

<u>Application Number</u>	WND/2021/0482
Location Description	LAND TO NORTH OF MANOR BUSINESS PARK, GRANTS HILL WAY, WOODFORD HALSE, NORTHAMPTONSHIRE
Site Details	OUTLINE PERMISSION (TO INCLUDE DETAILS OF ACCESS, LANDSCAPING, LAYOUT AND SCALE) TO EXTEND THE EXISTING INDUSTRIAL ESTATE COMPRISING THE CONSTRUCTION OF DETACHED BUILDINGS PROVIDING UNITS WITHIN USE CLASS B2 (GENERAL INDUSTRIAL) AND USE CLASS E(G)III (LIGHT INDUSTRIAL) WITH ASSOCIATED PARKING, ROADS, LANDSCAPING AND INFRASTRUCTURE. APPEARANCE OF THE BUILDINGS TO BE A RESERVED MATTER
Applicant	HEREFORD STORAGE LTD
Agent	THOMAS BLENCOWE, BLENCOWE ASSOCIATES
Case Officer	MR E MCDOWELL
Ward	WOODFORD & WEEDON WARD
Reason for Referral	CALLED IN BY COUNCILLOR FROST
Committee Date	5 OCTOBER 2022

EXECUTIVE SUMMARY OF PROPOSALS AND RECOMMENDATION

RECOMMENDATION: GRANT PERMISSION SUBJECT TO SECURING LEGAL AGREEMENT and CONDITIONS

Proposal

Outline permission (to include details of access, landscaping, layout and scale) to extend the existing industrial estate comprising the construction of detached buildings providing units within Use Class B2 (general industrial) and Use Class E(g)iii (light industrial) with associated parking, roads, landscaping and infrastructure. Appearance of the buildings to be a reserved matter

Consultations

The following consultees have raised **objections** to the application:
Woodford Halse Parish Council

Byfield Parish Council

The following consultees have raised **no objections** to the application:
Environment Agency

WNC Local Highway Authority (LHA)

WNC (Ecology)

WNC EHO

WNC Landscape

WNC Planning Policy

3 letters of objection have been received and 0 letters of support have been received.

Conclusion

The application has been assessed against the relevant policies in the NPPF, the adopted Local Plan and other relevant guidance as listed in detail at Section 8 of the report.

The key issues arising from the application details are:

- Principle of development
- Highway Safety
- Design/appearance
- Impact on the amenity of residential properties
- Biodiversity

The report looks into the key planning issues in detail, and Officers conclude that the proposal is acceptable subject to conditions.

Members are advised that the above is a summary of the proposals and key issues contained in the main report below which provides full details of all consultation responses, planning policies, the Officer's assessment and recommendations, and Members are advised that this summary should be read in conjunction with the detailed report

MAIN REPORT

APPLICATION SITE AND LOCALITY

The application site comprises a rectangular shaped area of land immediately to the north of the Manor Business Park on the northern edge of Woodford Halse. The site is relatively flat being bounded by industrial buildings to the south and open fields to the north and west. To the east is an open field extending out from Woodford Sports Club and allocated as Local Green Space in the Neighbourhood Development Plan. Access to the site is from Grants Hill Way , a private unadopted industrial estate road that provides access on to Byfield Road .

Beyond the application site in a south-westerly direction is a recently complete residential development of some 200+ dwellings with a smaller residential development of some 40+ dwellings immediately off the east side Grants Hill Way.

CONSTRAINTS

The site lies immediately outside but abuts the settlement limits for Woodford Halse as shown on the Inset Map on the Policies and Inset Maps of the Settlements and Countryside Local Plan (Part 2) for Daventry District 2011-2029.

The Industrial estate immediately to the south is identified as a Strategic Employment Area under Policy EC4h.

DESCRIPTION OF PROPOSED DEVELOPMENT

The application seeks outline permission for the extension of the existing industrial estate. The application seeks permission for access, landscaping layout and scale at this stage. Appearance would remain as a reserved matters for determination under a separate proposal.

In total there would be 5 buildings (Units 11-16) each capable of being subdivided into smaller units (up to 21) . The development would be served off existing estate roads from the south to with associated parking and landscaping to serve the development.

The buildings would be modern two storey units with shallow pitch and clad in modern cladding material comprising grey contrasting panels.

RELEVANT PLANNING HISTORY

DA/90/0536 O/L for light industrial units with access road, trees fences and green areas Approved

DA/91/1022 Access road to and across future light industrial estate Approved

DA/93/0683 Renewal of DA/90/0536 Approved DA/96/0221

Renewal of DA/93/0683 Approved

DA/99/0332 Renewal of DA/96/221 Approved
DA/2001/0826 Variation of conditions 6 and 9 of DA/99/0332 relating to height of buildings and percentage of hard surface per plot Approved
DA/2003/0842 Development within classes B1 and B2 Withdrawn
DA/2004/0439 O/L for industrial development within B1 and B2 Approved
DA/2007/0085 Reserved matters for phase 1 development within use class B1 and B2 Approved
DA/2007/0861 Reserved matters application for Phase 2 industrial development within Classes B1 and B2 Approved

RELEVANT PLANNING POLICY AND GUIDANCE

Statutory Duty

Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Development Plan

The Development Plan comprises the West Northamptonshire Joint Core Strategy Local Plan (Part 1) which was formally adopted by the Joint Strategic Planning Committee on 15th December 2014 and which provides the strategic planning policy framework for the District to 2029, the adopted Settlements and Countryside Local Plan (Part 2) for Daventry District 2011-2029 and adopted Neighbourhood Plans. The relevant planning policies of the statutory Development Plan are set out below:

