

Application No: 18/4123N

Location: Weston Hall, commercial complex, MAIN ROAD, WESTON

Proposal: Change of use of buildings and areas of hardstanding to B8 (Storage & Distribution) use, replacement of redundant buildings and erection of new buildings and areas of hardstanding for B8 (Storage & Distribution) use, ancillary offices, and associated works

Applicant: c/o Indigo Planning

Expiry Date: 30-Nov-2018

## **SUMMARY**

The site is located within the open countryside and outside of any settlement boundary. This full application relates to the expansion of B8 employment use at the Weston Hall commercial complex.

The principle of development accords with the permitted exceptions set out by CELPS Policy PG 6 for employment development within the open countryside which relates to the re-use of rural buildings for commercial use, the provision of replacement buildings and warehouse development to meet the needs of the existing commercial operator at the site.

The proposals also accord with the objectives of CELPS Policies SD1 and SE2 with regard to the redevelopment/ re-use of previously developed land and buildings. The proposals are further supported under CELPS Policy EG2 and Saved Policy NE.13 in relation to the expansion of the existing business and creation of jobs in support of the rural economy.

It is considered that the proposals are of acceptable siting and design. As the site is effectively enclosed, being screened by existing woodland and planting, it would not constitute an unacceptable feature within the landscape nor detract from the appearance of the locality.

In view of anticipated traffic movements from the development and B8 use of the site, the proposals would not have harmful impact on the local highway network in terms of traffic congestion or increased risks to highway safety.

The development will not have an adverse impact on residential amenity, in terms of noise or disturbance, subject to conditions governing its future operation. The development would have a neutral impact upon ecology and trees.

The impact upon air quality has been assessed as part of this application, and subject to the imposition of a planning condition the development would comply with Policy SE 12 point 1.

The proposals are therefore considered to be a sustainable form of development in accordance with the Development Plan and national policy.

**RECOMMENDATION:**

**APPROVE Subject to conditions**

## **DESCRIPTION OF SITE AND CONTEXT**

The site comprises the Weston Hall Commercial Complex which extends to approximately 2.7 hectares, and is accessed from Main Road (A531).

It accommodates existing buildings with a combined gross floor area of 4,519sq m, grain silos and drying facilities associated with the previous use of the site. The site also includes areas of hardstanding that have been used for external storage, parking and service yards.

An extensive belt of woodland lies alongside Basford Brook beyond the western site boundary. The site is bound by agricultural land to the north, whilst the eastern site boundary is adjoined by the residential curtilage of The Cottage and the former grounds of Weston Hall which was burnt down several years ago. Dense areas of tree planting lie between the southern boundaries of the site with Newcastle Road and Main Road.

Pair of semi-detached houses (1 & 2 Weston Hall Cottages) which are tenanted farm workers dwellings are located to the south of the complex.

## **DETAILS OF PROPOSAL**

During the course of the application the proposals have been revised with the originally proposed B2 use (general industrial use) being omitted. The site is now proposed for solely Class B8 use (storage and distribution).

The existing building accommodating units 3A, 3B and 4A located within the centre of the complex will be retained for B8 use as already permitted under planning approval P06/0206. In addition, it is proposed that buildings 3B, 4B, 5, 6 and 10, and associated hardstanding areas, will be used for storage/distribution (Use Class B8), but do not require any alteration or refurbishment.

Existing buildings (7, 8 and 9) located in the north western part of the site will be demolished and replaced with a purpose-built B8 warehouse unit (Building 1). A further purpose-built warehouse building is sited within the undeveloped south west part of the site and is referred to as Building 2. Office space ancillary will be located in the first floor roof space.

Warehouse Buildings 1 and 2 are of conventional design and appearance and will be faced with trapezoidal wall panels coloured in three distinct tones of grey. The new buildings will each have pitched roofs. Building 1 will have a ridge height 9m and eaves of 7m. Building 2 will have a ridge height of 9.5m and eaves levels of 7m.

