



Committee and date
South Planning Committee
(Ludlow)
26th October 2010

Item/Paper
5
Public

Development Management Report

Application Number: 10/03277/FUL

Parish: Richards Castle

Grid Ref: 351969 - 268532

Proposal: Erection of 13 single storey business units for B1, B2 and B8 use and associated car parking and landscaping and creation of new accesses following demolition of existing buildings.

Site Address: Land Adjacent To A49/B4362 Junction Woofferton Shropshire SY8 4AL

Applicant: Bomers Developments Ltd

Case Officer: Julie Preston **email:** planningdmsw@shropshire.gov.uk

1.0 THE PROPOSAL

1.1 This is a full planning application for the erection of 13 business units together with associated access, car parking and landscaping on land adjacent to the A49 and B4362 at Woofferton on the southern boundary of the county. Two types of unit are proposed of 63 sq m and 66 sq m providing a total floorspace of 831 sq m. In order to provide flexibility and appeal to the widest selection of local businesses, the applicant seeks consent for B1, B2 and B8 uses as defined by the Town and Country Planning Use Classes Order. The agent states that up to 40 jobs could be created and the scheme includes a total of 32 car parking spaces.

The proposal is designed to appear as a courtyard with three blocks of buildings around the central parking area. The buildings have 40° roof pitches reflecting the appearance of traditional farm buildings. The external perimeter of the buildings is simple and robust with no openings other than external escape doors. The external walls are of blockwork, clad in larch boarding with a dark coloured metal profiled sheet roof and insulated translucent roof panels. The volume of the buildings allows for mezzanine storage. The courtyard elevations are based on a 3.3m bay width allowing for different configurations of roller shutter doors, glazed or infill panels, personnel doors etc which can be varied to suit individual occupiers needs.

The central courtyard area will be surfaced with permeable paving with a grid of tree planting. Ground conditions are suitable for soakaway drainage. Rainwater run off from the buildings and paved areas will be taken to a central soakaway zone under the parking area with no run off being added to adjacent roads or existing surface water sewers.

The marketing statement submitted with the application describes how the units are flexible and can be combined to provide single, double or triple units. The aim is to provide energy efficient workspace in a well connected location. Units will be for sale or to let on a variety of leases and demand is expected to be from start-up businesses, relocations or those seeking a compact regional base for sales or service operations. Users are likely to include specialist light engineering, small scale storage and distribution and trades such as machinery repair and service office and design studio use.

The application is accompanied by a Design and Access Statement, a Planning Statement and reports on traffic generation, access and an archaeological assessment of the site.

2.0 SITE LOCATION/DESCRIPTION

2.1 The site is in the settlement of Wooferton and is approximately 0.38ha in size. It is bounded to the east by the A49 trunk road and the south by the B4362. Access to the site is off the existing road to the Little Chef located immediately to the north and the Travelodge to the west. This access is located on the B4362, 80m to the west of the junction of the road with the A49.

The southern part of the site is a back filled railway cutting. The site is currently an area of vacant level grassland.

3.0 RECOMMENDATIONS

3.1 That planning permission is granted subject to conditions.

4.0 REASON FOR COMMITTEE DETERMINATION OF APPLICATION

4.1 In accordance with the 'Scheme of Delegation', the application is referred to the Planning Committee at the request of the local member. The application has also received in excess of 6 letters of objection.

5.0 RELEVANT PLANNING HISTORY

5.1 09/01030/FUL Erection of 15 single storey business units for B1, B2 and B8 use and associated car parking and landscaping and creation of new accesses following demolition of existing buildings. Withdrawn. 12 August 2009.

04/15302/F Erection of a car/motorbike showroom and workshop. Granted. 1 April 2004

87/418/O and 87/418/R Erection of a restaurant, Travelodge and filling station and formation of vehicular and pedestrian access. Approved 9 June 1989.

6.0 CONSULTEE RESPONSES

6.1 SC Public Protection

Historical records show a railway line ran through the site and as a result there is potential for contamination on the site. No objection subject to conditions requiring an investigation and if necessary, remediation of contamination.

SC Pollution Control

No objection subject to a condition limiting working hours.

SC Archaeologist

No objection subject to a condition requiring a watching brief.

SC Ecologist

Vegetation on the site has the potential for nesting birds. An informative explaining the protection of nests and the preferred period for site clearance is recommended.

SC Highways Development Control

Although the site accesses onto the B4362 County road, along with traffic to the Travelodge and cafe, the main effect of this development on the local highway network would be at the adjacent junction with the A49 Trunk Road. I note that the Highways Agency, who control the trunk road, have made comments about vehicle movements at this junction arising from former applications on this site.

Previously I have commented that the visibility splays from the overall site access onto the B4362 were created prior to the Travelodge/Little Chef becoming operational and that the splay to the West has become obstructed at the far end by overgrowth, which has reduced the visibility distance to vehicles approaching around the corner from that direction. In response to this the agent wrote stating the client was willing to reinstate this splay to facilitate development on this site. Again I would recommend that such an assurance was given to provide for the safe movement of traffic associated with this application out onto the highway.

