

**Parish: Sowerby**  
**Ward: Sowerby and Topcliffe**  
**12**

Committee date: 16th December 2021  
Officer dealing: Kate Williams  
Target date: 20th December 2021

## **21/01572/MRC**

**Application for variation of condition No:2 to previously approved application 20/01136/FUL for Construction of petrol filling station (Sui Generis) with associated retail kiosk (Use Class E), drive-thru restaurant (Use Class E/Sui Generis) and drive-thru coffee shop (Use Class E) with associated parking, service arrangements, landscaping and access  
At: Land Adjacent to Oakfield, York Road, Thirsk, North Yorkshire  
For: Mr Graham Wilson**

**This application is referred to Planning Committee as the proposed development is of public interest**

- 1.0 Site, context and proposal
- 1.1 The application site is located to the south of Thirsk, adjacent to the A170 (York Road) and to the west of the A19 Trunk Road. The site area is approximately 3.1 hectares. The site comprises a relatively flat area of land currently used for grazing and arable farming. An existing residential building and associated outbuildings are situated on the site and would be demolished as part of the proposed development. The site has approval for a petrol station and associated retail kiosk and a variety of other uses; a drive-thru restaurant and drive-thru coffee shop and an overnight lorry park. Both drive-through facilities would include outdoor seating areas. The wider site would comprise car parking and dedicated HGV overnight parking areas, along with a servicing area, pedestrian and vehicular accesses and soft landscaping.
- 1.2 The site is bounded to the north by agricultural fields which are themselves bounded to the north east by York Road (A170). The site is bounded to the east by an existing access off the A170 roundabout which connects onto the A19 and A168. To the south is an established Gypsy and Traveller's site, and to the west agricultural fields, beyond which lies Cod Beck. The site is outside development limits and is located in Flood Zone 1. The site does not contain or adjoin any listed buildings and is not located within a conservation area.
- 1.3 This application seeks to amend the existing permission by way of a Minor Material Amendment under Section 73 of the Town and Country Planning Act 1990. Variations are being sought in relation to the layout of the HGV parking area, coffee shop site and Petrol Filling Station (PFS) forecourt and its kiosk.

- 1.4 The HGV parking area is proposed to be increased from 22 to 32 spaces. This has been facilitated as a result of reductions to the parking areas of the coffee shop and the petrol filling station. As a result, there is reduction in hardstanding of 23% overall, leading to increased landscape provision around the HGV parking area and the ability to provide an amenity block comprising showers and WC's for the HGV parking.
- 1.5 The petrol filling station now proposes increased electric vehicle charging from 4 to 8 spaces. There are alterations to the design of the proposed PFS kiosk, and the provision of jet wash bays. The overall location of uses are in similar positions as those previously approved. The design of the coffee shop remains unchanged.
- 1.6 The reason for the changes are based on the original developer BP no longer being the developer of the site. The proposal would be implemented by Motor Fuel Group who would manage the site and HGV park. BP would provide the fuel. As a result, the PFS kiosk appears to have changed occupiers and now the plans show Budgens (a Grocery store) and Greggs operating from the PFS kiosk (both are within Use Class E formerly A1).

#### The Proposed Amendments

- 1.7 Overall, this results in the following proposed changes to the approved scheme:
  - Reconfigured HGV parking area, with dedicated one-way system, ancillary shower block and increased provision from 22 spaces to 32 spaces;
  - Reduced car parking provision across the site from 128 spaces to 120 spaces, and resultant rationalisation of the layout for the proposed petrol filling station and coffee shop;
  - Updated format for the proposed petrol filling station retail kiosk, with an increased gross internal floor area of 438 m<sup>2</sup> (as opposed to 310 m<sup>2</sup>). This equates to a slight increase in the overall amount of floorspace across the scheme from 849 m<sup>2</sup> to 977 m<sup>2</sup>; and
  - Increased soft landscaping buffer areas to the north and western site boundaries as a result of the reconfigured layout, equating to a reduction in the area of hardstanding from approximately 23,077 m<sup>2</sup> to approximately 17,623 m<sup>2</sup> (i.e. a 23.6% reduction);
  - Increased electric vehicle charging from 4 to 8 spaces.
- 1.8 No changes are proposed to either the approved site access arrangements off the public highway, or the proposed layout for the drive through restaurant.

- 2.0 Relevant planning and enforcement history
- 2.1 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Screening Opinion Decision: An Environmental Impact Assessment is not required. 16 July 2021.
- 2.2 20/01136/FUL - Construction of petrol filling station (Sui Generis) with associated retail kiosk (Use Class E), drive-thru restaurant (Use Class E/Sui Generis) and drive-thru coffee shop (Use Class E) with associated parking, service arrangements, landscaping and access. Granted 02.02.2020.
- 2.3 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Screening Opinion Decision: An Environmental Impact Assessment is not required. 28 September 2020.
- 2.4 MHCLG Case Reference: PCU/EIASC/R/G2713/3261504 Thirsk Friends of the Earth and CPRE North Yorkshire screening direction request dated 08/10/2020 on the matter of whether or not the development proposed is 'EIA development' 14/10/2020. The Decision by the Secretary of State 23/11/2020 is set out below:

Accordingly, in exercise of the powers conferred on him by regulation 5(3) of the 2017 Regulations the Secretary of State hereby directs that the proposed development is not 'EIA development' within the meaning of the 2017 Regulations. Permitted development rights under the Town and Country Planning (General Permitted Development) Order 2015 (SI 596) as amended are therefore unaffected.

- 2.5 Hambleton Local Plan Alternative Sites Consultation April 2017.
- ALT/T/139/018 - Proposed Use: Housing – Not a preferred site.
  - ALT/T/139/019/E - Proposed Use: Employment – Not a preferred site.
- 3.0 Relevant planning policies
- 3.1 The relevant policies are:
- Core Strategy CP1-Sustainable Development
  - Core Strategy CP2-Access
  - Core Strategy CP3-Community Assets
  - Core Strategy CP12-Priorities for Employment
  - Core Strategy CP13-Market Towns Regeneration
  - Core Strategy CP14-Retail and Town Centre Development
  - Core Strategy CP16-Protecting and enhancing natural and man-made assets
  - Core Strategy CP17-Promoting High Quality Design
  - Core Strategy CP18-Prudent Use of Natural Resources
  - Core Strategy CP21-Safe Response to natural and Other Forces
  - Development Policies DP1-Protecting Amenity