Service yards and open storage areas will be provided between buildings 1 and 2. These areas will be defined and secured by 2.4m high fencing and gates.

The existing access to the complex from Main Road will be utilised to serve the development. A total of 52 parking spaces and parking bays for 18 no. HGVs are proposed throughout the site. In addition 20 No. covered cycle parking spaces will be split evenly and provided adjacent to the two new build warehouses.

## **RELEVANT HISTORY**

P03/0369 - Change of Use From Agricultural Storage to General Storage/Distribution. Approved 28 August 2003

P06/0203 - Change of Use from Agricultural Storage to General Storage/Distribution. Approved 20 April 2006

## **POLICIES**

### **Cheshire East Local Plan Strategy**

Policy SD 1 - Sustainable Development in Cheshire East

Policy SD 2 - Sustainable Development Principles

Policy SE 1 - Design

SE2 - Efficient use of land

SE3 - Biodiversity and Geodiversity

SE4 - The Landscape

SE5 - Trees, Hedgerows and Woodland

SE12 - Pollution, Land Contamination and Land Instability

SE 13- Flood Risk and Water Management

PG6 - Open countryside

PG7 - Spatial distribution of development

EG1 - Economic Prosperity

EG2 - Rural economy

CO1 - Sustainable travel and transport

It should be noted that the Cheshire East Local Plan Strategy was formally adopted on 27th July 2017. There is however policies within the legacy Local Plan that still apply and have not yet been replaced. These policies are set out below.

### **Crewe and Nantwich Replacement Local Plan**

The relevant Saved Policies are: -

NE5 (Nature conservation)

NE.9 (Protected Species)  
NE13 (Rural diversification)  
NE.15 (Re-use and adaptation of a rural building for a Commercial, Industrial or recreational use)  
NE.20 (Flood Prevention)  
BE.1 (Amenity)  
BE.3 (Access and Parking)  
BE.4 (Drainage, Utilities and Resources)  
BE.6 (Development on Potentially Contaminated Land)

## **Weston and Basford Neighbourhood Plan**

The Weston and Basford Neighbourhood Plan was Made on the 16 November 2017. The relevant Policies are;

E1 – New Business  
E3 – Use of Rural Buildings  
LC2 – Landscape Quality, Countryside and Open Views  
LC3 – Woodland, Trees, Hedgerows and Walls  
LC6 – Weston and Basford's Wildlife Corridors  
LC8 – Biodiversity  
D2 – Environmental Sustainability of Buildings  
D3 – Employment Development  
D5 – Adapting to Climate Change  
T2 – Traffic Congestion  
T3 – Improving Air Quality

### **Other Considerations:**

National Planning Policy Framework (NPPF)

### **CONSULTATIONS (External to Planning)**

**Environmental Health** - No objection subject to conditions in relation to contamination, provision of electric vehicle charging points, provision of noise mitigation and operating hours.

**Highways** - No objection

**LLFA** - No objection subject to conditions.

**United Utilities** - No objection subject to a surface water drainage condition.

**HS2** - No comments received at time of writing report.

### **VIEWS OF THE PARISH/TOWN COUNCIL**

**Weston Parish Council** - No comments received.

**Hough & Chorlton Parish Council** - Object;

*IN SUMMARY, Hough & Chorlton OBJECTS to this application and asks that it be REFUSED*

- 1. The Traffic Statement is not fit for purpose. It is based on inaccurate and non-comparable data and fails to give an accurate picture of future traffic generation in the absence of any clarification of the site's future 'end-uses'.*
- 2. The Application is based on assumptions regarding land classifications that have not been implemented in full for a significant period of time.*
- 3. The Land Use classifications need to be fully and properly reconsidered in the light of their impact on significant residential developments at Wychwood Village, Wychwood Park and Weston Village since the site was last fully used for these purposes.*
- 4. Neither the Applicant nor the Highways report has investigated the cumulative traffic implications for the local road network in this area incurred by HS2a construction, housing developments in the area (either completed or for which planning permission has been granted) or in the context of higher levels of employee parking that will be required as a result of 'sustainable transport constraints' in this area.*
- 5. If approved, in the light of the cumulative road network impacts of this and other developments in the area,*
  - This site must NOT be used for B2 use.*
  - ALL site traffic (including employee vehicles) must only access and egress the site from the A500 and A531*
  - NO traffic from this site must access or egress the site onto Main Road, Weston.*
  - NO traffic from this site must access from, nor egress the site to the Newcastle Road westwards through Hough Village (There will also be constraints on this route for 4 years as the road is closed off and a new bridge re-built).*
- 4. NO decision must be made until the proposed end-uses of the site are identified.*