West Northamptonshire Joint Core Strategy Local Plan (Part 1) (LPP1)

The relevant policies of the LPP1 are:

SA – Presumption in Favour of Sustainable Development
S1 – Distribution of Development
S7 (Provisions of jobs),
S8 (distribution of jobs),
S10 (Sustainable Development Principles),
E1 (existing employment areas),
C1 (Changing Behaviour and Achieving Modal Shift)
C2 (New Developments) C3 (Strategic Connections),
BN1 (Green Infrastructure Connections),
BN2 (Biodiversity),
BN7 (Flood Risk)
BN9 (Planning for Pollution Control),
BN10 (Ground Instability)

Settlements and Countryside Local Plan (Part 2) for Daventry District 2011-2029 (LPP2)

The relevant policies of the LPP2 are:

SP1 Daventry District Spatial Strategy

EC4 (A) Strategic Employment Areas

ENV1 Landscape

ENV3 Green Wedge

ENV5 Biodiversity

ENV9 Renewable Energy and Low Carbon Development

ENV10 Design

Woodford cum Membris Neighbourhood Development Plan (May 2018)

(Policy WH1) Biodiversity policy

(Policy WH5) Landscape Character and Prominent Views

(Policy WH6) Village Confines

(Policy WH 8) Promoting Good Design

(WH12) Infrastructure

(Policy WH15) Supporting Local Transport

(Policy WH17) Protected Employment Area

(Policy WH18) Supporting new business development in the villages and rural economy

Material Considerations

Below is a list of the relevant Material Planning Considerations

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

RESPONSE TO CONSULTATION

Below is a summary of the consultation responses received at the time of writing this report.

Consultee Name	Position	Comment
Woodford Halse PC	Object	My Council objects to this application and has asked Ward Cllr. Frost to "call it in" for Planning Committee consideration.

Whilst the expansion of the Business Park would provide opportunities for local businesses and employment, the cost would be the impact on local roads and infrastructure. The NPPF planning policies specify that development has to be sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or public transport).

Currently, from the impact on Byfield Road and Preston Capes Road, it is clear that the large lorries which are already servicing the Business Area are adversely affecting the infrastructure, considerably damaging the road surfaces and causing disruption to residents both in Byfield Road but also the new residential developments of Woodford Meadows and Hinton Gardens. This, outline, application does not specify the types of business use, but will generate 120 new vehicle movements judging from the new parking spaces for cars and then presumably there would be significant lorry/ delivery vehicle traffic. In addition, danger to pedestrians using Byfield Road pavements will be further heightened.

The majority of traffic would access this area via the twin roundabouts at A361 Byfield. These have already been identified as being near capacity in relation to proposed housing and medical centre plans in Byfield. This therefore is a primary reason for not expanding this business area.

Whilst the West Northamptonshire Joint Core Strategy Local Plan creates a presumption in favour of sustainable

		<p>development, section E1 states the scale should be commensurate with their function but in accordance with the Local Plan. The Local Plan does identify the industrial estate as such but this location is outside of the village boundary, would remove agricultural land and adversely affect the enjoyment of the Bridleway [FN4] running North of Woodford Halse.</p> <p>Also, Council has received reports from residents of industrial noise and smells from the current activities which they fear would be worsened by further development.</p>
Byfield PC	Object	<p>As a neighbouring Parish, Byfield Parish Council (BPC) considered this application at its meeting on the 6th October 2021 and resolved to object to the application and request via our District Councillor that it be called in for consideration by the Planning Committee.</p> <p>BPCs main concern with this application is the highways impact and in particular the accumulative effect on the A361 through Byfield, the Fiveways junction and the Woodford Road which eventually becomes the Byfield Road as it enters Woodford Halse.</p> <p>The Transport Statement (TS) says <i>The access to Byfield Road from the existing Business Park has been built to commercial standards and would not require revision</i> and whilst this may be true for the immediate area it ignores even the slightly broader access issues.</p> <p>BPC argues that there are two important factors for the Planning Authority and Highways to consider.</p>

1. The need to understand that the only reasonable road access to Woodford Halse is via the A361/Fiveways /Byfield Road. All other entry point to WH are very minor rural roads barely suitable for existing domestic traffic and certainly not suitable for commercial or industrial vehicles.
2. Planning Application Number DA/2017/0826 for up to 100 houses and a Medical Centre in Byfield all accessed from the Woodford Road remains unsettled over 4 years later precisely because of Highways issues.

In terms of point 1 the only sensible resolution would seem to be a new access road to WH from the A361 but this is a distant ambition and not a factor in this application. However, the only reasonable road access to Woodford Halse is via the A361/Fiveways /Byfield Road

In terms of point 2 however the outstanding issues are significant factors that should be carefully considered. The TS says *the signalisation of the junction in Byfield as part of the medical centre and housing development proposed would improve the capacity of the junction if it goes ahead.* But there is no guarantee that the housing and medical centre will be built or if they are that the signalisation will be installed prior to any construction in either Byfield or Woodford Halse. The TS makes an unsupported assumption and offers no alternative solution if 2017/0826 is refused. We ask that the Planning Authorities fully consider the impact of each application upon the other.

