

**Parish: Aiskew**

Ward: Bedale

**4**

Committee Date : 16 March 2023

Officer dealing : Ms Helen Ledger

Target Date: 2 September 2022

Date of extension 17<sup>th</sup> March 2023  
of time (if agreed):

**22/01600/FUL**

**Development of land for Class E(G), B2 and B8 with office space, car parking and servicing of vehicles.**

**At: Land to the north of Portland Way Leeming Bar Industrial Estate Leeming Bar  
For: Mr Adam Richardson**

This application has been referred to Planning Committee as the Council owns the site subject to this planning application.

## **1.0 Site description and proposal**

- 1.1 The site is located to the eastern edge of the Leeming Bar Industrial Estate with access from Portland Way to the south. It falls within the policy EG2 key employment site allocation. The site itself is currently overgrown, with neighbouring industrial uses to the west, notably the Argain Ltd site dominated by a series of large metal clad buildings. To the east the development form includes a ribbon of residential development along the western side of Leases Road, comprising almost entirely small single storey dwellings. There is a large bungalow located between the site and Portland Way on the southern boundary of the site. The site is largely flat but sits approximately 0.5m higher than the road in some locations.
- 1.2 The proposal is to develop a series of 18 small to medium sized employment units, with access from Portland Way to the south with a short section shared with the neighbouring Argain Ltd site. The proposed development is for the construction of industrial units for the following uses:
- Use Class E (G) (ii) and (iii)
  - Use Class B2 and B8 with ancillary E (G) (i) office space.
- 1.3 The development would provide for 27,983sq.ft (Gross Internal Floor Area) of space with associated hardstanding, parking and access. The units would be constructed in three blocks with units of various floorspaces from 1,252sq.ft to 3,700sq.ft.
- 1.4 Associated external works including access, service yard, hardstanding, parking for vehicles, cycles and motorbikes and bin store areas. Access is from the south and partially shared with the neighbouring Argrain site for a short stretch at the frontage. All three blocks of units are to be finished at 3.8m high although site levels vary. The materials are proposed as metal insulated cladding in silver metallic and anthracite grey colours. The existing landscaping will be bolstered in order to help visually screen the site.

## **2.0 Relevant Planning History**

- 2.1 08/00867/FUL - Construction of 5 industrial units (B1 and B8) and an industrial unit (B8) for use as builders and timber and plumbers merchant. Creation of a new vehicular access and associated car parking and landscaping - approved 16.06.2008  
This permission was not implemented.

## **3.0 Relevant Planning Policies**

- 3.1 As set out in paragraph 2 of the NPPF planning law requires that applications for planning permission be determined in accordance with the Development Plan unless material considerations indicate otherwise. The law is set out at Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990.

Local Plan Policy S1: Sustainable Development Principles  
Local Plan Policy S2: Strategic Priorities and Requirements  
Local Plan Policy S3: Spatial Distribution  
Local Plan Policy EG1: Meeting Hambleton's Employment Need  
Local Plan Policy EG2: Protection and Enhancement of Employment Land  
Local Plan Policy E1: Design  
Local Plan Policy E2: Amenity  
Local Plan Policy E3: The Natural Environment  
Local Plan Policy IC2: Transport and Accessibility  
Local Plan Policy RM1: Water Quality, Supply and Foul Drainage  
Local Plan Policy RM3: Surface Water and Drainage Management  
Local Plan Policy RM4: Air Quality  
National Planning Policy Framework

## **4.0 Consultations**

- 4.1 Aiskew Parish Council - No comments received
- 4.2 NYCC Highways - It is noted that the proposed development is to utilise the access that the business adjacent operates currently as a one way system. This would result in this short section becoming two way traffic until after the site extents. It is therefore recommended that the applicant install give way markings at their junction off the site entrance to remind patrons of the potential of on-coming vehicles approaching. Conditions recommended to deal with new and altered access and verge crossing, details of access, turning and parking, construction management and prevention of mud on the highway.
- 4.3 Environmental Health - Previously commented in relation to this application on the 18th August 2022 and on 19th October 2022 when additional information was sought in relation to the existing background noise levels in the back gardens of the adjacent residential properties. Additional information has been submitted in the following report: Noise Impact Assessment for a Proposed Commercial/Industrial Development, Land off Portland Way, Nova Acoustics, Ref 7640AR V001, dated 2nd December 2022. The report undertook additional measurements which means that we are more confident that the impact on amenity will not be significant. Conditions are recommended to cover technical aspects of construction, materials

and openings as cited in the above report and submission of a construction management plan.