## **REPRESENTATIONS**

3 representations have been received from the residents of neighbouring properties.

One letter has raised the following issues and concerns;

- The general improvements to the site and repairs to the existing buildings is welcome after many years of neglect and vandalism
- The proposed one-way traffic system and new concrete yard seem likely to move the main operations further away from the boundary with The cottage could be beneficial
- Noise remains a major concern and the noise report appears to rely on assumptions that may not prove correct as activity levels over the past year have varied hugely
- HGVs often arrive during the night
- Noise from fork-lift trucks and 'white-noise' reversing warnings.
- Open ended wording of B2 General Industrial use allows for unlimited further changes of use which could raise noise levels significantly as well as many other possible environmental impacts (dust, smell etc)
- The routing of main operations further from The Cottage is supported
- Proposed car parking space face directly onto boundary with The cottage and overlook property
- Increased highway safety problems as Main Road, Weston is not suitable for heavy HGV use
- The site adjoins formerly listed Weston Hall (less than 20 metres from west wall of the original Hall which burnt down in 2005).
- Should permission be granted the following conditions should be imposed;

- No B2 use
- Restriction of operation to day time hours with no HGV movement or unloading operations outside approved hours
- All engines to be switched off when vehicles are not moving
- Prohibition of audible reversing warnings
- Adequate screening (eg solid fence or hedge) to avoid car parking spaces looking directly onto the Weston Hall land.
- Any HGVs accessing the site are not routed via Main Road through the centre of Weston Village.

Two representations have been received in support of the proposals on the following grounds;

- Site well screening from all sides
- No adverse affect on the amenities of neighbouring properties
- Re-occupation of the redundant buildings and construction of new high quality buildings is preferable to the partially occupied site attracting anti-social behaviour and vandalism.
- The proposal will provide employment opportunities in the area

## **APPRAISAL**

### **Background**

The application site has a longstanding history of commercial use. Until 2002, the site was operated by the Co-op as a central grain processing facility (drying, storage and distribution) for around 6,000 acres of arable land. The applicant states that this facility did not just service agricultural land at Weston Hall, but also farmland of the wider local area.

Since 2002, the applicant's supporting information sets out that vacant buildings within the site were rented out for other commercial uses. Significantly, full planning approval was granted in 2006 (P06/0203) for the change of use a large building (1145 sq. m) at the centre of the site to industrial storage use (Class B8). The updated accommodation schedule submitted by the applicant sets out that this building ( units 3A, 3B and 4A), has been occupied on a reasonably continuous basis by several companies since planning approval was granted, including a supplier of modular buildings and for the maintenance, storage and distribution of industrial generators .

The current occupier of the site since April 2018 is Van Merksteijn Fencing Uk Ltd for operations relating to the storage and distribution of security fencing. However, the applicant has advised that Van Merksteijn has reached its operational capacity at the site. The site as existing is constraining its commercial operation due to a lack of B8 warehouse floorspace and hardstanding. The increased B8 floor space and hardstanding, and particularly the creation of fit-for-purpose B8 warehousing are therefore critical in meeting their immediate needs and longer-term needs.