In addition we would point out the following:

- a) There is no indication of the type of vehicles that the businesses would generate, the size and frequency of journeys
- b) The existing site is not yet fully occupied and will produce its own extra traffic and demands on the road system
- c) The Transport assessment does not consider the various RTAs that have occurred on the Byfield Road just outside Woodford Halse in the area known locally as 'The Dip'
- d) The lack of appropriate planning conditions has resulted in business operations in WH which have drawn the largest possible HGVs on UK roads to use Fiveways/Byfield Road to access a food reprocessing plant in WH.
- e) The proposed extension is outside both the local Strategic Employment site and the defined village confines.
- f) The planning permission granted in 2004 has still not been fully implemented with two large units still to be constructed – does the area justify further business premises? BPC would argue that there is already sufficient capacity to support the local economy.
- g) It is claimed that the application '*does not harm the amenity of surrounding residential properties*'. Which ignores the fact that anyone living on the Woodford Road / Byfield Road currently endures large volumes of heavy traffic and any extension to the Industrial Estate will only exacerbate this problem.

The application states that '*there are likely to 120 – 130 jobs created on the site which is proportionate to the size of the village and can help to reduce the need for commuting.*' This makes unsubstantiated assumptions about the demographics and skill base within Woodford Halse; it implies that any new occupiers would 'start from scratch' and not transfer existing staff and it cannot be proven that any significant amount of the extra jobs will be taken by WH parishioners

The TA states that '*the proposed development is predicted to generate a total of 42 two-way vehicle trips in the AM peak hour and 31 two-way vehicle trips in the PM peak hour period.*' Which is at odds both with the number of car parking spaces proposed and the number of new jobs that are claimed to be created. It assumes no one will make more than one journey in and out each day and ignores deliveries, collections and other service vehicles

In summary

- We ask that the Planning Authorities consider the impact of each application (DA/2017/0826 and WND/2021/0482) upon the other **and** their cumulative effect on the traffic using Fiveways and the road between Byfield and Woodford Halse.
- If approval is granted the developer should have a planning condition imposed to address issues at Fiveways if 2017/0826 is refused.
- If approval is granted the developer should have a planning condition imposed to address ensure road safety work

		<p>is undertaken on the Byfield Road around 'The Dip'.</p> <ul style="list-style-type: none"> • If approval is granted the developer should have a planning condition imposed that would control the size of vehicles accessing the site and the frequency of journeys.
Environment Agency	No objection	Subject to condition to deal with any unidentified contamination
WNC Ecology	No objection	Subject to condition to secure implementation and management of landscape scheme to deliver net biodiversity gain.
WNC Local Lead Flood Authority	No formal comments	LLFA have indicated the need for on site SUDs which can be secured by condition.
WNC Archaeology	No comments	
WNC EHO	No objection	<p>Noise</p> <p>There are no hours of use included within the application documents. Residential properties are within close proximity.</p> <p>The specific future uses are as yet unknown. The issue of noise nuisance can be dealt with in two ways.</p> <p>Firstly the hours of use of the site can be restricted, and secondly any future use can be subject to a condition requiring an acoustic assessment.</p> <p>In the absence of any detailed information, the following condition is recommended:</p> <p>Prior to the commencement of development a noise assessment that outlines the likely impact on any noise sensitive property, and the measures necessary to ensure that the noise does</p>

not affect the local amenity of residents shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be determined by measurement or prediction in accordance with the guidance and methodology set out in BS4142: 2014. Once approved the use hereby permitted shall be operated in accordance with the approved details and thereafter maintained in this approved state at all times.

REASON: In the interest of safeguarding residential amenity and reducing pollution in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.

Contaminated Land

The site was formerly used as a marshalling yard and engine shed for the Great Central Railway which closed in 1966. It may be that the applicant is aware of remediation that has taken place, but in the absence of any documentation, and the presence of made ground, the following condition is recommended:

Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts A to D have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition D has been complied with in relation to that contamination.

A. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwater's and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11(or any model procedures revoking and replacing those model procedures with or without modification)'.

B. Submission of Remediation Scheme

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

C. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

D. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition A, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition B, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition C.

REASON: Contaminated land investigation is required prior to the commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy 11 of the NPPF and in the interest of safeguarding residential amenity and reducing pollution in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.

Light

The following condition is recommended:

There shall be no external illumination on the site at any time other than in accordance with a detailed scheme which shall first have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include an assessment of the impact of the lighting on the vertical facades of sensitive properties and the measures necessary to reduce the impact. Any floodlighting shall be operated in accordance with the approved details at all times.

REASON: In the interest of safeguarding residential amenity and reducing pollution in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.

Construction Phase

The following condition is recommended:

Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction

REASON: In the interests of safeguarding highway safety, safeguarding residential amenity and reducing pollution in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.