Development Policies DP3-Site Accessibility  
Development Policies DP4-Access for all  
Development Policies DP6 -Utilities and Infrastructure  
Development Policies DP8 -Development Limits  
Development Policies DP9 -Development outside Development Limits  
Development Policies DP10 – Form and Character of Settlements  
Development Policies DP16-Specific Measure to assist the economy and employment  
Development Policies DP19-Specific Measures to assist Market Town Regeneration  
Development Policies DP23-Major out of Centre Shopping Proposals  
Development Policies DP28-Conservation  
Development Policies DP29-Archaeology  
Development Policies DP30-Protecting the Character and Appearance of the Countryside  
Development Policies DP32-General Design  
Development Policies DP33-Landscaping  
Development Policies DP34-Sustainable Energy  
Development Policies DP36-Waste  
Development Policies DP42-Hazardous and Environmentally Sensitive Operations  
Development Policies DP43-Flooding and Floodplain Development  
Policies DP44-Very Noisy Activities

#### 4.0 Consultations

4.1 Town Council – Thirsk Town Council recommend approval.

4.2 Parish Council – Sowerby Parish Council wish to see this application approved.

4.3 NYCC Highways Authority– The Local Highway Authority does not raise any objection to the proposal, but recommends that the previous conditions, associated with Planning No 20/01136/FUL, are attached to any permission granted. They comment that in terms of highway capacity, there are no proposed changes that would make any significant material difference to the levels of trip generation associated with the three commercial uses.

4.4 Highways England – No objections.

4.5 RAF MOD - In summary, subject to the following conditional requirements being implemented as part of any planning permission granted, the MOD maintains no safeguarding objection to this application:

- Wish to see a bird management plan in place to prevent nesting of birds with safe roof access to all areas.
- A SUDs maintenance plan to ensure that water continues to drain away effectively, not leaving any areas of standing open water.

- A suitable policy for good housekeeping is put in place to ensure no food waste is available for scavenging birds.
  - Assurances that dense canopy forming trees such as Oak and Scots Pine (both included on the planting strategy) should be kept to a minimum.
- 4.6 Natural England - Natural England has no comment to make on the variation of condition 2.
- 4.7 Yorkshire Wildlife Trust – No comments received.
- 4.8 NYCC Lead Local Flood Authority – The LLFA have no objections, and have recommended a condition based on greenfield rates.
- 4.9 Yorkshire Water - Comments and recommended conditions from previous letter dated 13th August 2020 still apply.
- 4.10 Environment Agency – No comments received (previously no objection and recommended conditions were incorporated).
- 4.11 Environmental Health -
- Recommends acoustic screening to the southern boundary of the development site to the HGV parking bays and along the boundary with proposed MacDonald's.
  - Would like to see noise management scheme for the management of the HGV overnight park.
  - Would recommend that further information needs to be provided detailing the proposed lighting provision and potential impact on nearby residents.
  - If the resubmitted plans have increased the retail capacity for the cooking and reheating of hot foods; details of ventilation and fume extraction should be provided.
- 4.12 Contaminated Land - Have assessed the documents and have no further comments/observations at this point.
- 4.13 NYCC Heritage - The original consent carries an archaeological planning condition (no. 3) requiring the design, execution and completion of a scheme of archaeological works. Seek to ensure that this condition will be carried forward and have no comments to make on the amendments themselves.
- 4.14 CPRE - No objection to the variation and support the overall reduction of hardstanding (by 23.6%) and increased opportunities for soft landscaping to the northern and western boundaries.
- 4.15 Advertisement - The application was advertised by press, site notice and neighbour notification which have all expired.

4.16 Public comments - 2 objections have been received. The comments are summarised as follows:

- There are already plenty of places for getting petrol and diesel in this area.
- There are already places for eating out and getting coffee in Thirsk
- We should not be encouraging people to drive out of town for these facilities
- The food provided is unhealthy options which should be discouraged in a society
- The proposal is not better for the health of our community and the environment No-one has the right to make money and profit from something that is not in our collective best interests.
- The entry of the slip road onto York Road from the A19 south bound will not be safe for multiple lorries turning right towards the proposed services.

## 5.0 Analysis

5.1 The main issues to consider are the implications of the proposed amendments and how they compare to the previously approved scheme. The main issues to be considered in this instance are set out below:

- Principle
- Highway Matters
- Landscape and Ecology
- Heritage Assets
- Design and Visual Impact
- Flood risk and Drainage
- Environmental Protection
- Residential Amenity and Public Health
- Crime

### Principle

5.2 This application seeks to amend the existing permission by way of a Minor Material Amendment under Section 73 of the Town and Country Planning Act 1990. Under the terms of a Section 73 application, recognising that the development has been granted, it is only the impact of the proposed changes that are appropriate to be considered. There is no statutory definition of a 'minor material amendment' but it is likely to include any amendment where its scale and/or nature results in a development which is not substantially different from the one which has been approved.

5.3 The amendments proposed by MFG are intended primarily to optimise the layout of the proposed HGV parking area and reconfigure the petrol

filling station and its kiosk. This reflects the evolving operational requirements of the petrol filling station and in particular, a reduced commercial requirement for car parking associated with this use. This in turn frees up space in the northern portion of the site to accommodate a dedicated one-way system for HGVs, meaning the parking area for these vehicles in the western portion of the site can be enlarged and enhanced (including through the addition of a small ancillary shower block). There are changes to the operators of the proposed scheme, which has facilitated a change to the Petrol Filling Station arrangements.

- 5.4 The approved application was considered to help contribute to the operation of an effective and efficient strategic road network and reduce pressure on Thirsk Industrial Park due to the provision of the HGV parking, satisfying Policy DP19.
- 5.5 The approved scheme was also considered to satisfy the requirements of Local Plan Policies CP14 and DP23 in relation to out of centre retail development, including relation to need, locational requirements and its impact upon Thirsk Town Centre. The proposed format for the proposed petrol filling station retail kiosk, has an increased gross internal floor area of 438 m<sup>2</sup> (as opposed to 310 m<sup>2</sup>).
- 5.6 In the context of the approved scheme, the floorspace increase is not considered to be significant, because on its own it is still less than the 500sqm excluded by Policy DP21 outside of town centres. The development as a whole previously did exceed this figure, however the as a whole was considered to satisfy policies CP14 and DP23. In January 2021 it was agreed that there are no suitable and available sites within Thirsk Town Centre to accommodate the application proposals. The applicants advise that no new sites are understood to have become available in the intervening period. In addition the provision of jobs created for the amended retail unit is anticipated to remain at similar levels.
- 5.7 In conclusion the permitted application identified that the social and appropriately weighted economic benefits of the proposal represented material considerations which exceptionally would accord with Policy CP4 criterion vi) and Policy DP9 for development outside settlement limits, and that the development would bring and support further inward investment. The principle of development in this location was supported. In the context of the approved scheme the amendments are minor and can be supported. The minimal floorspace increase and overall nature of the proposed facilities, which are both within Use Class E, remains unchanged. The impact upon the vitality and viability of Thirsk Town Centre compared to the fallback position of the approved scheme is not significant. The provision of enhanced HGV parking, clarity over the management of the site and amenity provision is welcomed. This proposal therefore satisfies Policies CP14, DP19 and DP23.