Hough & Chorlton Parish Council have raised concerns regarding the originally proposed B2/B8 use of the site, given issues arising from the operation of the Basford Creamery premises located nearby. However, there is no proposed interrelationship or operational connection between the

application site and the Basford Creamery premises, particularly given that proposals have been amended for solely B8 storage and distribution uses to meet the needs of the existing occupier (security fencing supplier). As a result, issues at Basford Creamery have no bearing on the consideration of this application, which should be assessed on its own individual merits.

## **Principle of Development**

The site is located within the open countryside and outside of any settlement boundary. The proposals essentially relate to the re-use of existing buildings and warehouse development associated with the expansion of B8 employment use at the Weston Hall commercial complex.

CELPS Policy PG 6 restricts the forms of development to those considered to be ordinarily acceptable within the open countryside, but exceptions may be made with regard to the re-use and adaption of rural buildings for a commercial use and the provision of employment development, subject to the compliance with the following criteria;

- for the re-use of existing rural buildings where the building is permanent, substantial and would not require extensive alteration, rebuilding or extension
- for the replacement of existing buildings by new buildings not materially larger than the buildings they replace;
- for development that is essential for the expansion or redevelopment of an existing business

The existing buildings to be retained require a change of use only. No external or internal alterations are required to utilise these buildings for proposed B8 uses. The proposed replacement building (building 1) would not be materially larger than those being replaced, and is of a scale and appearance consistent with the existing buildings at the site. In addition, the proposed development is also required to meet the essential needs of the existing occupier of the site which requires additional floor space to accommodate its operations. Thereby building on the existing concentration of commercial activity and infrastructure in place at Weston Hall commercial complex.

Following on from PG.6, CELPS Policy EG.2 (Rural Economy) encourages the retention and expansion of existing business, particularly through the conversion of existing buildings. However, any development has to be well designed to preserve the character and quality of the landscape and built form (this is echoed in Policy D3 of the W&BNP). Further to this, there should not be any conflict with other relevant Local Plan Policies.

In addition CELPS Policies SD1 and SE2 encourage the redevelopment/ re-use of previously developed land and buildings. It also states that development should build upon existing concentrations of activities and existing infrastructure. In this case the proposals, by virtue of retaining existing buildings and hardstanding and whilst replacing obsolete buildings with “fit-for-purpose” warehousing seeks to make best use of previously developed land and existing buildings at this commercial site.

The principle of development is further supported by Saved Policy NE.13 (Rural Diversification) permits development which assists with diversification of the rural economy, providing that the development adheres to the following:

- Creates or maintains employment; or Involves the diversification of a farm business; and

- Lies in or adjacent to an existing farm or commercial complex;
- Does not detract from the visual character of the landscape and recognises wider environmental concerns of acknowledged importance.

Supporting information provided by the applicant indicates that the proposed development will result in the creation of up to 40 full-time jobs at the site and constitute an expansion of employment use within and adjacent to an existing commercial complex. As set out in the report below, the proposed development will not have an adverse environmental impact or have a detrimental visual effect on the character of the surrounding landscape.

It is also considered that the proposals accord with the criteria of Saved Policy NE.15 concerning the re-use and adaptation of a rural building for commercial or industrial use. The buildings which will be retained within this commercial site are of substantial construction requiring no external alteration to facilitate B8 use.

The proposed development also accords with Policy E1 (New Business) and Policy E3 (Use of rural buildings) of the Weston and Basford Neighbourhood Plan. Policy E1 states;

*"Proposals which extend existing, or promote new, small scale employment and tourism opportunities within the plan area will be supported where it can be demonstrated that the development will positively benefit the local economy and provides the opportunity for local employment and training."*

The proposed development will expand an existing business activity with an existing commercial site and create new employment opportunities within the Weston area.

Policy E3 (Use of Rural Buildings) supports *"the re-use, conversion and adaptation of permanent, structurally sound, rural buildings of substantial construction for small business, farm diversification, recreation or tourism"*. Policy E3 is consistent with CELPS Policy PG6 and Saved policy NE.15 as addressed above.

In summary, it is considered that the proposed development and B8 use of the site is acceptable in principle. Issues including the impact of the proposals on the local highway network, residential amenity and the appearance of the areas are addressed in the report below.