Informative:

The Statement required to discharge the Construction Management Plan of this consent is expected to cover the following matters:

		<ul style="list-style-type: none"> • the parking and turning of vehicles of site operatives and visitors; • loading and unloading of plant and materials; • storage of plant and materials used in constructing the development; • the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate; • details of measures to prevent mud and other such material migrating onto the highway from construction vehicles; • wheel washing facilities; • measures to control the emission of dust and dirt during construction; • a scheme for waste minimisation and recycling/disposing of waste resulting from the construction works. • design of construction access • hours of construction work • measures to control overspill of light from security lighting <p>Informative: Contractors and sub contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.</p> <p>Local residents that may be affected by the work shall also be notified in writing, after approval is received from the LPA or Environmental Health.</p>
WNC LHA	No Objection	In respect of the above planning application, the local highway authority (LHA) has the following observations, comments and

recommendations: - Given the concerns raised by the LHA in respect of the impact of this development on the Dolls Hill Roundabout junction (A361, Byfield) in our previous response, the applicant undertook further analysis of this junction at the request of the LHA. The LHA had identified disparities between the traffic flows within the model that supports this application with the one submitted (and approved by the LHA) for the Byfield Surgery/ Housing application (DA/2017/0826). This analysis was reviewed by WSP on behalf of WNC who are also undertaking reviews of other Transport Assessments for applications currently not yet determined for developments in Byfield and Woodford Halse. This ensures a consistent approach is used when reviewing these impacts. Whilst the cumulative impact of a number of developments on a junction should be taken into account, this can only be applied when the developments are committed or there is reasonable certainty, they will be built within 3 years. In respect of the Byfield Surgery/ Housing development (DA/2017/0826), given the convoluted history to this application, Planning Officer recommendations for refusal and Committee deferrals, this certainty is not in place. This current application must, therefore, be considered on its own merits and traffic impact. It is anticipated that more than one of the approaches to Dolls Hill Roundabout will be over capacity with or without development in future year scenarios. As with any junction capacity impact, mitigation must be reasonable and reflect the

level of impact. The development is expected to generate up to 33 two-way vehicle movements through the Dolls Hill Roundabout in the peak AM hour; approximately one vehicle every 2 minutes. Given the amount of work so far undertaken in relation to application DA/2017/0826, it is known that capacity improvements of any scale are difficult to achieve given the complex nature of the junction and available highway land. The LHA has previously made clear that we can no longer secure contributions to larger schemes where the remainder of the funding has not been secured. Recommendation is given that mitigation measures to reduce demand for car travel to support the aims of the Workplace Travel Plan be secured. Bus stops are located within an acceptable walking distance of the site and Woodford Halse is served by a regular service Monday to Saturday. Should this development proposal eventually receive a planning consent, in order to promote the use of public transport to the site, as indicated above, the LHA would require the applicant to fund 1 month bus passes to staff on request. It is suggested that this could be secured via a Section 106 Agreement and be capped (subject to discussion). The Midlands Gold 28 day MegaRider is currently priced at £138.30 and can be used on the Stagecoach 200 service between Oxford and Daventry.

It is widely known that Service 200 is under threat of withdrawal by Stagecoach due to low passenger numbers. West Northamptonshire Council and Oxfordshire County Council have made arrangements to

		subsidise the service this summer and this arrangement has now secured an extension to January 2023 as a minimum. In lieu of physical junction capacity measures, the LHA believe that it is reasonable to secure a financial contribution to the bus service to help secure its future and ensure the development site continues to be served by a public transport service. The contribution would be secured via a Section 106 Agreement and the level of contribution subject to discussions with the applicant and Stagecoach.
CPDO (Crime Prevention Design Officer)		<p>Northants Police has no objection to what is proposed but would recommend that the finished units are fitted with security rated doors compliant with a recognised security standard such as LPCB LPS 1175 SR2. Each unit should be fitted with the necessary trunking and cabling to enable the fitting of fit for purpose intruder alarms capable of eliciting a response from a third party if triggered.</p> <p>The site is protected by weldmesh fencing and access controlled gates. The fencing should be continued around this parcel of land</p>
WNC Landscape	No Objection	Subject to conditions to secure implementation and management of the landscape area.
WNC Planning Policy	No objection	

RESPONSE TO PUBLICITY

Below is a summary of the third party and neighbour responses received at the time of writing this report.

There have 3 letters of objection from local residents raising following concerns:

- further development here will increase LGV, HGV traffic on local roads with resulting impact on safety pedestrians
- increased pressure on the five ways roundabout at Byfield
- suggest reusing the old GCR rail line up to Charwelton so as to relieve pressure on Byfield road
- existing road infrastructure is not sufficient to support increased HGV traffic as it is poorly maintained
- Grantshill Way and Byfield Road already have problems with speeding motorists and this will only add to those concerns
- The expansion will harm the amenity of the village and nearby residential properties as a result of increased noise and pollution
- How will commercial waste be dealt with
- No reference to operating hours
- It has not been demonstrated that the development is necessary to support the existing SEA
- No evidence to demonstrate there is insufficient capacity within the SEA as some units remain unlet and some business have found alternatives to expansion outside of this site suggesting alternatives do exist
- The proposal will create a strain on existing services . No consideration given to impact on local amenities
- No consideration about impact on the local bus service

APPRAISAL

Principle of Development

The application seeks to establish the principle of extending the existing industrial estate into the area immediately to the north. It also proposes to establish details of access, landscaping and scale at this stage with only appearance of individual buildings to be reserved for subsequent consideration.

The application site is approximately 75m deep 240 m wide (1.77ha) and comprises a relatively flat area of land on the northern edge of the existing industrial estate. The industrial estate is allocated as a Strategic Employment Area under Policy EC4(h).

Under Policy EC4 (D) of the part 2 Local Plan further development beyond the Strategic Employment Area is supported where:

- i. It is well related to the existing SEA; and
- ii. It is of an appropriate scale and character; and
- iii. It does not harm the amenity of surrounding residential properties; and
- iv. It is demonstrated that is necessary to support the role and function of the SEA; and
- v. It is demonstrated insufficient capacity exists within the SEA where the development is intended to support or enhance that location, to accommodate the proposed development.