## Highway Matters

- 5.8 The proposed means of access to the development off York Road remains unchanged as a result of the application proposals. As such, the Road Safety Audit considerations identified and resolved through the original application are considered to remain acceptable. In addition, no change is proposed to the off-site highway works secured through the original planning permission. In terms of highway capacity, the Local Highway Authority have confirmed that there are no proposed changes that would make any significant material difference to the levels of trip generation associated with the three commercial uses.
- 5.9 In terms of more detailed design matters, the internal road layout has been auto tracked, which confirms the new dedicated HGV route around the site will operate safely. The level of parking provision proposed also remains appropriate, albeit reduced, and this is based on other operational sites. The Local Highway Authority has discussed the level of parking, pedestrian and disabled accessibility and amended plans have been accepted which satisfactorily address initial concerns about these matters, and accordingly the conditions proposed in the original application are attached.
- 5.10 Therefore, the main impacts arising from traffic outside of the site by this amendment are minor and can be satisfactorily dealt with by the conditions imposed on the original consent. On this basis, the proposal continues to accord with Local Plan Policies CP2, DP3 and DP4, as well as the NPPF.

## Landscape and Ecology

- 5.11 From a landscape and visual perspective, the design of the proposed scheme is broadly similar to the approved scheme albeit there is larger areas of proposed planting and grasslands along the northern and much of the western boundary resulting from a reduction in hard standing across the site. In terms of landscape and visual effects and effects on local setting, these changes would be barely perceptible in the context of the approved development.
- 5.12 The proposed development reduces hard standing areas by over 23%, particularly to the north of the building and associated areas, resulting in more space for native tree, hedgerow and shrub planting. The additional space around the north west boundary has created better opportunities for integrating gently graded earthworks around the parking areas.
- 5.13 The application site is situated within 240m of Sowerby Flatts Site of Importance for Nature Conservation, but no direct impacts were identified during the course of the previous application and Natural England did not object to the proposal. In addition, the Committee Report confirms that the mitigation proposed as part of the approved



scheme, including woodland planting with new native hedgerows and trees, would provide higher value habitats to offset the loss of hedgerows as a result of the development. The proposal would still represent an improvement in terms of biodiversity net gain.

- 5.14 The subsequent development condition has been amended to ensure the biodiversity enhancement measures (also secured by condition) are incorporated into the landscape scheme details. Similarly, other conditions which relate to the environment such as lighting and a construction environmental management plan are still imposed.
- 5.15 Therefore, the impact upon the landscape and ecology of the area is improved as a result of the proposal due to the increased buffer around the HGV site. Overall, therefore, the modification proposals represent an improvement relative to the approved scheme, and the form and character of the settlement setting of and the requirements of Policies CP16 and DP10 DP30 and DP31 are therefore satisfied.

#### Heritage Assets

- 5.16 The site is in close proximity to locally and nationally designated heritage assets. The boundary of the Thirsk and Sowerby Conservation Area is less than 200m at its nearest point) to the west. This includes the open space around Cod Beck and the Manor Farm complex of Listed Buildings on the east side of Sowerby village. Grade II listed Blakey Bridge around 400m to the south. The site is around 450m north of the northernmost part of the Scheduled Monument "Pudding Pie Hill", an ancient burial mound.
- 5.17 The Planning and Listed Buildings and Conservation Areas) Act 1990 is relevant. It requires the local planning authority to have special regard to the desirability of preserving Heritage assets, its setting or any features of special architectural or historic interest which it possesses. Section 72 requires that in exercising an Authority's planning function special attention shall be paid to the desirability of preserving or enhancing the character or appearance of Conservation Areas.
- 5.18 Paragraph 199 of the NPPF states 199 when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 5.19 Paragraph 200 of the NPPF states any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

- 5.20 Paragraph 202 of the NPPF states where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 5.21 The impact of the approved scheme upon these assets, concluded that the scheme would result in less than substantial harm, due to a combination of factors including the separation distance between the site and the heritage assets.
- 5.22 The proposals do not incorporate any substantial revisions to the built design or layout of the development as a whole. In addition, one of the key mitigation features identified, the landscape buffer, would increase in scale as a result of the changes. The minor redesign of the Petrol Filling Station, are not considered to be on an significant or unacceptable scale, and as before given the locational context, near to the existing industrial area to the south east of the main urban area of Thirsk the heritage implications are not significantly changed from the approved details. Whilst this enhanced mitigation is considered to reduce the level of harm to the heritage assets, it does not affect the overall conclusion that the scheme would give rise to 'less than substantial' harm.
- 5.23 In relation to the requirements of the NPPF, public benefits can be those which relate to sustainable development and includes the social, environmental and economic objectives referenced. The proposal would provide predominantly social and economic benefits, this includes increased options for residents of Thirsk, lorry parking which would support wider businesses, and amenity, roadside facilities which would support road users, and improved accessibility to facilities for nearby residents. In addition, the economic benefits are not insignificant with anticipated construction jobs, full time operational jobs, spin off jobs and increased business rates. These public benefits are considered to outweigh the less than substantial harm.
- 5.24 There are no further archaeology requirements as a result of the proposed development. The County Archaeologist has recommended a condition for mitigation as the survey revealed aspects which would not be of such significance.
- 5.25 There is less than substantial harm to the setting of the conservation area (and the heritage assets within it), and in turn the setting of the town. However, in accordance with the NPPF there are public benefits which outweigh the less than substantial harm. The proposals would not cause harm to any specific feature, fabric or other aspects of the heritage assets and fulfils the requirements of Policies C16, DP28 and DP29 and in this respect can be considered to fundamentally preserve

the character and appearance of heritage assets. The proposed development has a benefit over the approved application in this respect.