## **Highways**

The Council's Highway Engineer has assessed the Transport Assessment accompanying the application and is satisfied with its methodology and analysis. Notwithstanding, the concerns raised by the Hough & Chorlton Parish Council as regards aspects of historic and more recent uses of the site referred to by the TA, the Trics assessment of vehicular movement is correctly based on proposed new development trip generation.

The existing access from Main Road is to be retained and is of an appropriate standard of design to accommodate HGV vehicle movements. An assessment of the increase in vehicle trips has been undertaken and this results in a highest AM peak generation of 60 trips. The Highway Engineer considers that given the location of the site, this level of generation can be accommodated on the local highway network without causing capacity problems.

Concerns have been raised by local residents that Main Road through Weston is not suitable for heavy HGV use. However, the applicant has stated that HGV drivers will be instructed to enter the site by turning left off Main Road and exit the site by turning right (signage will be installed) onto Main Road, therefore avoiding travelling through the village of Weston. Also all HGV drivers will be advised of the access and egress requirements for the site in advance of journeys to the site. These details will be provided in a Site Management Plan (including site signage), and it is recommended that this is secured by condition.

In relation to accessibility, there are no pedestrian links to the site and there is a limited bus service on Main Road. As a result this will be a car borne development given the rural location of the site and the sustainability of the site will need to be considered as to its acceptability. However, as this an existing commercial site, which already includes permitted B8 uses, it is not considered that a sufficient change in circumstances is proposed to warrant a reason for refusal on accessibility.

A total of 52 car parking spaces will be provided on the site, and although below the recommended standard, is considered by the Highway Engineer to be acceptable for the proposed B8 use.

Given the modest traffic generation of the site, the Highway Engineer has advised that the development would not have a severe impact in regards to capacity on local road network which would warrant planning approval being withheld on highway safety or traffic management grounds.

## **HS2**

The site is located outside the safeguarded zone for HS2 (phase 2A) which extends to the western bank of Basford Brook.

Concerns have nevertheless been raised by Hough & Chorlton Parish Council regarding the impact works of HS2 will have on the highway infrastructure around the site, including the resulting cumulative traffic implications of HS2 construction, housing and other development such as that proposed by this application on the local road network.

However, as HS2 construction is projected to take place well into the future, and over several years, the extent of such cumulative traffic or highway impact cannot as yet be accurately quantified. In these circumstances, this would not therefore be a reasonable basis on which to withhold approval of these proposals.

Nevertheless in view of the concerns raised by the Parish Council, a precautionary approach has been adopted in the consideration of this application given the proximity of the site to the safeguarded zone and operational areas of the HS2 project. HS2 have been formally consulted in with regard to this application, although to date no comments have been received from HS2.

## **Residential Amenity**

Residential properties are located adjacent to the site access from Main Road (1 & 2 Weston Hall Cottages) and also adjoin the western site boundary (The Cottage).

An acoustic report has been submitted in support of the application. The Environmental Health Officer has advised that impact of the noise from the proposed development has been assessed in

accordance with BS4142:2014 Methods for rating and assessing industrial and commercial sound. This is an agreed methodology for assessing noise of this nature. The report recommends mitigation designed to ensure that occupants of nearby properties are not adversely affected by noise from the development. To ensure the noise levels from the site are kept to a minimum, the following mitigation measures are proposed in respect of effective site management;

- HGV engines switched off when not in operation;
- Reversing alarms disabled during the night-time period, or replaced with an alternative, low-noise model;
- Whilst unloading/loading operations are taking place, the service bays/dock leveller furthest from the receptors should be used, where practicable, i.e. when only one HGV is present;
- Signage installed along the perimeter of the yard reminding HGV drivers and yard operatives to keep noise levels to a minimum particularly during the night-time period;
- Staff and operatives who work in the yard area should be informed, as part of on-going inductions and on-going training to keep noise levels to a minimum.