- 4.4 Business and Economy - Neutral - Very keen to see the site developed as B&E service and site owner. There is demand for this type of unit in the area. The site has been on the market for a long time and had a previous application approved on it. The applicant has consulted HDC prior to submitting plans and believe that comments on parking and vehicle movements have been taken into account in the application. It is important that the amenity of the neighbouring houses is respected.
- 4.5 SABIC UK Petrochemicals Limited - The application will not affect SABIC/INEOS high pressure ethylene pipeline apparatus.
- 4.6 MOD Safeguarding - The application site occupies the statutory safeguarding zone surrounding RAF Leeming and the North WAM Network. In particular, the aerodrome height, technical and bird strike safeguarding zones surrounding RAF Leeming and is approximately 1.95km from the centre of the airfield, and lies approximately 1.3km from North WAM Network asset. Having reviewed the proposals, confirm the MOD has no concerns with regards to the height of the proposed development, technical safeguarding concerns. Concern is expressed that during construction and once complete there is a potential for the site to attract birds and a risk of bird strike. Conditions recommended to help manage the site to avoid the attraction of large gulls in particular.
- 4.7 Environmental Health (contaminated land) - A phase 1 Assessment produced by Solmek is submitted in support of the above development. The report identifies potential risks from contamination and recommends further investigation. In light of this information, the applicant is required to submit a report detailing the findings and recommendations of a Phase 2 site investigation and Risk assessment. Recommend conditions in order to secure the investigation and, where necessary, remediation of any contamination on the site.
- 4.8 Yorkshire Water - Recommended conditions should be attached in order to protect the local aquatic environment and Yorkshire Water infrastructure to deal with separate systems of drainage for foul and surface water on and off site. The submitted 'Flood Risk Assessment and Drainage Strategy' 1219-ROS-00-00-RE-D-09001 prepared by Roscoe, dated July 2022 is generally acceptable. This report states that
- a.) Foul water will discharge to public foul water sewer
  - b.) infiltration testing has yet to be carried out.
  - c.) A watercourse is remote from the site.
  - d.) Surface water will discharge to public surface water sewer via storage with restricted discharge 2.5 litres/second.
- Note there is a 150mm diameter public foul and a 300mm surface water sewer recorded to cross the site. It may not be acceptable to raise or lower ground levels over the sewer any inspection chambers on the sewer must not be built over. For the 150mm sewer, Yorkshire Water this matter will be controlled by Requirement H4 of the Building Regulations 2010). For the 300mm, a stand-off distance of 3 metres is required at each side of the sewer centre-line and it may not be acceptable to raise or lower ground levels over the sewer, nor to restrict access to the manholes on the sewer. A proposal by the developer to alter/divert a public sewer will be

subject to Yorkshire Water's requirements and formal procedure in accordance with Section 185 Water Industry Act 1991.

4.9 YW promote the surface water disposal hierarchy and the developer must provide evidence to demonstrate that surface water disposal via infiltration is not reasonably practical before considering disposal to public sewer. As the proposal site is currently undeveloped, no positive surface water is known to have previously discharged to the public sewer network. Surface water discharge to the existing public sewer network must only be as a last resort and the developer is required to eliminate other means of surface water disposal. As a last resort, and upon receipt of satisfactory evidence to confirm the reasons for rejection of other methods of surface water disposal, curtilage surface water may discharge to public surface water sewer at a restricted rate of discharge not to exceed 2.5 litres per second.

