak with Tesco and encourage parking in their car park or have a time limit in the Drummer Lane car park.

Wiltshire Council Highways: No highway objection to principle of proposed development. Note analysis of assumed vehicle movements taken from TRICS and am generally satisfied that local highway network is able to accommodate additional trips. Site access, with some minor improvements, is considered as acceptable to serve the development with Drummer Lane being the main route to the car park.

On amended plans: Main concern is that the residential parking within the adjacent car park cannot be allocated and on that basis the future availability cannot be guaranteed. I have considered this matter and I note that this would be the sole reason to refuse the proposal.

I am concerned that this parking opportunity could be lost if the car park were to be redeveloped in the future. However, this would need to be addressed at that time when such proposal could be resisted on the loss of parking. Whilst it is not ideal to rely on other car parks for residential parking, it is noted that there are other car parks in the vicinity of the site which possibly could be used by residents, or visitors, if necessary.

The on-street parking on Station Road is restricted and therefore the impact on the public highway would be limited.

It is my opinion that I could not justify a refusal reason based on the residential parking if this is the sole refusal reason.

Wiltshire Council Archaeologist: Support Subject to Condition:

Site has some archaeological potential and this has been confirmed in desk assessment prepared as part of application. However, site is considered as partial brown field and there has been a good level of modern disturbance which would make pre-determination evaluation difficult to undertake.

Conditions: An archaeological condition should be attached to any grant of consent to allow for archaeological investigation and recording of any ground disturbance associated with this development. In the previously undisturbed parts of the site this should take the form of strip, map and record excavation.

Wiltshire Council Drainage: Support Subject to Conditions:

1: No development shall commence on site until a scheme for the discharge of foul water from the site has been submitted to and approved in writing by the Local Planning Authority.

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

2: The development shall not be first occupied until foul water drainage has been constructed in accordance with the approved scheme.

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

3: 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 together with location of top ground water level to ensure that the base of any soakaway can achieve at least 1m of unsaturated soil between its base and the agreed top level of ground water taking into account seasonal variations, has been submitted to and approved in writing by the Local Planning Authority.

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

4: The development shall not be first occupied until surface water drainage has been constructed in accordance with the approved scheme.

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

Wiltshire Council Public Protection (Noise): No concerns regarding proposal. Happy with Plant Noise Assessment that accompanies application. Would recommend Plant Noise Limits contained in Table 2 of section 4.9 are attached to any approval and would expect these Rating Levels to be applied to both existing and the proposed 8 flats:

Period and Rating Noise Level, dB

Daytime: (07:00-19:00): LAeq, 1 hour 34dB

Evening: (19:00-23.00): LAeq, 1 hour 31dB

Night Time: (23:00-07:00): LAeq, 15 minutes 25dB)

(Soil Contamination): Would expect to see potential land contamination assessed as part of application; site shows up on mapping as previously having been railway land so would seem to be potential source of contamination.

As such would ask for following condition to be applied:

WH2A 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 should be 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.

Wiltshire Council Waste: Support Subject to Conditions. Section 106 Contributions not required for this application as there are less than 11 residential dwellings.

Condition: Recommend a condition that does not allow commencement of development until details concerning how waste collections will function on the development are submitted to and agreed by the council, to meet the requirements of policies CP3 and WCS6.

Informative: The Council will only operate on private land where an indemnity is signed by the landowner. The Council will also require an indemnity to operate on any roads prior to their adoption.

Wiltshire Council Ecology: No Comments.

Environment Agency: None received.

8. Publicity

The application has been advertised by press and site notice and neighbour letters.

1 Letter of Support received from the Community;

Original Plans: 17 Objections received from the Community on the following grounds;

No need for business

Proposed business is a lever to provide un-needed flats
Overlooking from flats
Traffic congestion
Parking
Highway safety
Noise nuisance
Fumes and pollution
Reduction of light
Excessive scale and height
Risk that business hours will not be adhered to
Insufficient width of access for delivery vehicles
No benefit to community
Disturbance to stability of dwellings during construction
Impact on amenity and health during construction (particular conditions mentioned)
Visual impact of industrial estate type development
Will not enhance footfall of other shops
Does not support regeneration of Tidworth
Other uses and layouts suggested
Loss of public parking in Drummer Lane car park
Previous refusal of residential on site
Tree heights incorrect and hedge photos misleading
Ground disturbance during construction and deliveries
Decrease in property value

Amended Plans

6 Objections received from the local community on the following grounds:

Insufficient on site publicity
Overlooking from flats
Traffic congestion
Parking
Highway safety
Noise nuisance
Fumes and pollution
Reduction of light
Excessive scale and height
Insufficient width of access for delivery vehicles
No benefit to community
Impact on amenity and health during construction (particular conditions mentioned)
Visual impact of industrial estate type development
Will not enhance footfall of other shops
Does not support regeneration of Tidworth
Other uses and layouts suggested
Loss of public parking in Drummer Lane car park
Drainage and Flooding Issues

9. Planning Considerations

9.1 Principle of Development

Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be made in accordance with the Development Plan, unless material considerations indicate otherwise.