Policy EC4 (E) goes on to require new development to be suitably provided for with appropriate landscaping (soft and hard), permeable surfaces and appropriately designed siting and lighting.

The application site sits outside the existing SEA at Woodford Halse such that any subsequent development must be assessed against the Provisions of EC4(D) referred to above. A number of exchanges with the applicants has resulted in the production of a consolidated note on the evidence they have submitted.

It is well related to the existing SEA

Officers consider that the application site is well related to the current SEA being physically next to the SEA and being served off the road network serving the SEA as indicate on the submitted layout drawings. As Such Policy EC4 (D) (i) is satisfied.

It is of an appropriate scale and character

Likewise officers judge the submitted layout of the estate extension to be appropriate in scale and character to the existing estate comprising a similar layout of buildings providing a range of smaller units contained within 5 buildings. All of these will accessed off Grants Hill Way via the existing estate layout. The illustrative drawings showing the external appearance of the buildings indicates a similar design and height to existing units. The whole extension will be enclosed by a proposed landscape strip to contain and mitigate the visual impact of the development. Accordingly officers consider the proposal complies with the provisions of EC4(D) (ii).

It does not harm the amenity of surrounding residential properties

There are two residential estates close to the Grants Hill industrial estate. The first is recently completed development (Lagan Homes) occupying a triangular area of land between Grants Hill Way and the existing industrial

estate. The other larger estate (232 units) was constructed by Taylor Wimpey lies to the west of Grants Hill way. The nearest properties to the application site on this estate is some 130m from the south west corner of the application site and separated from it by a field and Bridleway with intervening associated field hedges .

Although the Grants Hill Estate (Lagan Homes) faces on to main estate road serving the existing industrial estate it **is** some 190m from the south west corner of the application site from the nearest dwelling on this estate.

There is also a stable complex on Grants Hill Way immediately to the north of the TW estate and which comprises a range of stable buildings and converted barn used as a dwelling. This complex is some 90m from the south west corner of the application site. Apart from on side window to a single storey range on the east side of this complex there are no other windows looking across to the application site . Windows on the north side of the converted building do not directly afford views to the site or would be at obscure angles.

At these distances I am satisfied that proposed buildings on site will not directly impact upon the amenity of nearby residential properties either by overlooking or causing loss of light or affecting .

I am aware of concerns raised from occupants of local residential properties about the impact of noise and lighting as a direct result of this proposal. To that end I have sought the advice of the Council's EHO as set out above. The EHO has raised no objections to the principle of development subject to the imposition of a condition to secure a noise impact assessment to assess impact on the nearest noise sensitive properties.

It is also worthy of note that although the proposed development includes B2 (general industrial) it also includes light industrial uses (Use Class E g(iii) which by definition is a use that can be carried out within a residential area without detriment to the amenity of the area.

Subject to the imposition of conditions sought by EHO and a further restriction the uses of those units on the set end of the site (Units 15 and 16) to Use Class Eg(iii) only it is considered that the impact of the development upon the amenity of surrounding residential properties could be adequately mitigated in compliance with EC4(D) (iii).

It is demonstrated that is necessary to support the role and function of the SEA and is demonstrated insufficient capacity exists within the SEA where the development is intended to support or enhance that location, to accommodate the proposed development.

Within the agents consolidated note they make reference to the various exchanges in response to Planning Policy requests to provide evidence to demonstrate compliance with criteria (iv) & (v) of EC4D. The agents advise that as a results taken by the applicant to progress work on Unit 10 on the existing business park in effect it is now full and the demand for small units can only be accommodated now within the application site. In the view of the applicant's agents the proposal fully accords with the provisions of Policy EC4 D.

In conclusion officers consider that the principle of development can be supported on the grounds that the applicants have demonstrated compliance with the provisions of Policy EC4D.

Other matters

Access, parking and highways.

The extension to the site will be served off Grants Hill Way which affords access onto Byfield Road. In terms of the proposed layout parking provisions and access arrangements on to Byfield Road no objections have been raised by the WNC Local Highway Authority (LHA).

The main issues raised by both Woodford PC and Byfield PC is the impact of additional HGV traffic and other traffic generated by the business park upon the existing road infrastructure in particular along Byfield Road towards and including the Doll's Hill round-a-about at Byfield.

This issue has been the source of communication between the LHA and the applicant's traffic consultants which has resulted in the LHA not objecting to the application subject to securing an obligation to support the existing local bus service. The full details of the LHA position is set out above.

The concerns of the Parish Councils are understandable and have been raised in respect of at least one other application in Byfield. That said it is a case of dealing with each application on its individual merits. In this case the LHA is satisfied that the impact of this particular development upon the local highway network is acceptable but recognising the need to support the local bus service and offer employees the choice for getting to and from the development.

Lighting, noise, contamination and air quality

These issues have been addressed by the EHO comments above lighting noise and contamination and subject to the conditions set out above can be mitigated.

Surface water drainage and flood risk.

The Lead Local Flood Authority has been consulted which has indicated that the proposed methods of dealing with surface water drainage are not acceptable in their current form but can be addressed by way of condition to ensure that surface water drainage serving the site is designed and built in such a way as to control the level of discharge from the site in a manner which does not cause any off site flooding.

Biodiversity

The application site is not particularly rich in biodiversity opportunities being a relatively open sparse area of land. The application however does propose a landscape scheme around the periphery of the site which will provide opportunity for biodiversity going forward.