4.10 Site notice posted, neighbours notified. One public comment received from a near neighbour. This was a neutral comment seeking clarification on a number of matters;

- Mix of uses on site, office/industrial
- Distance to my boundary and screening
- Building heights
- Hours of operation
- General concerns with noise, light, food smells, alarms and air quality and construction impact
- Impact on a neighbour with small holding to north
- Welcome the renewable energy aspect, could some benefit be directed to Leeming Bar Community Hub (LBCH) I
- Potential issues created by sewage and contaminated ground work.
- Offer myself as a point of contact for discussion/liaison and site meeting to help alleviate potential conflict.

4.11 A site meeting with the above member of the public held with the agent and applicant and council officers on 25th January 2023. Notes of the meeting on the planning file and a summary of the discussions is also included below.

- Clarification of boundary arrangements and acoustic fencing and site access
- Planting scheme discussed
- Noted smaller units likely to be small start ups and HGV traffic unlikely
- Discussed site management both in construction and post completion, planning conditions will be used to control these impacts.

## **5.0 Analysis**

5.1 The main considerations are; i) the principle; ii) design; iii) impact on the character of the local area; iv) local amenity; v) environmental impacts and; vi) highway safety.

### **Principle**

5.2 Policy S1 sets out that development will be supported that supports existing communities, making effective and efficient use of land, supporting social cohesion, minimising the need to travel and promoting sustainable modes of travel; secondly by ensuring communities have a healthy, safe and attractive living and working

environment with reasonable access for all to a good range of facilities and services. Other key relevant principles

- b. Ensuring communities have a healthy, safe and attractive living and working environment with reasonable access for all to a good range of facilities and services;
- d. Promoting Hambleton as a recognised location for business by providing a range of employment opportunities that meet local aspirations, including high quality jobs, meeting the needs of new and expanding businesses and recognising the contribution of the rural economy;
- f. Ensuring that development takes available opportunities to improve local environmental conditions, such as air and water quality, seeks the reuse of suitable previously developed and underused land and buildings, and reclaimed materials;
- g. Supporting development and infrastructure provision that takes available opportunities to mitigate and adapt to climate change, including minimising greenhouse gas emissions, and makes prudent and efficient use of natural resources.

- 5.3 The strategic policies of the development plan would steer new employment development towards allocated sites, or those sites protected under policy EG2 for protection and improvement of areas of land and buildings currently in employment use. This application site on the edge of the Leeming Bar industrial estate, identified as a key employment location and falls within the latter protection and improvement policy. They are identified in recognition of their role as the prime business locations in the district, where significant numbers of people are employed and the businesses derive benefit from being located together. On the basis of these strategic policies the principle of this, the proposal can be supported. As the planning history notes the site does also have a 2008 permission, ref: 08/00867/FUL, for a similar arrangement of industrial unit although this was not implemented.

#### Design and Local Character

- 5.4 Policy E1 requires all development should be of a high quality, integrating successfully with its surroundings in terms of form and function, including respecting and contributing positively to local character, identity and distinctiveness. The policy explicitly requires proposals to respond positively to its context and draw inspiration from the surroundings, to create distinctive, high quality and well-designed places. Furthermore, that it achieves a satisfactory relationship with adjacent development and not to have an unacceptable impact on the amenities of neighbours or the wider area or creating other environmental concerns. The policy continues that sites should be accessible for all users by maximising travel by sustainable modes, plus providing satisfactory means for vehicular access, parking, servicing and manoeuvring. Finally, this policy also notes development should achieve a high-quality design and the protection of local character and amenity.
- 5.5 Thanks to extensive pre application work the layout makes efficient use of the site and generous landscaping buffers with acoustic fencing. The design and materials

are functional and reflect the materials used in other areas of the wider employment site. The layout and building height have been managed to ensure the smaller units, in blocks B and C are located in the areas closest to dwellings. All traffic and turning areas are to be centrally located within the site save the lesser traffic generating spaces of cycle parking and refuse area.

- 5.6 The proactive input from a member of the local community has also helped shape recommended planning conditions to help control the impacts identified. The residential dwellings neighbouring to the site to the east and south are all single storey and have a mix of existing boundaries, different fence heights, hedges and trees. To provide amenity protection, 1.8m acoustic fencing would be located around the perimeter of the site and an extensive area of landscape in-depth with an acceptable separation distance to the edge of neighbouring dwellings. On this basis it is considered the development meets the requirements of policy E1 in terms of design.