In the Wiltshire Core Strategy, Tidworth is identified as a Market Town under CP2 and CP26 and there is a presumption in favour of sustainable development in such settlements. The site lies well within the settlement boundaries. The proposed retail use of the site would be in accordance with the supporting text to Core Policy 26, which states (at paragraph 5.140) that *'further improvements to the retail offer of Tidworth and Ludgershall are a priority to help improve the self-sufficiency of the area'*

Furthermore, CP36 states that *'Regeneration of brownfield sites will be supported in...Market Towns...where the proposed uses help to deliver the overall strategy for that settlement, as identified in CP1...and/or enhance the vitality and viability of the town centre by introducing a range of active uses that complement the existing town centre. Saved Policy ED24 is supportive of new shops in the centre of Tidworth, provided that service arrangements are adequate.'*

For these reasons it is considered that the proposal is acceptable in principle, subject to more details and site specific policies as discussed below.

9.2 Character and Visual Impact

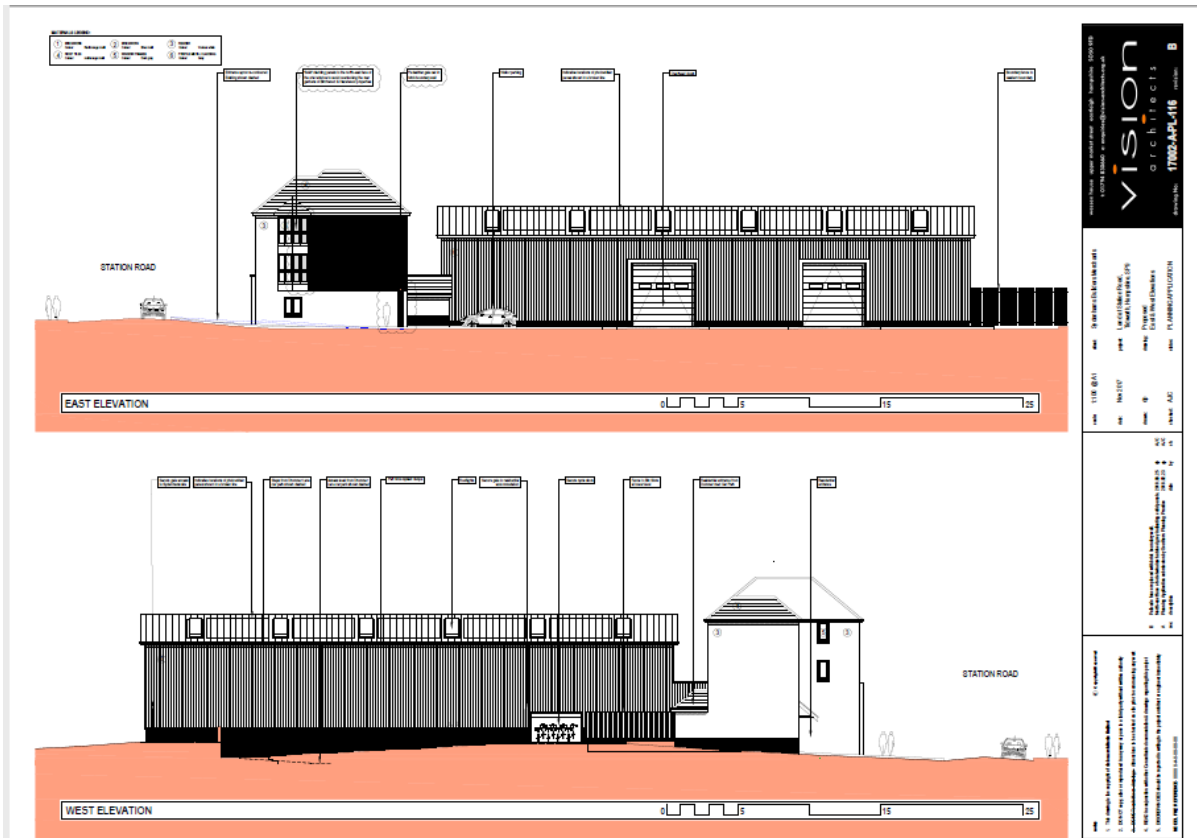
The local area comprises a number of land uses as would be expected in a town centre. There is a mix of uses along the western boundary of the site, in Station Road and Drummer Lane with public open space leading on to a leisure centre to the north, residential properties - at a higher ground level and bounded with a retaining wall, footpath and landscape margin - to the east and a superstore and parking area on the opposite side of Station Road.