#### Design and Visual Impact

- 5.26 Due to the inclusion of a new segregated HGV route through the site, the overall layout of the proposed coffee shop and petrol filling station facilities can in turn be rationalised and compressed slightly further toward the site's main frontage onto York Road. The approved site access arrangements remain unchanged. This opens up further space along the site's more sensitive northern and western boundaries, facing the Cod Beck area, to increase the scale and depth of the landscape buffers provided.
- 5.27 The coffee shop and restaurant elevations are not changed. The proposed petrol station kiosk has changed, but overall, the forecourt arrangement is similar to those previously approved. These alterations would be seen in the context of an already well-lit road junction, the A19, residential area, industrial estate and other lighting in the nearby built-up area of Thirsk, and do not result in a significantly different appearance in character to the approval.
- 5.28 Newer additions to the scheme include jet wash bays, shower block and increased electric vehicle parking stand. These are single storey structures which can be accommodated easily within the confines of the site.
- 5.29 All materials are subsequently reserved for consideration by condition 26. On this basis, it is considered that the material minor amendment proposals do not depart significantly from those approved, and the scheme as a whole again accords with the requirements of Local Plan Policies CP18, DP34 and DP36.

#### Flood Risk and Drainage

- 5.30 The overall drainage strategy remains unchanged as part of the proposals. In particular, the proposal continues to include sustainable drainage and interceptors, to ensure fuel leakages from vehicles are contained and managed to ensure there are no significant impacts upon land or water.
- 5.31 The approved scheme incorporated a proposed drainage strategy, with a more detailed layout and specification secured by planning condition. The Lead Local Flood Authority are content to condition the approved scheme with a greenfield rates.
- 5.32 All the previous conditions attached to the approved application have been attached to this application, as suggested by Yorkshire Water. Conditions required by the Environment Agency are still imposed. The

site has a smaller area of hardstanding and therefore the proposal is still considered to satisfy the requirements of Local Plan Policies CP21, and DP43.

#### Environmental Protection

- 5.33 There are policies which relate to ensuring that communities are healthy and safe from proposed developments. Policies CP21, DP42 and DP44 relate to activities that could be detrimental to health and noisy activities.
- 5.34 Cod Beck is a river around 200m to the west of the site. The main potential issue around contamination is in relation to fuel leakage or any other polluting contaminant spills and enters this or other nearby watercourses, water meadows either directly or through ground.
- 5.35 The operational requirements of the development remain unchanged as a result of the material minor amendment proposals. The preliminary ground investigation carried out as part of the original application provided confirmation that any mitigation or management of potential ground pollution is likely to be standard and not unusually complex. Petrol filling stations are also subject to licensing requirements out with the planning process. The Environment Agency conditions are imposed. As with the original scheme, the proposal as amended and with the conditions previously imposed in these respects meets the requirements of Policies CP21, DP42 and DP44.

#### Residential Amenity and Public Health

- 5.36 Policies CP1 and DP1 require development proposals to adequately protect amenity. As set out within the original Committee Report, the area surrounding the subject site has high background noise levels due to traffic from York Road, the A19 and the associated roundabout. Neither the approved scheme nor the minor material amendment proposals would therefore have an undue harmful impact in terms of noise.
- 5.37 The approved application contained a management operating plan condition. This sought prior to the construction of buildings or layout of the lorry park that a noise assessment for that part of the development would be submitted and if indicated that elements which could affected amenity were identified then mitigation would need to be provided.
- 5.38 The management plan condition also required details of the hours of operation for the unit, including deliveries, outside cleaning, waste management plans setting out how and when waste associated with each unit and lorry park would be dealt with as well as the inclusion of policies for good housekeeping in relation to scavenging birds. A parking management plan for lorry park including the details on the

allocation and management of the on-site HGV parking spaces is also required.

- 5.39 Where there is potential for a decision to affect a person/s with a protected characteristic, due regard must be had to the Public Sector Equality Duty (PSED) contained in the Equality Act 2010. The Gypsy and Traveller site at Bankside Close is a nearby residential area and it shares a boundary with the site, but it is well separated and screened from that boundary by an access road. In considering the Public Sector Equality Duty, the development due to the provision of new facilities would enhance access to the Gypsy and Traveller site for shops and facilities, whilst conditions imposed to mitigate impacts on the original application were attached and remain.
- 5.40 A condition was attached to require further noise assessment of how the businesses operate and details of any extraction or ventilation systems. The conditions already imposed seek to ensure that if these conditioned assessments identify elements where there would be an impact that mitigation measures are proposed. These for example include barriers adjacent to Bankside Close. Lighting details for each unit and across the site have also been included. The original conditions have been amended to up. Importantly the development adjacent to Bankside Close has not been amended.
- 5.41 The received representations raise concerns about health and fast food culture and links to obesity. It was previously considered that behavioural or consumer choices regarding the nature (and healthiness) of food purchased from such uses are not the subject of any relevant planning policies, and there are no schools immediately nearby. There is a wide offering of food available across the businesses.
- 5.42 In terms of air quality, the major source of air pollution within the vicinity is from the A19, but the site is not situated in close proximity to any Air Quality Management Area. In addition, as part of the consideration of the approved scheme, the Council's Environmental Health consultees did not identify any issues with air quality as a result of the proposals. The traffic impacts of the proposal are not significantly different in terms of trip generation; therefore, this element is also not unacceptable.
- 5.43 On this basis, and subject to the same planning conditions imposed upon the approved scheme, it is considered that the proposals would comply with Policies CP1 and DP1.

#### Other Matters

- 5.44 Whilst the emerging Local Plan is at a relatively advanced stage in its preparation, the emerging policies cannot be given full weight. Whilst there may be conflict with emerging policies in terms of the principle of development, the proposal currently has a fallback position in that the

original approval can be implemented. There are benefits with the approved scheme in terms of a reduction in hard standing and increased HGV parking.

- 5.45 The applicant previously confirmed that the estimate of 76 jobs was based upon comparable sites elsewhere in the country for BP, M&S, Costa and McDonalds. These job figures were based upon the operators' usual opening times. In the case of BP and M&S, the figure of 30 (FTE) direct jobs created is therefore based upon 24-hour opening and three shifts of 10 workers each. McDonald's 35 jobs is based upon approximate opening hours of 6 AM until midnight, and using more up-to-date figures is actually now likely to rise to around 45 jobs. The 11 jobs generated by Costa are based upon their standard opening hours of 5 AM until 11 PM.
- 5.46 The hours of opening are still to be determined as specified in the requirements of Condition 17 and therefore the exact number of jobs will depend on the opening hours. Although BP and M&S are to be replaced by different operators, they are of a similar character in terms of the Use Class and therefore will provide similar types of jobs. MFG have clarified that based on 24 hr use PFS and retail unit would similarly provide 30 FTE jobs. The material minor amendment proposals do not depart significantly from those approved.
- 5.47 The economic benefits include a £7million investment which would create construction employment. The economic output in terms of Gross Value Added ("GVA") was also estimated at £20.1 million during the construction phase. These impacts are short term, but of value to the local economy. The applicants previously identified that the economic activity creates £2.3million GVA per annum and presents an uplift of approximately £21,000 pa in business rates.