The Ecology officer has responded on the application indicating that subject to conditions securing implementation and management of the landscape scheme would deliver a net gain in accordance with relevant development plan policy particularly EN5 of the Part 2 Local Plan.

Sustainability/design

There is no indication from the application submission on how matters of sustainability will be approached although it is accepted that the location of the site offers accessibility in terms of walking cycling, use of public transport or private transport (Policy ST1).

Policy ENV10 of the part 2 Local Plan and WH8 of the NDP both promote good design. In terms of the illustrative drawings submitted it is considered that the use of modern materials similar to those already used on the existing industrial estate will promote a sense of continuity and character across the estate. In any case the final appearance of individual buildings will be the subject of future reserved matters submissions as individual occupiers come forward.

Modern building standards will ensure for energy efficiency but no indication is given as to the use of PVs Solar panels or EV charging points across this new extension. At the time of this report clarification on these matters were being sought from the applicant's agents.

There is no policy requirement presently that would require the introduction of such features within buildings with the exception of ST 1 which suggests the incorporation of infrastructure to support EV charging where practical. This is a matter on which clarification is being sought from the applicant's agents.

Whilst I accept that provision of PVs or Solar Panels and EVs may be desirable and indeed necessary to make a contribution to reducing carbon footprint I am not convinced this issue alone represents a sound reason for refusing planning permission on its own.

FINANCIAL CONSIDERATIONS

CIL is not payable on this development but the request by the LHA to secure financial contributions towards supporting the existing bus service is considered to be a reasonable approach to mitigating the impact of the development and is supported by the general approach set out under Policy WH15 of the NDP .

PLANNING BALANCE AND CONCLUSION

The application site benefits from being physically adjoined to an existing SEA on the northern edge of Woodford Halse . In planning terms the applicants have demonstrated compliance with the provisions of Policy EC4 D such that the outline permission can be supported.

The siting design and appearance of the buildings together with landscape proposal will not result in adverse impact on the amenity of the immediate or surrounding landscape nor will it impact on the amenity of local residential properties by reason of noise, light pollution or adverse impact on highway network subject to the conditions set out and 106 obligation.

On balance it is considered that the proposal represents a sustainable form of development which, subject to the conditions set out and 106 agreement would result in development that complies with the provisions of the development plan and should be approved.

RECOMMENDATION

Subject to entering a 106 agreement to secure financial contributions towards the existing bus service and a requirement on occupiers of the units to fund 1 month bus passes to staff on request

The application be APPROVED subject to **the CONDITIONS AND REASONS below.**

Time frame for implementation

Approval of the details of the external appearance of the building(s), on the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: To comply with Section 92 of the Town & Country Planning Act 1990)

Plans and particulars of the reserved matters referred to above relating to the external appearance of any building(s) to be erected, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Reason: To comply with Section 92 of the Town & Country Planning Act 1990).

Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To comply with Section 92 of the Town & Country Planning Act 1990. The development hereby permitted shall be begun either before the expiration of 3 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with Section 92 of the Town & Country Planning Act 1990.

Drawings

The development hereby permitted shall be carried out in accordance with the approved plans reference:

8551 01 Development Control Plan;

8551 Site Location Plan;

:deposited with the Local Planning Authority on the 14/09/22.

Reason: To ensure that the development is carried out in accordance with agreed amendments.

Scale

The scale (height , length and width but not final appearance) of the buildings as approved shall be strictly in accordance with the submitted drawings :

8551 03 Unit 11 A-C Elevations

8551 04 Unit 14 A-G Unit A-G Handed Plans and Elevations

8551 05 Unit 15 AB Unit 16 Handed Plans and Elevations.

Reason: This condition is imposed to ensure the height width and length of the approved buildings is as per the approved drawings. Whilst the drawings are marked as illustrative only the LPA considers that as details of scale are being sought under this approval then height width and length of buildings should be set as per the details on these drawings. The LPA recognises that final details of appearance will be dealt with under reserved matters submission in due course.

Parking

Provision shall be made for the parking, turning, loading and unloading of vehicles within the site, in accordance with the approved plans and shall be laid out, surfaced and marked out before the buildings are first occupied and shall be permanently set aside and reserved for the purpose.

Reason: In the interests of the safety and convenience of users of the adjoining highway.

External materials.

Prior to construction works above slab level samples of the materials to be used in the construction of the external surfaces of the **** hereby permitted shall 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: From the approved application details it is not possible to assess the appropriateness of the proposed materials without checking them on site and comparing them to their surroundings, to ensure the proposed materials are appropriate to the appearance of the locality. Because it can take up to 8 weeks to discharge a condition, it is recommended the samples are provided at least 8 weeks before they need to be ordered.

Landscape Treatment

Prior to first occupation a schedule of landscape maintenance details for a minimum of 10 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

Reason: This condition is imposed in order to ensure that the approved landscape scheme is properly established In the interests of the visual amenity of the area and to afford increased.

The units 14 and 15 as shown on the approved drawings shall be used for E (g)(iii) (light industrial and for no other purpose (including any other purpose

in Class E of the Schedule to the Town & Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re enacting that Order with or without modification.

Reason: This condition is imposed in order to afford the LPA the opportunity of assessing the impact of other uses upon the amenities of the locality including nearby residential properties..

No display or storage of goods or materials or plant and equipment shall take place other than within the building (hereby permitted).

Reason: In the interests of visual amenity.