A series of individual retail units face on to the south side of Station Road, largely concealing the superstore, with stepped parapets, set back and arcaded frontages and blank facades. The northern side of Station Road is composed of buildings with a variety of traditional forms – pitched roofs with eaves or gable ends, with a variety of windows, mouldings, bay windows, plinths, soldier courses and so on, depending on the age and quality of the individual buildings.

Buildings on the north side of Station Road generally occupy the full width of their plots and sit at the rear of the pavement, apart from a setback MOT premises, creating a terraced effect. The ground floors on both sides of the road are characterised by large display windows. On the northern side of the road there is largely residential accommodation on the upper floors of buildings, with the majority of roof spaces having been converted and featuring dormer windows or gable ends, whilst the superstore opposite has blind upper floors and signage at this level. The application proposes a ground floor retail showroom with a connected double storey height warehouse, associated external storage and parking with flats above the retail element and fronting Station Road.



South and North facing elevations



East and West elevations

There is no question that an appropriate redevelopment of the site would enhance the appearance of this long standing brownfield site, whose undeveloped state detracts from the character and appearance of the area and contributes nothing to the vitality and viability of Tidworth town centre.

The proposed development would have a significant scale but this is commensurate with the site and sits between the dominant superstore and more modest buildings in Station Road. The design has sought to reflect local character with a strong retail frontage with an access (included in amendments to the design following initial concerns) and large showroom windows to the street, and a second entrance, customer parking and a warehouse with external storage to the rear.

The rear warehouse would be connected to the retail element by a single storey link, allowing the business to function internally and externally separating the retail and residential uses from the warehouse. Setting the main residential entrance and stair core back from the rear of the Station Road pavement would have the effect of concealing the warehouse when viewed from Station Road, and in particular through the vehicle access to the rear of numbers 19 and 20 Station Road.

Details to the proposed design include references to and incorporation of details found on the north side of Station Road but also seeks to respond to the superstore in terms of its larger scale and simplicity of shop fronts. Particular features include: setbacks to parts of the façade reflecting the pattern of individual properties on Station Road; breaking the building line by introducing balconies at first floor level; roof hips, eaves and gable ends facing Station Road to bring an inconsistency to the eaves line; window mouldings; asymmetry in the facade to avoid formality; oriel windows; pitched canopy to the residential entrance on Station Road; use of brickwork and render to articulate the facades

The materials proposed are a direct response to those on the northern side of Station Road - red/orange and blue brickwork, red/orange and blue/grey roof tiles, and a range of 'white' renders across the elevation. The boundaries of the site would be enclosed with 2.4 metre high palisade fencing, supplement existing brick walls and as necessary to secure the commercial site and separately secure the residential part of the site. In response to initial concerns, the proposed security fencing to Station Road has been replaced by proposed brick walling to provide a more aesthetic appearance.

The delivery access from Station Road would be locked and unlocked around business hours. Staff who park in the Drummer Lane car park would enter the site via a secure gate on the western boundary using an existing flight of steps from the car park. The main entrance to the residential properties would be from a secure door to the rear of the pavement on Station Road. A secondary entrance to the residential properties would be available from the Drummer Lane car park for pedestrians and cyclists, via a new opening formed in the existing boundary wall. This would avoid the creation of a 'rat run' between the Drummer Lane car park and Station Road.

Any development on this site would be of a significant scale, whether in terms of bulk or density. On balance, it is considered that the current proposal would not have a detrimental impact on the character or visual amenity of the site or locality.

9.3 Neighbouring and Occupier Amenity

The building would be located closest to the west boundary of the site – mainly approximately 5 metres from the boundary and 8 metres from the nearest building – the MOT premises. The upper residential floors of nearby buildings would be located approximately 15 metres away, with wholly residential dwellings fronting Drummer Lane at approximately 25 metres away. The element of the building facing in this direction would be the warehouse, at approximately 9 metres in height – with the roof of the Station Road frontage rising to a height of 12 metres where it adjoins the MOT premises forecourt. A line of warehouse rooflights and two small secondary lounge windows would face in this direction (the latter across the MOT premises forecourt).

To the east, the warehouse element of the building would be in excess of 30 metres from the boundary, with the taller element at 15 metres from the boundary and 25 metres from the closest dwelling, which is at a higher ground level. There would be no upper floor windows facing in this direction – oriel windows are shown with the angle facing these residential properties as being blanked out.

There has been some concern over potential noise, dust, fumes and general disturbance during construction and in particular how this might exacerbate existing health issues. However, this is not a reason for withholding planning permission – the developer would have a duty of care and such pollution is subject of other legislation.

Any development of this site would have some impact on views from nearby residential properties. However, given the above, it is considered that the proposals would have no significant detrimental impact on neighbouring amenity in terms of overshadowing, overbearing effect or overlooking.