The Environmental Health Officer has confirmed that the conclusions of the acoustic report and methodology used are acceptable. This is particularly when taking account of the site having been previously used as a central grain processing facility. Given the anticipated nature and extent of traffic movements generated by these proposals, as set out in the Transport Assessment, it is not considered that this will result in noise impact which would adversely affect the amenities of nearby properties.

However to safeguard amenities of neighbouring properties, and in accordance with the recommendations of the acoustic report, a condition is required to secure the following;

- The mitigation recommended in the acoustic report by REC reference AC105005-1R3 dated the 3<sup>rd</sup> August 2018 shall be implemented in full prior to the occupation of the development.
- The agreed mitigation scheme shall be maintained for the purpose originally intended throughout the use of the development.

Furthermore a condition is also necessary to restrict operations on site, including deliveries, to the following hours:

|                 |           |       |           |
|-----------------|-----------|-------|-----------|
| Monday – Friday | 07.30 hrs | until | 19.00 hrs |
| Saturday        | 08.00 hrs | until | 17.00 hrs |
| Sunday          | 08.00 hrs | until | 17.00 hrs |

Given existing screening alongside the site boundary with 1 Weston Hall Cottages and retention of a grassed buffer area, the siting of new buildings and hardstandings will have not adverse affect on these residential properties in terms of visual intrusion, loss of light or overbearing impact. Furthermore an amended site plan has been submitted which includes the provision of 2 m high fencing alongside the north eastern site boundary to prevent overlooking from car parking spaces of the adjoining property (The Cottage).

## **Visual Impact**

The proposed buildings will be of a design consistent with the appearance and scale of existing structures at the Weston Hall commercial complex.

Areas of dense woodland lie immediately west of the site alongside Basford Brook and substantial areas of maturing planting lies alongside Newcastle Road and Main road. This ensures that development site is effectively enclosed from the wider landscape and proposed new buildings, hardstandings and storage areas will not constitute unduly prominent features which would and adversely affect the appearance of the locality either from local highways or nearby dwellings, including those of Wychwood Park to the south of the Newcastle Road.

## **Trees**

The proposed development footprint is set in from the site boundary to ensure a natural buffer is retained with areas of woodland particularly alongside and beyond the western site boundary.

The Council's Tree Officer has been raised no objections to the proposals. Most of the development is in excess of 20 metres from the woodland edge and it is not considered that any significant harm will result from the positioning of the proposed development to off-site trees. A condition is recommended requiring a condition to be imposed to control any potential impact during construction.

## **Nature Conservation**

An Ecological Appraisal has accompanied the application and has been assessed by the Councils Ecologist and its findings are accepted. There is no objection in terms of the ecological designations within the W&BNP and covered by Policies LC6 and LC8.

### Great Crested Newts and Bats

Surveys were carried out on ponds near the site and buildings on site, and no great crested newts or signs of a bat roost were identified. As such, the Council's Ecologist has advised that great crested newts and bats are not considered to pose a potential conflict to this proposed development.

### Other Protected Species

Some field signs of other protected species were observed during the initial ecology survey, though no setts were identified. A condition is recommended requiring an updated survey prior to the commencement of works on the site to ensure the continued absence of other protected species.

### Breeding Birds

The Councils Ecologist recommends standard conditions are imposed for the protection of nesting birds and the incorporation of features within the development suitable for use by breeding birds including house sparrows.

## **Air Quality**

Policy SE12 of the Local Plan states that the Council will seek to ensure all development is located and designed so as not to result in a harmful or cumulative impact upon air quality. This is in accordance with paragraph 181 of the NPPF and the Government's Air Quality Strategy.

Air quality impacts have been considered within the air quality assessment submitted in support of the application. The Council's Environmental Protection officer considers that the assessment is satisfactory and accepts its conclusions that the impact of the development will be not significant with regards to both NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> concentrations. None of the receptors are predicted to experience greater than a 1% increase relative to the AQAL.