#### Local amenity

- 5.7 Policy E2 seeks to protect local residential amenity, this is from the impacts of new development including noise, light disturbance, massing, overlooking and other matters.
- 5.8 This application has had extensive input both at pre application stage and with this planning application from colleagues in Environmental Health - Residence Services. Extra research was required on acoustics to ensure that the mitigation measures would indeed reflect the background noise levels in neighbouring gardens. Thanks to this a series of planning conditions has been proposed to resolve noise levels but also other aspects during construction, including techniques to be applied during the construction period to minimise the potential for dust and local air pollutants.
- 5.9 It is clear that the scale of the employment units are small in the majority 116.68 m<sup>2</sup> internal floor area for block B and 139.75 m<sup>2</sup> for block C those buildings closest to dwellings. These have a maximum height of 3.8m which slopes downward to the outside further minimising any potential for over-shadowing impact to the north and west of the neighbouring gardens. These would be unlikely to generate significant HGV traffic given the scale proposed. A lighting condition is recommended to help understand and control future lighting needs and any external plant equipment that is added. Working with the local community representation it is also recommended a planning condition be used to provide a post completion management link to ensure any issues arising after occupation can be raised with the site management company; often better placed to resolve issues beyond the limited scope of the planning enforcement team. Based on the layout proposed and the control mechanisms in planning conditions, it is considered the proposal can be developed with an acceptable level of residential amenity.

#### Environmental matters

- 5.10 The Environmental Health – Resident Services Team has helped ensure the site can be developed in a manner without compromising existing levels of residential amenity. There are wider environmental matters to consider which have been identified by consultees.
- 5.11 The site falls within the statutory safeguarding zone surrounding RAF Leeming. Whilst the building itself does not cause the ministry of defence concern the

management of the roof and landscaping requires consideration to prevent the risk of bird strike. Conditions are recommended to deal with this issue including reducing the number of fruiting shrubs and trees to less than 40%, it is noted that the submitted scheme is close to 75%.

- 5.12 Policy E3 requires that all development must have a net gain for biodiversity. A robust landscaping scheme and preliminary ecological report has been supplied to understand the habitat value of the existing site and help add more ecological value back in. There are no designated sites within the survey area and the site is of low ecological value. Biodiversity calculations were carried out using the DEFRA Metric 2.0 and the baseline on the site was calculated at 3.10 Habitat Units. No analysis has been provided to assess the habitat value of the revised landscaping scheme, as further work is needed following the reduction in the number of fruiting species proposed, further work is needed to re model this aspect and a condition is proposed to resolve this issue. The agent has discussed the requirement with their ecological consultant, and they have advised that they can still achieve biodiversity net gain without such a high proportion of fruiting trees. Given the extensive buffer landscaping proposed and space allowed for this, it is considered highly likely that the development can achieve biodiversity net gain subject to the recommended condition.
- 5.13 Conditions are also recommended to deal with the issues raised by Contaminated Land and Yorkshire Water. Policy RM1: Water Quality, Supply and Foul Drainage requires protection of water quality and effective management and RM3: Surface Water and Drainage Management requires appropriate surface water management. Policy M5 covers ground contamination and there is potential for the proposal to be affected by contamination or where contamination may present a risk to the surrounding environment, the Council will require an independent investigation. A phase I contaminated land report has been supplied and it is recommended further conditions for a phase II study are applied should contamination be found. The pre commencement conditions sought by YW and their requirements for water attenuation have been discussed and agreed with the agent, along with the limitations of the sewage infrastructure on site. It is noted that the building control system further controls the other matters identified.
- 5.14 Following pre application discussions the applicant has supplied an energy report to meet the requirements of policy E1 criteria K, to achieve climate change mitigation measures through design and minimise energy consumption. The NPPF requires at paragraph 152, the planning system should support the transition to a low carbon future in a changing climate and helping to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure. The submitted report finds that solar PV cells would be the most effective renewable energy generation. The report makes specific recommendations in regard to waste, water conservation and pollution from light, dust and noise.