#### Planning Balance

- 5.48 The Economic Objective - The economic benefits are, in accordance with the NPPF, afforded appropriate weight. There would be substantive temporary construction employment generated both on and off-site. The operation of the development would generate full-time jobs and be likely to generate spin off employment jobs, and additional business rates would also accrue. The HGV park would support local business within the area. The facilities would also support the operation of an effective and efficient strategic road network, which is identified as making a contribution to economic growth.
- 5.49 The Social Objective – The proposed development has positive benefit, again afforded limited weight. Whilst tempered by the marginal impact on the setting of the town and conservation area, it would provide accessible facilities for residents, reduce the need to travel further afield and support social cohesion. In addition, it would provide facilities for

road users, and provision for HGV drivers reducing conflict parking off site.

5.50 The Environmental Objective - The proposal would result in the loss of agricultural land and involve development on a greenfield site and change to landscape character. However, the development as amended is still considered to be visually acceptable in this location within the context of the nearby strategic road network and industrial estate, with improvements being created in terms of increased landscape buffers to the north and west of the site. There is less than substantial harm to heritage assets, but the public benefits are still such that even when applying great weight and having special regard to their conservation the amended proposals is similarly acceptable. The impacts are appropriately mitigated by control regimes, structure planting, and the provision of increased green infrastructure on the site.

5.51 The comments from the consultees indicate that, on the whole, the proposal represents sustainable development. This is in terms of highways issues, residential amenity, ecology, heritage assets, contaminated land and drainage. The attached conditions can mitigate the impacts of the amendments and are reasonable and directly relate to the proposed development. As such the proposal fulfils the overarching requirements of Policies CP1 and CP2.

5.52 The scale and nature of the proposed development is not substantially different from the one which has been approved. The proposal would still support the Council's objectives through promoting Hambleton as a recognised location for business by providing a range of employment opportunities and meeting the needs of new and expanding businesses.

## 6.0 Recommendation

6.1 That subject to any outstanding consultations permission is **GRANTED** subject to the following conditions:

### Time Limit

1. The development hereby permitted shall be begun within five years of the date of this permission.

### Approved Drawing List

2. The permission hereby granted shall not be undertaken other than in accordance with the drawing(s) and/or details received by Hambleton District Council listed below unless otherwise modified by this condition or other conditions of this permission and agreed in writing by the Local Planning Authority:

Notwithstanding the McDonalds Totem, which are specifically excluded from the permission, development shall otherwise be implemented in accordance with the details on Dwg No. MFG-428-PO2-1 Rev I Proposed Overall Site Plan

Notwithstanding the McDonalds Totem, which are specifically excluded from the permission, development shall otherwise be implemented in accordance with the details on Dwg No. MFG-428-PO2-4E Rev E Proposed Restaurant Site Plan  
Dwg No. 7280\_AEW\_8716\_0005 Rev C Proposed Building Elevations McDonalds  
Dwg No. 7280\_AEW\_8716\_0006 Rev A Proposed Floor and Roof Plan McDonalds  
Dwg No. 1800(SIDE)-01E Costa  
Dwg No. 1800(SIDE)-02E Costa  
Dwg No. 1800 (SIDE) -03C Costa Roof Plan  
Dwg No. WPS-MFG-428-P05 Shower Block  
Dwg No. WPS-MFG-428-P04-1 Petrol Filling Station  
Dwg No. WPS-MFG-428-P03 Petrol Station Floor Plan  
Dwg No. MFG-428-PO2-2 Rev E Proposed HGV  
Dwg No. MFG-428-PO2-3F Rev F Proposed PFS Site Plan  
Dwg No. WPS-MFG-428-P06 Jet Wash  
Dwg No. WPS-MFG-428-P08 Canopy  
Dwg No. WPS-MFG-P09 Louvred Fence  
Dwg No. WPS-MFG-P10- Sub Station  
Dwg No. WPS-MFG-STD-EV-8 EV Canopy

#### Archaeology WSI

3. A) No development or demolition shall commence until a Written Scheme of Investigation has been submitted to and approved by the Local Planning Authority in writing. The scheme shall include an assessment of significance and research questions; and:
  - i. The programme and methodology of site investigation and recording.
  - ii. Community involvement and/or outreach proposals.
  - iii. The programme for post investigation assessment.
  - iv. Provision to be made for analysis of the site investigation and recording.
  - v. Provision to be made for publication and dissemination of the analysis and records of the site investigation.
  - vi. Provision to be made for archive deposition of the analysis and records of the site investigation.
  - vii. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- B) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under part (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

#### Construction Management Plan

4. No demolition or development for any unit forming part of the scheme shall commence until a Construction Management Plan for that unit has



been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details. The Plan must include, but not be limited, to arrangements for the following in respect of each phase of the works:

- i. Details of any temporary construction access to the site including measures for removal following completion of construction works.
- ii. Wheel and chassis underside washing facilities on site to ensure that mud and debris is not spread onto the adjacent public highway.
- iii. The parking of contractors' site operatives and visitor's vehicles.
- iv. Areas for storage of plant and materials used in constructing the development clear of the highway.
- v. Measures to manage the delivery of materials and plant to the site including routing and timing of deliveries and loading and unloading areas.
- vi. Details of the routes to be used by HGV construction traffic and highway condition surveys on these routes.
- vii. Protection of carriageway and footway users at all times during demolition and construction.
- viii. Protection of contractors working adjacent to the highway.
- ix. Details of site working hours.
- x. Erection and maintenance of hoardings including decorative displays, security fencing and scaffolding on/over the footway & carriageway and facilities for public viewing where appropriate.
- xi. Means of minimising dust emissions arising from construction activities on the site, including details of all dust suppression measures and the methods to monitor emissions of dust arising from the development.
- xii. Measures to control and monitor construction noise.
- xiii. Measures to control surface water during construction.
- xiv. Details and timing of any piling operations.
- xv. An undertaking that there must be no burning of materials on site at any time during construction.
- xvi. Removal of materials from site including a scheme for recycling/disposing of waste resulting from demolition and construction works.
- xvii. Details of external lighting equipment.
- xviii. Details of ditches to be piped during the construction phases.
- xix. A detailed method statement and programme for the building works.
- xx. Contact details for the responsible person (site manager/office) who can be contacted in the event of any issue.