However, there is a need for the Local Planning Authority to consider the cumulative impact of a large number of developments in a particular area. In this case, it is advised that the provision of an electric vehicle charging point shall be provided for each unit, will be sufficient to mitigate the impact on local air quality. A revised site plan has been submitted which identifies five parking spaces suitable to accommodate charging for electric vehicles.

### **Flood Risk**

The Council's Flood Risk Officer has advised that the overall findings of the Flood Risk Assessment (FRA) relating to the development and drainage of the site to be acceptable in principle. Conditions are recommended to ensure that the development is undertaken in accordance with the FRA, and full details of the design of the surface water drainage system are submitted prior to the commencement of development.

### **Energy Efficient Development**

Policy SE 9 (Energy Efficient Development) of the CELPS sets out that;

*“non-residential development over 1,000 square metres will be expected to secure at least 10 per cent of its predicted energy requirements from decentralised and renewable or low carbon sources, unless the applicant can clearly demonstrate that having regard to the type of development and its design, this is not feasible or viable.”*

It is considered reasonable to impose a condition on any planning approval for the submission of energy saving requirements in line with the above.

### **PLANNING BALANCE**

The principle of development accords with the permitted exceptions set out by Policy PG 6 for employment development (use class B8) within the open countryside in relation to the re-use of rural buildings for commercial use, the provision of replacement buildings and that the development will meet the needs of the existing commercial operator on the site.

The proposals also accord with the objectives of CELPS Policies SD1 and SE2 with regard to the redevelopment/ re-use of previously developed land and buildings. The proposals are supported under Policy EG2 in relation to the retention and expansion of existing business in support of the rural economy and Saved Policy NE.13 which supports development which assists with the diversification of the rural economy through maintaining employment or creating new jobs, within or adjacent to an existing commercial complex.

It is considered that the amended proposals are of acceptable siting and design. Given that site is effectively enclosed, being screened by existing woodland and planting, it would not constitute an unacceptable feature within the landscape nor detract from the appearance of the locality.

In view of the anticipated traffic movements resulting from the development and B8 use of the site, the proposals would not have harmful impact on the local highway network in terms of traffic congestion or increased risks highway safety. Furthermore, the potential cumulative impact that HS2 construction and other development may have on the local highway network in the future, is not a reasonable basis on which to withhold planning approval for this employment scheme.

The development will not have an adverse impact on residential amenity, in terms of noise or disturbance, subject to conditions governing its future operation. The development would have a neutral impact upon ecology and trees, and not result in increased flood risk.

The impact upon air quality has been assessed as part of this application, and subject to the imposition of a planning condition the development would comply with Policy SE 12 point 1.

The proposals are therefore considered to be a sustainable form of development in accordance with the Development Plan and national policy.

#### **RECOMMENDATION:**

**APPROVE Subject to the following conditions;**

- 1. Standard**
- 2. Approved plans**
- 3. Details of materials**
- 4. Contaminated land - submission of a remediation strategy**
- 5. Contaminated land - submission of a verification report**
- 6. Contaminated land – importation of soil**
- 7. Contaminated land - works to stop if further unknown contaminated land is uncovered**
- 8. Provision of noise mitigation**
- 9. Hours of operation**
- 10. Electric Vehicle Charging Provision**
- 11. Provision of cycle parking**
- 12. Protection of nesting birds**
- 13. Inclusion of features for breeding birds**
- 14. Updated badger Survey**
- 15. Compliance with FRA**
- 16. Details of Surface water drainage**
- 17. Landscaping details**
- 18. Implementation of landscaping**
- 19. Tree protection scheme**
- 20. Submission of Site Management Plan**
- 21. Prior to occupation details of how each unit will secure at least 10 per cent of its predicted energy requirements from decentralised and renewable or low carbon sources**

**In order to give proper effect to the Southern Planning Committees intent and without changing the substance of its decision, authority is delegated to the Head of Planning (Regulation) in consultation with the Chair (or in their absence the Vice Chair) to correct any technical slip or omission in the resolution, before issue of the decision notice**