#### Highway safety

- 5.15 Policy IC2 on transport requires proposals to demonstrate that they are located where the highway network can satisfactorily accommodate the traffic generated by the development and where the development is well integrated with footpath and cycling networks and public transport. Importantly that highway safety would not be

compromised, and safe physical access can be provided to the proposed development from the footpath and highway networks.

- 5.16 The site has access to the highway network via a small shared section of access road, currently, in part, a one way system, to the south western part of the site. The Local Highway Authority can support this route recommending planning conditions to deal with the new access point. They note that the applicant should install give way markings at their junction off the site entrance to remind patrons of the potential of on-coming vehicles approaching. The access can also be used on foot and cycle traffic based on the layout proposed. In this vein it is considered this application be considered safe in highway terms and meet the requirements of policy IC2.

Planning balance

- 5.17 The principle of development can be supported by virtue of location on the edge of an existing employment area within an EG2 policy designation. The application shows that the existing site constraints can be adequately resolved or controlled by planning condition, including maintaining acceptable levels of residential amenity and highway safety. Approval is recommended.

## 6.0 Recommendation

That subject to any outstanding consultations the application be **GRANTED** subject to the following condition(s)

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

2. The permission hereby granted shall not be undertaken other than in complete accordance with the drawing(s) numbered;

- 11993 - CDL - S1 - XX - DR - A - PL-003 RevP3 - Layout
- 11993 - CDL - S1 - XX - DR - A - PL-006 RevP3 - Cross section layout plan
- 11993 - CDL - ZB - XX - DR - A - PL-200 RevP1 - Unit Block 2 Proposed Elevations
- 11993 - CDL - ZB - 00 - DR - A - PL-100 Rev P1 - Unit Block 2 Proposed Floor/Roof Plan
- 11993 - CDL - ZC - 00 - DR - A - PL-100 Rev P1 - Unit 3 Floor/roof plan
- 11993 - CDL - ZC - XX - DR - A - PL-200 RevP1 - Unit Block 3 Proposed Elevations
- 11993 - CDL - ZA - 00 - DR - A - PL-100 Rev P1 - Unit Block 1 Floor/Roof Plans
- 11993 - CDL - ZA - XX - DR - A - PL-200 RevP1 - Unit Block 1 Proposed Elevations
- Flood Risk Assessment and Drainage Strategy 1219-ROS-00-00-RE-D-09001 prepared by Roscoe, dated July 2022
- Arboricultural Impact Assessment dated June 2022 prepared by Elliot Consultancy Ltd
- MJM Consulting Engineers - Transport Statement MJM Consulting Engineers
- NOVA Acoustics - Noise Impact Assessment Elliott Consultancy Ltd dated 2/12/2022
- Whitcher Wildlife Ltd - Preliminary Ecological Appraisal

as received by Hambleton District Council on 20.07.2022, 08.07.2022, 08.10.2022, 02.12.2022, 06.03.2023 unless otherwise approved in writing by the Local Planning Authority.

3. In order to control the noise impact arising from the development hereby permitted the following measures as informed by the Nova Acoustics Report (7640AR V001 dated 2/12/2022), the following measures must be installed:

- The façades and roller shutter doors allocated the colour green in Figure 5.0 of that report shall be constructed from composite sheet steel providing a minimum 25.0 dB Rw of sound reduction.
- The façades, roofing and roller shutter doors allocated the colour red in Figure 5.0 of that report shall be constructed from a composite sheet steel providing a minimum 40.0 dB Rw of sound reduction.
- All pedestrian access doors shall provide a minimum 45.0 dB Rw of sound reduction.
- A 1.8m tall close-board timber fence shall be installed in the orange location outlined in Figure 5.0 of that report. The fence shall contain no holes or gaps and must have a surface mass of at least 10 kg/m<sup>2</sup> and be maintained in perpetuity.
- No changes in the openings to the units shall be made without further planning permission.
- All roller shutter and pedestrian doors shall remain closed for the duration of any noisy internal works.
- No internal operations shall occur outside the permitted hours 06:00 to 23:00
- No collections or deliveries shall occur outside the permitted hours 07:00 to 23:00
- No external fixed or mobile plant shall be installed on site.