#### Construction Ecological Management Plan

5. No development shall commence, other than the temporary access approved under condition 4 until a construction ecological management plan has been submitted for the written approval of the local planning authority. The CEMP must include a protocol for the protection of nesting birds during site clearance, preparation and construction,

including avoidance of hedgerow removal during the main birds nesting season (i.e. not March to August inclusively), a detailed Great Crested Newt mitigation and avoidance method statement, a working method statement for the demolition of the existing building on site. It shall also include details relating to overnight excavations and timings of a checking survey for badgers 2 months prior to the start of development. Once approved development shall be undertaken in accordance with approved CEMP and must be available onsite for consultation by site operatives throughout the course of construction works.

#### Tree Protection

6. The development shall not be commenced until a plan has been submitted to and approved in writing by the Local Planning Authority to show all existing trees which are to be felled or retained together with the positions and height of protective fences, the areas for the storage of materials and the stationing of machines and huts, and the direction and width of temporary site roads and accesses.

#### Underground Tanks

7. Prior to the commencement of the development, a scheme to install the underground tanks as shown on Drawing no, Proposed P.F.S Layout, 153707-25, Rev. D and any other required underground tanks shall be submitted to and approved in writing by the local planning authority. The scheme shall include the full structural details of the installation, including details of excavation, the tanks, tank surround, associated pipework and monitoring system. The development shall be implemented in accordance with the approved details and subsequently maintained, in accordance with the scheme, or any changes subsequently agreed, in writing, by the Local Planning Authority.

#### Oil Interceptors

8. Prior to the commencement of the development, the details of the oil interceptors shall be submitted for the written approval of the Local Planning Authority. This shall show that Surface water draining from areas of hardstanding shall be passed through an oil interceptor or series of oil interceptors, prior to being discharged into any watercourse, soakaway or surface water sewer. The interceptor(s) shall be designed and constructed to have a capacity compatible with the area being drained, including the containment of accidental spillage within the HGV parking area, and shall be installed prior to the occupation and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water shall not pass through the interceptor(s). Vehicle wash downs and detergents shall not be passed through the interceptor.

#### Highway Engineering Drawings

9. Prior to the commencement of the development, no excavation or other groundworks or the depositing of material on site in connection with the construction of any scheme of off-site highway mitigation shown on Dwg

No. CA193/SK013 and CA4193 SK020 or any structure or apparatus which will lie beneath that scheme must take place until full detailed engineering drawings of all aspects of that scheme including any structure which affects or forms part of the scheme have been submitted and approved in writing by the Local Planning Authority.

The following schemes of off-site highway mitigation measures must be completed in accordance with the approved engineering details and programme as indicated below:

- i. Works in accordance with indicative General Arrangement drawing number CA193/SK013 for roundabout arm widening and enhance crossing improvement works off the A168/A170, to be carried out prior to occupation/opening.
- ii. 3 m widening of the hardstanding along the site frontage to facilitate the shared footway/cycleway as detail in drawing number CA14193/SK020 and CA19/SK013, to be carried out prior to occupation/opening.
- iii. Construction of 3 uncontrolled crossing facilities, including tactile paving and dropped kerbs will be incorporated along the route of the A170 (York Road), broadly in line with Drawing Number CA4193/SK020, to be installed prior to occupation/opening .
- iv. 2m footway to be continued into the caravan/traveller site by approximately 50m, in accordance with drawing number CA193/SK013, to be installed prior to occupation/opening.
- v. Installations of equestrian cautionary signs to be installed, taking into account that vehicles travel from the trunk road off the A168, northwest along the A19 and southeast along the A170. Note: Visibility splays must not be obstructed, along with access routes, which must be maintained. The approved equestrian cautionary signs shall be installed prior to occupation/opening.

An independent Stage 2 Road Safety Audit carried out in accordance with GG119 – Road Safety Audits or any superseding regulations must be included in the submission and the design proposals must be amended in accordance with the recommendations of the submitted Safety Audit prior to the commencement of works on site.

A programme for the delivery of that scheme and its interaction with delivery of the other identified schemes must be submitted to and approved in writing by the Local Planning Authority prior to construction works commencing on site.

#### Full Highway Layout details

10. Prior to the commencement of each part of the development there must be no excavation or other groundworks, investigative works or the depositing of material on the site in connection with the construction of the access road or building(s) until full details of the following have been submitted to and approved in writing by the Local Planning Authority.
  - i. Vehicular, cycle, and pedestrian accesses associated with the relevant unit/s and the lorry park.
  - ii. Vehicular parking associated with the relevant unit/s and the lorry park.

- iii. Cycle parking provision for the relevant unit/s.
- iv. Vehicular turning arrangements including measures to enable vehicles to enter and leave the site in a forward gear associated with the relevant unit/s and the lorry park.
- v. Loading and unloading arrangements associated with the relevant unit/s.

The vehicle access, parking, manoeuvring, turning areas and cycle parking shall be constructed in accordance with the details approved in writing by the Local Planning Authority prior to each part of the development being brought into use. Once created these areas must be maintained clear of any obstruction and retained for their intended purpose at all times.

#### Surface Water Scheme

11. Prior to the commencement of the development, no development shall commence until a scheme restricting the rate of development flow runoff from the site has been submitted to and approved in writing by the Local Planning Authority. The flowrate from the site shall be restricted to a maximum greenfield flowrate of 14.0 litres per second for up to the 1 in 100 year event. A 30% allowance shall be included for climate change effects for the lifetime of the development. Storage shall be provided to accommodate the minimum 1 in 100 year plus climate change critical storm event. The scheme shall include a detailed pollution control measure and details of the maintenance and management regime. No part of the development shall be brought into use until the development flow restriction works comprising the approved scheme has been completed. The approved maintenance and management scheme shall be implemented, managed and maintained throughout the lifetime of the development.

#### Public Water supply protection

12. No construction works in the relevant area (s) of the site shall commence until measures to protect the public water supply infrastructure that is laid within the site boundary have been implemented in full accordance with details that have been submitted to and approved by the Local Planning Authority. The details shall include but not be exclusive to the means of ensuring that access to the pipe for the purposes of repair and maintenance by the statutory undertaker shall be retained at all times. If the required stand -off or protection measures are to be achieved via diversion or closure of the water main, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that, prior to construction in the affected area, the approved works have been undertaken .