Noise

Prior to the commencement of development a noise assessment that outlines the likely impact on any noise sensitive property, and the measures necessary to ensure that the noise does not affect the local amenity of residents shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be determined by measurement or prediction in accordance with the guidance and methodology set out in BS4142: 2014. Once approved the use hereby permitted shall be operated in accordance with the approved details and thereafter maintained in this approved state at all times.

REASON: In the interest of safeguarding residential amenity and reducing pollution in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.

Contaminated Land

Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts A to D have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition D has been complied with in relation to that contamination.

Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is

subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwater's and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11(or any model procedures revoking and replacing those model procedures with or without modification)'.

B. Submission of Remediation Scheme

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

C. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

D. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition A, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition B, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition C.

REASON: Contaminated land investigation is required prior to the commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy 11 of the NPPF and in the interest of safeguarding residential amenity and reducing pollution in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.

Light

There shall be no external illumination on the site at any time other than in accordance with a detailed scheme which shall first have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include an assessment of the impact of the lighting on the vertical facades of

sensitive properties and the measures necessary to reduce the impact. Any floodlighting shall be operated in accordance with the approved details at all times.

REASON: In the interest of safeguarding residential amenity and reducing pollution in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.

Construction Phase

Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period and the approved measures shall be **retained** for the duration of the construction

REASON: In the interests of safeguarding highway safety, safeguarding residential amenity and reducing pollution in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.

Informative:

The Statement required to discharge the Construction Management Plan of this consent is expected to cover the following matters:

the parking and turning of vehicles of site operatives and visitors;

- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- details of measures to prevent mud and other such material migrating onto the highway from construction vehicles;
- wheel washing facilities;

measures to control the emission of dust and dirt during construction;

a scheme for waste minimisation and recycling/disposing of waste resulting from the construction works.

design of construction access

hours of construction work
measures to control overspill of light from security lighting

Informative: Contractors and sub contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.

Local residents that may be affected by the work shall also be notified in writing, after approval is received from the LPA or Environmental Health.
Surface Water Drainage

No above ground work shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, shall be submitted to the local planning authority for approval in writing. The details of the scheme shall include: i) Details (i.e. designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets and attenuation structures (if required).. ii) Details of the drainage system are to be accompanied by full and appropriately crossreferenced supporting calculations iii) Cross sections and manufacturers hydraulic curves for all control chambers and flow control devices.

Reason: To ensure that proper mitigation measures are installed on site to control the discharge of surface water from site in order to avoid the risk of on site flooding and to mitigate the risk of flooding off site.

No above ground work shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter. Details are required of the organisation or body responsible for vesting and maintenance of individual aspects of the drainage system. The maintenance and/or adoption proposal for every element of the surface water drainage system proposed on the site should be considered for the lifetime of the development and a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used including details of expected design life of all assets with a schedule of when replacement assets may be required, should be submitted. A maintenance schedule should be accompanied by a site plan to include access points, maintenance access easements and outfalls. Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arising's generated from the site.

Reason: To ensure that the approved surface water drainage scheme is properly maintained in the future

18. No Occupation shall take place until a Verification Report for the installed surface water drainage system for the site has been submitted in

writing by a suitably qualified independent drainage engineer and approved by the Local Planning Authority The details shall include: a) Any departure from the agreed design is keeping with the approved principles; b) Any As-Built Drawings and accompanying photos; c) Results of any performance testing undertaken as a part of the application process (if required / necessary) ; d) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc. e) Confirmation that the system is free from defects, damage and foreign objects.

Reason: to ensure that the agreed surface water drainage system is constructed in accordance with the approved details and to ensure that any changes are properly recorded.

CONDITIONS

1. Time frame for implementation

Approval of the details of the external appearance of the building(s), on the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

- 2. Plans and particulars of the reserved matters referred to above relating to the external appearance of any building(s) to be erected, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.**
- 3. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.**
- 4. The development hereby permitted shall be begun either before the expiration of 3 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.**
- 5. Drawings**

The development hereby permitted shall be carried out in accordance with the approved plans reference:

8551 01 Development Control Plan;

8551 Site Location Plan;

:deposited with the Local Planning Authority on the 14/09/22.

6. Scale

The scale (height , length and width but not final appearance) of the buildings as approved shall be strictly in accordance with the submitted drawings :

8551 03 Unit 11 A-C Elevations

8551 04 Unit 14 A-G Unit A-G Handed Plans and Elevations

8551 05 Unit 15 AB Unit 16 Handed Plans and Elevations.

7. Parking

Provision shall be made for the parking, turning, loading and unloading of vehicles within the site, in accordance with the approved plans and shall be laid out, surfaced and marked out before the buildings are first occupied and shall be permanently set aside and reserved for the purpose.

8. External materials.

Prior to construction works above slab level samples of the materials to be used in the construction of the external surfaces of the buildings hereby permitted shall have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details

9. Landscape Treatment

Prior to first occupation a schedule of landscape maintenance details for a minimum of 10 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

10. Uses

The units 14 and 15 as shown on the approved drawings shall be used for E (g)(iii) (light industrial and for no other purpose (including any other purpose in Class E of the Schedule to the Town & Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re enacting that Order with or without modification.

11. No display or storage of goods or materials or plant and equipment shall take place other than within the building (hereby permitted).