Should equipment be required then this shall not be permitted without a separate planning application. Any noise assessment, undertaken by a suitably qualified person, in line with current British Standards (BS4142:2014 External Fixed Plant Noise Assessment) must demonstrate that the cumulative sound level of the plant shall not cause an exceedance of 36dB at the façade of the nearest Noise Sensitive Receptor during the operating hours. The plant limit level is inclusive of any rating penalties that should be applied to account for audible characteristics of the sound that are perceived to cause increased annoyance, such as tonality or intermittency, in line with BS4142:2014 recommendations. The plant should be installed on appropriate anti vibrational mounts.

- A scheme indicating measures (e.g barrier CCTV etc.) required to prevent external activity within the associated service and car parking areas, other than between the permitted hours, shall be submitted to the local planning authority for approval prior to the occupation of the site.

4. A construction management scheme shall be submitted to and agreed in writing with the Local Planning Authority before grounds works commence. The scheme shall detail what steps shall be taken to mitigate emission of noise, lighting, dust and vibration from the site impacting on existing noise sensitive premises. The scheme shall take into account the best-practice dust mitigation measures as detailed as part of the Air Quality Assessment: Portland Way, Leeming Bar July 2022, Air Quality Consultants submitted as part of the application. This is to include details of:

- The siting of materials and machinery, staff welfare facilities, office location, staff/contractor parking.
- construction site traffic movements including deliveries
- siting of any lighting provision, type and controls
- how dust emissions will be reduced, monitored and managed.
- Details of any piling to take place including duration and equipment type to be used, as appropriate.
- How machinery, equipment and earth works will comply with the British Standards BS 5228-1:2009 Code of practice for noise and vibration control on construction and open sites, Part 1 : Noise
- In circumstances where vibration is a potential source of impact it is anticipated that an appropriate vibration / screening survey or prediction report be proposed and details submitted.
- Details of the community engagement arrangements will be in place throughout ground preparation and construction phases.

5. Details of any external lighting of the site shall be submitted to, and approved in writing by, the Local Planning Authority prior to the development commencing. The information shall include a layout plan with beam orientation and schedule of equipment in the design (luminaire type, mounting height, aiming angles, and luminaire profiles) and shall detail any measures to be taken for the control of any glare or stray light arising from the operation of artificial lighting. Thereafter the artificial lighting shall be installed, operated and maintained in accordance with the approved scheme. Changes to any element of the lighting scheme shall be submitted to and approved in writing by the local planning authority prior to the changes taking place.

6. Prior to commencement of development a Bird Hazard Management Plan (BHMP) to be submitted and approved by the Local Planning Authority in consultation with the MOD to deter hazardous birds such as large gulls from the site both during construction and at after completion. The BHMP should include approved safe access to all roof spaces; a monitoring schedule to quickly identify any hazardous bird activity; dispersal/removal methods of birds/nests/eggs should they be found on any roof; agreed communication procedures between site and RAF Leeming.

7. Prior to occupation a plan to demonstrate biodiversity net gain shall be submitted to and approved in writing by Local Planning Authority including a timescale for implementation. The plan shall be implemented fully in accordance with the approved details within the first planting season following occupation. To prevent large numbers of birds and to prevent the risk of bird strike fruit bearing species of plant and trees are to be a maximum of 40% across the site.

8. No development shall be commenced until a Phase 2 assessment of the risks posed by contamination, carried out in line with the Environment Agency's Procedures for Land Contamination Risk Management (LCRM), has been submitted to and approved by the Local Planning Authority. Where contamination is suspected, no development shall be commenced until a Phase 2 assessment of the risks posed by contamination, carried out in line with the Environment Agency's Procedures for Land Contamination Risk

Management (LCRM), has been submitted to and approved by the local planning authority.