#### Foul Drainage

13. No development shall take place until details of the proposed means of disposal of foul water drainage for the whole site, including details of any balancing works, off-site works and phasing of the necessary

infrastructure, have been submitted to and approved by the local planning authority. If sewage pumping is required from any part of the site, the peak pumped foul water discharge must not exceed 6 (six) litres per second. Furthermore, unless otherwise approved in writing by the local planning authority, no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works. Foul water from kitchens and/or food preparation areas of any restaurants and/or canteens etc. must pass through a fat and grease trap of adequate design before any discharge to the public sewer network.

#### Biodiversity Enhancement Scheme

14. A Biodiversity Enhancement and Management Plan shall be submitted for the written approval of the Local Planning Authority. The plan shall include the timescale for implementation prior to the completion and occupation of the development. Once approved development shall be implemented in strict accordance with the approved details.

#### Landscape Scheme and Management Plan

15. Notwithstanding the details on the planting strategy on Dwg No. N910-ONE-ZZ-XX-DR-L-0201, the development shall not be occupied until a detailed landscaping scheme and management plan has been submitted for the written approval of the Local Planning Authority. The scheme shall indicate any earthworks required the type, height, species and location of all new trees and shrubs and a management plan outlining the timing of planting, timing of planting in relation to completion of the units and the responsibility and maintenance of the landscape areas has been submitted to and approved in writing by the Local Planning Authority. The amended scheme shall:
  - i. The scheme shall incorporate the biodiversity enhancements required by Condition 14 of this permission.
  - ii. Oak and Scots Pine (both included on the planting strategy) should be kept to a minimum (<40%) wherever possible and that they should be spaced well apart with the aim of preventing a new corvid or Wood Pigeon roost from forming.

Once approved the development shall be implemented in accordance with the approved landscape scheme and management details unless otherwise approved in writing by the Local Planning Authority. Any trees or plants which, within a period of 5 years of planting die, are removed, or become seriously damaged or diseased, shall be replaced by the developer with others of similar size and species.

#### Extraction and Ventilation

16. Prior to construction of the external walls of the units hereby approved an extract ventilation scheme shall be submitted for the written approval of the local planning authority. The scheme shall give details of noise and odour as follows:
  - i. Details of ventilation and fume extraction, including a full technical specification by a suitably qualified technical person.

- ii. The scheme should specify the position of ventilation, fume or flue outlet points.
- iii. The type of filtration or fume treatment to be installed including details of the emissions,
- iv. methods of treatment to remove odour, particles or droplets and associated noise levels.

If the assessment indicates that noise or odour from the development is likely to affect neighbouring residential properties then a detailed scheme of mitigation measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The noise mitigation measures shall be designed so that nuisance will not be caused to the occupiers of neighbouring noise sensitive premises by noise or odour from the extract and ventilation systems. The approved scheme shall be implemented prior to the commencement of the use and be permanently maintained thereafter.

#### Management Operating Plan

17. Prior to the construction of the external walls of any building or the laying out of the lorry park a management operating plan relating to that part(s) of the development shall be submitted to and approved in writing by the Local Planning Authority. This shall include for the relevant phase of development:

A) The provision of litter bins and litter management plans.

B) An assessment of the potential for sources of noise and disturbance likely to affect residential amenity in the area, and shall identify the following:

- i. Hours of operation for the unit, including delivery arrangements,
- ii. A waste management plan setting out how and when waste associated with the unit(s) and/or lorry park will be stored, collected and timings relating to the collection and emptying of refuse and recyclables including a suitable policy for good housekeeping is put in place to ensure no food waste is available for scavenging birds.
- iii. Outside maintenance and cleaning activities,
- iv. A parking management plan for the unit(s) and/or lorry park including the details on the allocation and management of the on-site HGV parking spaces, including where relevant within the lorry park and spaces at the petrol filling station unit or any other location including consideration of localised noise sources during the night and if operational refrigeration units are to be permitted overnight, the impact from low frequency noise on local residents.

If the assessment indicates that the hours of use and operational requirements are likely to affect neighbouring residential amenity then a detailed scheme of mitigation measures for that unit(s) and/or lorry park shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the unit(s) and/or lorry park to which the mitigation measures apply. The approved details shall be implemented prior to the commencement of the use and be permanently maintained thereafter, unless following a review of the operations at the

site at the request of the Local Planning Authority, and the review and the findings are agreed by the site operator, alternative details are approved.

#### Secured by Design

18. Prior to occupation of each unit forming details that show how 'Secured by Design' principles have been incorporated into the scheme shall be submitted to, and approved in writing, by the Local Planning Authority. The development shall be implemented in accordance with the approved plans.

#### Travel Plan

19. Prior to the first occupation of the development, a Travel Plan must be submitted to and approved in writing by the Local Planning Authority. The Travel Plan will include:
  - i. Agreed targets to promote sustainable travel and reduce vehicle trips and emissions within specified timescales and a programme for delivery.
  - ii. A programme for the delivery of any proposed physical works.
  - iii. Effective measures for the on-going monitoring and review of the travel plan.
  - iv. A commitment to delivering the travel plan objectives for a period of at least five years from first occupation of the development.
  - v. Effective mechanisms to achieve the objectives of the travel plan by both present and future occupiers of the development.

The development must be carried out and operated in accordance with the approved Travel Plan. Those parts of the Approved Travel Plan that are identified therein as being capable of implementation after occupation must be implemented in accordance with the timetable contained therein and must continue to be implemented as long as any part of the development is occupied.

#### Visibility Splays

20. There must be no access or egress by any vehicles between the highway and the application site until splays are provided, which shall have been submitted to and agreed in writing by the Local Planning Authority prior to the commencement of development, giving clear visibility measured along both channel lines of the major road from a point measured down the centre line of the access road. In measuring the splays, the eye height must be 1.05 metres and the object height must be 0.6 metres. Once created, these visibility splays must be maintained clear of any obstruction and retained for their intended purpose at all times. An explanation of the Highway terms used are available from the Local Highway Authority.

#### Pedestrian Visibility Splays

21. There must be no access or egress by any vehicles between the highway and the application site until pedestrian visibility splays providing clear visibility of 2.0 metres x 2.0 metres measured down each

side of the access and the back edge of the footway of the major road have been provided. In measuring the splays, the eye height must be 1.05 metres and the object height must be 0.6 metres. Once created, these pedestrian visibility splays must be maintained clear of any obstruction and retained for their intended purpose at all times.