The layout of the site and proposed flats is such that residential occupier amenity should be protected. The Public Protection Officer has no concerns on this point, subject to the conditions noted above.

9.4 Highways and Parking

Whilst there was no objection to the proposal in terms of traffic generation and impact per se, the Highways Officer had initial concerns regarding parking.

In response the applicant advised that they had a right to park up to 28 vehicles within the southern half of the Drummer Lane car park. There is also provision for a further 8 spaces within the site of the store for customers (3 next to the store and a 5 bay overspill car park) – providing a total of 36 spaces within the applicant's control. Bearing in mind that staff and residents are likely to place demands on the car park at different times of the day and having regard to the fact that the car park has 42 spaces, and that there is a car park opposite the site, the applicant considers the proposed parking arrangements to be adequate, particularly given the town centre location of the site.

The applicant could invoke his rights to use the 28 spaces if there is an issue with long term parking. However, he could not specifically allocate the bays, as he does not own the car park, without the agreement of the owner. Furthermore, keeping all bays unallocated would allow the sharing of bays between residential and retail uses – in general terms resident parking demand is at night with commercial parking demand in the daytime during weekdays.

The final response from the councils highways officer as noted in the comments is above is not to raise an objection to the application. Whilst the highways officer does still have some concerns about where future residents of this development may park this is not such to warrant refusal of the application particularly as there are parking places elsewhere that could be used.

9.5 Other Matters

The Ecologist has no comments on the proposal. The Archaeologist, Drainage Engineer and Waste Officer have no objections subject to the conditions noted above. CP68 requires that development proposals within a Water Source Protection Zone must assess any risk to groundwater resources and groundwater quality and demonstrate that these would be protected throughout the construction and operational phases of development. This can also reasonably be dealt with by planning condition.

RECOMMENDATION

Approve with 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** The development hereby permitted shall be carried out in accordance with the following approved plans:

17002-A-PL-110 A (Location Plan)
17002-A-PL-110 B (Proposed Site and Ground Floor Plan)
17002-A-PL-111 B (Proposed Ground Floor Plan)
17002-A-PL-112 B (Proposed First Floor Plan)
17002-A-PL-113 B (Proposed Second Floor Plan)
17002-A-PL-114 B (Proposed Roof Plan)
17002-A-PL-115 B (Proposed North and South Elevations)
17002-A-PL-116 B (Proposed East and West Elevations)
17002-A-PL-120 B (Proposed Section A-A/North Elevation; Street Scene/South Elevation)
17002-A-PL-125 B (Proposed Typical Perimeter, Cycle Shelter and Bin Enclosure)
Planning Statement

REASON: For the avoidance of doubt and in the interests of proper planning.

- 3** No development shall commence on site until the exact details and samples of the materials to be used for the external walls and roofs 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: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in the interests of visual amenity and the character and appearance of the area.

- 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:

- location and current canopy spread of all trees on the land;
- full details of any to be retained, together with measures for their protection in the course of development;
- a detailed planting specification showing all plant species, supply and planting sizes and planting densities;
- finished levels and contours;
- means of enclosure;
- all hard and soft surfacing materials;

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

- 5** All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the Local Planning Authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

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

- 6** No development shall commence on site until a scheme for the discharge of foul water from the site has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first occupied until foul water drainage has been constructed in accordance with the approved scheme.

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

- 7 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 together with location of top ground water level to ensure that the base of any soakaway can achieve at least 1 metre of unsaturated soil between its base and the agreed top level of ground water taking into account seasonal variations, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first occupied until surface water drainage has been constructed in accordance with the approved scheme.

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

- 8 The following Plant Noise Limits contained in Table 2 of Section 4.9 of the Noise Assessment (24 Acoustics, R7034-1 Rev 0, 21 August 2017) shall be adhered to at all times.

Period and Rating Noise Level, dB

Daytime: (07:00-19:00): LAeq, 1 hour 34dB

Evening: (19:00-23.00): LAeq, 1 hour 31dB

Night Time: (23:00-07:00): LAeq, 15 minutes 25dB)

REASON: In the interests of residential amenity.

- 9 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 should be 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.

- 10** No development shall commence on site until a scheme for the collection of waste from the development has been submitted to and approved in writing by the Local Planning Authority. The collection of waste shall subsequently only take place in accordance with the approved scheme.

REASON: In the interests of amenity.

- 11** No development shall commence until:

a) A written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority; and

b) The approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to enable the recording of any matters of archaeological interest.

- 12** No development shall commence on site until an assessment of risk to any groundwater resources and groundwater quality, including evidence of how these would be protected throughout the construction and operational phases of development, has been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in full accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure that groundwater resources and groundwater quality are protected.