9. Prior to development, 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.

10. Prior to first occupation or use, the approved remediation scheme must be carried out in accordance with its terms and 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.

11. In the event that unexpected contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, 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.

12. The site shall be developed with separate systems of drainage for foul and surface water on and off site. The separate systems should extend to the points of discharge to be agreed.

13. There shall be no piped discharge of surface water from the development prior to the completion of surface water drainage works, details of which will have been submitted to and approved by the Local Planning Authority. If discharge to public sewer is proposed, the information shall include, but not be exclusive to: i) evidence that other means of surface water drainage have been properly considered and why they have been discounted; and ii) the means of discharging to the public sewer network at a rate not to exceed 2.5 litres per second.

14. Prior to occupation of the development hereby permitted a scheme to detail an ongoing Operation Site Management Plan shall be submitted and approved by the Local Planning Authority. This scheme shall cover but not be limited to; - Providing the contact details for landlord or site management company for the local community to contact to raise matters of local amenity concern such as on-site parking, noise, dust, odours.

15. The development must not be brought into use until the access to the site has been set out and constructed in accordance with the 'Specification

for Housing and Industrial Estate Roads and Private Street Works' published by the Local Highway Authority and the following requirements:

- Any gates or barriers must be erected must not be able to swing over the existing or proposed highway.
- Provision to prevent surface water from the site/plot discharging onto the existing or proposed highway must be constructed and maintained thereafter to prevent such discharges.
- The final surfacing of any private access must not contain any loose material that is capable of being drawn on to the existing or proposed public highway.

Measures to enable vehicles to enter and leave the site in a forward gear. All works must accord with the approved details

16. There must be no excavation or other groundworks, except for 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:

- vehicular, cycle, and pedestrian accesses;
- vehicular and cycle parking;
- vehicular turning arrangements including measures to enable vehicles to enter and leave the site in a forward gear, and;
- loading and unloading arrangements.
- give way markings at site entrance

No part of the development must be brought into use until the vehicle access, parking, manoeuvring and turning areas have been constructed in accordance with the details approved in writing by the Local Planning Authority. Once created these areas must be maintained clear of any obstruction and retained for their intended purpose at all times.

17. Unless approved otherwise in writing by the Local Planning Authority there shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until proposals have been submitted to and approved in writing by the Local Planning Authority for the provision of:

- a. on-site parking capable of accommodating all staff and sub-contractors vehicles clear of the public highway
- b. on-site materials storage area capable of accommodating all materials required for the operation of the site.
- c. The approved areas shall be kept available for their intended use at all times that construction works are in operation.

18. There shall be no access or egress by any vehicles between the highway and the application site until details of the precautions to be taken to prevent the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority in consultation with the Highway Authority. These precautions shall be made available before any excavation or depositing of material in connection with the construction commences on the site and be kept available and in full working order and

used until such time as the Local Planning Authority in consultation with the Highway Authority agrees in writing to their withdrawal.

The reasons are:-

1. To ensure compliance with Sections 91 and 92 of the Town and Country Planning Act 1990 and where appropriate as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. In order that the development is undertaken in a form that is appropriate to the character and appearance of its surroundings and in accordance with the Local Plan Policies S1 and E1.
3. To prevent nuisance to nearby residents during the construction phase and comply with policy E2.
4. To prevent nuisance to nearby residents during the construction phase and comply with policy E2.
5. To prevent nuisance to nearby residents and meet the policy requirements of policy E2
6. To effectively manage the risk of bird strike.
7. To meet the requirements of policy E3 and to effectively manage the risk of bird strike.
8. 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.
9. 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.
10. 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.
11. 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.
12. In the interest of satisfactory and sustainable drainage

13. To ensure that no surface water discharges take place until proper provision has been made for its disposal
14. To provide details and contact information for the on going operation of the site and meet policy E2.
15. To ensure a satisfactory means of access to the site from the public highway in the interests of highway safety and the convenience of all highway users.
16. To ensure appropriate on-site facilities in the interests of highway safety and the general amenity of the development.
17. To provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area.
18. To ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.