#### Electric Vehicle Charging Points

22. Prior to the occupation of the relevant unit forming part of the development, details of Electric Vehicle Charging Points (ECVPS) associated with that unit shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the specification of charging equipment. The Electric Vehicle Charging Points (ECVPS) associated with each unit shall be installed prior to the occupation of that unit as approved and shall be maintained as such thereafter and no change shall take place without the prior written consent of the Local Planning Authority.

#### Use Class Restriction

23. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) the premises shall only be used for the purposes specified in the application and for no other purpose (including any other purpose in Class (E) on the Schedule to the Town and Country Planning (Use Classes) Order 1987 or any provision equivalent to that Class in any Statutory Instrument revoking and/or re-enacting that Order).

#### Loading Areas for intended use

24. The areas allocated for vehicle parking, loading and unloading, circulation and manoeuvring on the approved plans shall only be used for the said purpose and not for any other purposes.

#### Unexpected Land Contamination

25. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

#### Materials

26. Prior to the commencement of the development (excepting demolition works) precise details of the external materials to be used in connection with the development hereby permitted shall be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity. The details shall include samples of the type and shade of cladding, window



frames and sample panels and brick types and a roofing material sample combined with a schedule of the exact product references.

#### Lighting Scheme

27. Details of the lighting scheme for each unit and across the site shall be submitted for the written approval of the Local Planning Authority. Details will include how the lighting scheme has been designed to take into account the ecology of the site and neighbouring residential amenity specifying hours of illumination. Once approved the development shall be implemented in accordance with the approved details and retained for the life of the development.

#### Sustainability Measure

28. A scheme detailing the sustainability measures identified in the Design and Access Statement shall be submitted for the written approval of the local Planning Authority. Once approved the development shall be implemented in accordance with the approved details and retained for the life of the development.

#### Bird Hazard Management Plan

29. The details and design of the surface water attenuation shall be submitted with a Bird Hazard Management Plan (BHMP) which prevents any open water or basin becoming a habitat for hazardous birds. This includes a SUDs maintenance plan to ensure that water continues to drain away effectively, not leaving any areas of standing open water. This shall be submitted for the written approval of the Local Planning Authority. Once approved the development shall be implemented in accordance with the approved details for the lifetime of the development.

#### Flat roof and litter BHMP

30. Prior to the construction of each unit, a Bird Hazard Management Plan (BHMP) in relation to flat roof and litter management shall be submitted for the written approval of the Local Planning Authority. The plan shall include a results-based bird management plan in place to prevent nesting of large gulls on the roof spaces, along with safe roof access to all areas. Details of litter bins shall be provided. Once approved the development shall be implemented in accordance with the approved details for the lifetime of the development.

#### Employment Strategy

31. Prior to the occupation of each unit an employment strategy and scheme and method statement for the provision of targeted local employment recruitment and training opportunities arising as a result of the development shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme could include but may not necessarily be restricted to the following;
- i. Job Opportunities, including number of full time equivalent jobs created and job title;

- ii. Recruitment through Jobcentre Plus and other local employment vehicles;
- iii. Apprenticeship;
- iv. Traineeship;
- v. Graduate Internship;
- vi. Work trials and interview guarantees;
- vii. Pre-employment training;
- viii. Vocational Training (NVQ);
- ix. Supervisor training;
- x. Leadership and Management Training;
- xi. Support with transport, childcare and work equipment; and
- xii. In-house training schemes.

Thereafter the approved strategy/scheme and method statement shall be implemented as approved.

The reasons for the above conditions are:

1. To ensure compliance with Section 91 of the Town and Country Planning Act 1990.
2. To ensure compliance with Section 91 of the Town and Country Planning Act 1990.
3. In the interests of protecting man-made assets in accordance with LDF Policies CP16 and DP29.
4. In the interest of sustainable development and residential amenity in accordance with LDF Policies CP1 and DP1.
5. In the interests of protecting natural assets in accordance with LDF Policies CP16 and DP31.
6. In the interests of protecting natural assets in accordance with LDF Policies CP16 and DP31.
7. To reduce the risk of pollution to the water environment in accordance with LDF policies CP21 and DP42.
8. In order to take proper account of the risks to the health and safety of the local population, builders and the environment and address these risks in accordance with LDF Policies CP21 and DP42.
9. To ensure that the design is appropriate in the interests of the safety and convenience of all road users in accordance with LDF Policies CP2 and DP3.

10. To ensure that the design is appropriate in the interests of the safety and convenience of highway users in accordance with LDF Policies CP2 and DP3.
11. To ensure that the design is appropriate in the interests of the safety and convenience of highway users in accordance with LDF Policies CP2 and DP3.
12. In the interest of public health and maintain the public water supply in accordance with LDF Policies CP21 and DP42.
13. To ensure that no foul water discharges take place until proper provision has been made for their disposal in accordance with LDF Policies CP21 and DP42.
14. In the interests of protecting natural assets in accordance with LDF Policies CP16 and DP31.
15. In order to soften the visual appearance of the development and provide any appropriate screening to adjoining properties in accordance with LDF Policies CP17 and DP33.
16. In the interests of residential amenity in accordance with LDF Policies CP1 and DP1.
17. In the interests of residential amenity in accordance with LDF Policies CP1 and DP1.
18. In the interests of amenity in accordance with LDF Policy CP20.
19. To establish measures to encourage more sustainable non-car modes of transport in accordance with LDF Policies CP2 and DP4.
20. In the interests of highway safety in accordance with LDF Policies CP2 and DP3.
21. In the interests of highway safety in accordance with LDF Policies CP2 and DP3.
22. In the interest of sustainable development in accordance with LDF Policies CP2 and DP4.
23. This use only is permitted and other uses, either within the same Use Class, or permitted by the Town and Country Planning (GPD) Order 2015 are not acceptable to the Local Planning Authority in this location in the interests of town centre protection in accordance with LDF Policies DCP14 and DP21.

24. To ensure the provision and availability of satisfactory off-street parking and servicing/loading/unloading facilities for the development in accordance with LDF Policies CP2 and DP3.
25. In the interests of the environment and human health in accordance with LDF Policies CP21 and DP42.
26. In the interests of the environment and human health in accordance with LDF Policies CP21 and DP42.
27. In the interest of the natural environment, landscape setting and residential amenity in accordance with LDF Policies CP1, DP1 and CP16 and DP31.
28. In the interests of sustainable development in accordance with LDF Policies CP18 and DP34.
29. In the interests of sustainable development in accordance with LDF Policies CP18 and DP34.
30. In the interests of amenity in accordance with LDF Policies CP1 and DP1
31. In order to maximise the economic and employment opportunity benefits arising from the development having regards to Part 2 and 6 of the NPPF.