12. Noise

Prior to the commencement of development a noise assessment that outlines the likely impact on any noise sensitive property, and the measures necessary to ensure that the noise does not affect the local amenity of residents shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be determined by measurement or prediction in accordance with the guidance and methodology set out in BS4142: 2014. Once approved the

use hereby permitted shall be operated in accordance with the approved details and thereafter maintained in this approved state at all times.

13. Contaminated Land

Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts A to D have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition D has been complied with in relation to that contamination.

A. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,**
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,**
- adjoining land,**
- groundwater's and surface waters,**
- ecological systems,**
- archaeological sites and ancient monuments;**

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11(or any model procedures revoking and replacing those model procedures with or without modification)'.

B. Submission of Remediation Scheme

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

C. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

D. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition A, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition B, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition C.

14. Light

There shall be no external illumination on the site at any time other than in accordance with a detailed scheme which shall first have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include an assessment of the impact of the lighting on the vertical facades of sensitive properties and the measures necessary to reduce the impact. Any floodlighting shall be operated in accordance with the approved details at all times.

15. Construction Phase

Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction.

Surface Water Drainage

- 16. No above ground work shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, shall be submitted to the local planning authority for approval in writing. The details of the scheme shall include: i) Details (i.e. designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets and attenuation structures (if required).. ii) Details of the drainage system are to be accompanied by full and appropriately crossreferenced supporting calculations iii) Cross sections and manufacturers hydraulic curves for all control chambers and flow control devices.**
- 17. No above ground work shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter. Details are required of the organisation or body responsible for vesting and maintenance of individual aspects of the drainage system. The maintenance and/or adoption proposal for every element of the surface water drainage system proposed on the site should be considered for the lifetime of the development and a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used including details of expected design life of all assets with a schedule of**

when replacement assets may be required, should be submitted. A maintenance schedule should be accompanied by a site plan to include access points, maintenance access easements and outfalls. Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arising's generated from the site.

18. No Occupation shall take place until a Verification Report for the installed surface water drainage system for the site has been submitted in writing by a suitably qualified independent drainage engineer and approved by the Local Planning Authority The details shall include: a) Any departure from the agreed design is keeping with the approved principles; b) Any As-Built Drawings and accompanying photos; c) Results of any performance testing undertaken as a part of the application process (if required / necessary) ; d) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc. e) Confirmation that the system is free from defects, damage and foreign objects.

REASONS

- 1. To comply with Section 92 of the Town & Country Planning Act 1990.**
- 2. To comply with Section 92 of the Town & Country Planning Act 1990.**
- 3. To comply with Section 92 of the Town & Country Planning Act 1990.**
- 4. To comply with Section 92 of the Town & Country Planning Act 1990.**
- 5. To ensure that the development is carried out in accordance with agreed amendments.**
- 6. This condition is imposed to ensure the height width and length of the approved buildings is as per the approved drawings. Whilst the drawings are marked as illustrative only the LPA considers that as details of scale are being sought under this approval then height width and length of buildings should be set as per the details on these drawings. The LPA recognises that final details of appearance will be dealt with under reserved matters submission in due course.**
- 7. In the interests of the safety and convenience of users of the adjoining highway.**
- 8. From the approved application details it is not possible to assess the appropriateness of the proposed materials without checking them on site and comparing them to their surroundings, to ensure the proposed materials are appropriate to the appearance of the locality. Because it can take up to 8 weeks to discharge a condition, it is**

**recommended the samples are provided at least 8 weeks before they need to be ordered.
Landscape Treatment.**

- 9. This condition is imposed in order to ensure that the approved landscape scheme is properly established In the interests of the visual amenity of the area and to afford increased.**
- 10. This condition is imposed in order to afford the LPA the opportunity of assessing the impact of other uses upon the amenities of the locality including nearby residential properties.**
- 11. In the interests of visual amenity.**
- 12. In the interest of safeguarding residential amenity and reducing pollution in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.**
- 13. Contaminated land investigation is required prior to the commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy 11 of the NPPF and in the interest of safeguarding residential amenity and reducing pollution in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.**
- 14. In the interest of safeguarding residential amenity and reducing pollution in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.**
- 15. In the interests of safeguarding highway safety, safeguarding residential amenity and reducing pollution in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.**
- 16. To ensure that proper mitigation measures are installed on site to control the discharge of surface water from site in order to avoid the risk of on site flooding and to mitigate the risk of flooding off site.**
- 17. To ensure that the approved surface water drainage scheme is properly maintained in the future**
- 18. to ensure that the agreed surface water drainage system is constructed in accordance with the approved details and to ensure that any changes are properly recorded.**

NOTES

- 1. The Statement required to discharge the Construction Management Plan of this consent is expected to cover the**

following matters:

- **the parking and turning of vehicles of site operatives and visitors;**
 - **loading and unloading of plant and materials;**
 - **storage of plant and materials used in constructing the development;**
 - **the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;**
 - **details of measures to prevent mud and other such material migrating onto the highway from construction vehicles;**
 - **wheel washing facilities;**
 - **measures to control the emission of dust and dirt during construction;**
 - **a scheme for waste minimisation and recycling/disposing of waste resulting from the construction works.**
 - **design of construction access**
 - **hours of construction work**
 - **measures to control overspill of light from security lighting**
- 2. Contractors and sub contractors must have regard to BS 5228-2:2009 'Code of Practice for Noise Control on Construction and Open Site' and the Control of Pollution Act 1974.**

Local residents that may be affected by the work shall also be notified in writing, after approval is received from the LPA or Environmental Health.