I raise no objections in principle to permission being granted for this development, from a County highway point of view.

SC Conservation Officer

The site for the above proposals sit adjacent The Salway Arms, a late 18th Century with 19th Century extensions grade II listed Public House of brick construction under a slate roof.

The southern elevation of the proposed units which will face the side elevation of The Salway Arms and will be finished with horizontal larch timber boarding and profiled metal sheet roofing, typical of industrial/agricultural units in the open countryside. Hedges will also be planted to the boundary to increase the screening of these new buildings.

I do not feel the proposal will have a detrimental affect on the fabric, character or appearance of this listed building.

SC Drainage Engineer

No objection subject to conditions requiring the provision of oil interceptors, the design of the surface water soakaways, topographical details of the site and a flood routing plan and details of root guard installations for landscaping in close proximity to the culvert.

Shropshire Fire and Rescue

No comment regarding the provision of access for appliances and water supplies for fire fighting however, the applicant is requested to consider installing a sprinkler system.

Highways Agency

The traffic generated would have negligible impact on the A49 trunk road. No objection.

Severn Trent Water

No objection subject to condition requiring details of the surface and foul sewage systems.

7.0 PUBLIC REPRESENTATIONS

7.1 Richards Castle Parish Council state

"The proposed development which is in a rural area is outside the settlements named in policy SDS5 and in the opinion of the Parish Council is a much to large development and not of an appropriate scale for this particular area.

Although AC3 Trunk Roads is not a saved policy the Parish Council of the opinion that access to the site is approached from a very dangerous road junction and although there has been a traffic impact survey produced it does not consider the approach of traffic from the east.

The Parish Council also has concerns about drainage and appropriate speed limits in the area.

Brimfield Parish Council state

The parish council object to the way in which foul sewerage will be disposed of. It is believed that the system proposed to add on to will be the existing system in Brimfield. This is an already overused system, currently inadequate for the needs of Brimfield residents and our concerns have been raised with Severn Trent on numerous occasions. We are currently in the process of liaising with Severn Trent on an existing problem in the village, caused by development of properties without updating the sewerage system at the same time, problems occur frequently causing unpleasant experiences for our residents. The current system cannot stand a major development such as this being added to it.

Councillor John Stone (Herefordshire Council)

"I am writing as the Herefordshire Councillor for the Parishes of Brimfield and Little Hereford and wish to support the recent comments submitted by Karen Yates,

Clerk to Brimfield and Little Hereford Group Parish Council concerning the above application.

I am receiving an increasing number of complaints about the sewerage system in Brimfield from local residents and Severn Trent are being called out frequently to deal with blockages. The system is up to capacity and connecting the 13 proposed units could seriously worsen the situation. I hope that if Shropshire Council Planning Committee approves the current application, Severn Trent will address this local sewerage problem as part of the conditions. The present system is already overused and inadequate for current needs in Brimfield. New businesses and employment are important in our rural area but only if the infrastructure can properly cope.

I am also concerned about the extra traffic this proposed development will generate on the already very busy Woofferton junction on the A49. I hope the Planning Committee will take into account both the sewerage issue which affects residential amenity and also my concern about road safety in the vicinity.

Eight letters of objection have been received and are summarised as follows:

Highway Safety. The junction of the A49 and B4362 is dangerous and is the site of many road accidents. The road system cannot safely accommodate any more traffic without highway improvements. The applicant's highway report is inaccurate and requires independent scrutiny. It only relates to the A49 and not the B4362 where the majority of residents live. The proposed restrictions on vehicles under 10m in length will increase the number of vehicular movements required to service the buildings. If all the buildings are used for B8 warehousing and storage purposes this would add significantly to traffic problems in the area. The proposal is not in accordance with local planning policy SDS5.

Drainage. Buildings will cover drains on part of the site and will cause local flooding problems.

Sustainability. There is not frequent public transport serving the site. Walking and cycling is too hazardous. As a result the parking provision will be inadequate to support 40+ jobs and trade related visitors forcing overspill on to adjoining businesses and lanes. Local planning policy SD1 will not be satisfied.

Impact on local amenity. Additional traffic will cause more noise and disturbance to local residents. The site could be unsightly if outside storage takes place. The previous planning permission for a vehicle showroom/workshop would have had a much smaller impact on residents, highways, services and infrastructure.

Services. The proposal does not address the scale or provision for utility services in a location poorly and unreliably served by gas, electricity, surface and sewer drainage and telecommunications.

Demand. There is no demand for additional floorspace in a recession and the proposal would be contrary to local planning policy ED1.

One letter of support has been received. In summary, the writer states that it is important to give the village an opportunity to thrive and a few objections shouldn't result in the rejection of a well thought out scheme.

8.0 PLANNING POLICY

8.1 Central Government Guidance:

PPS1 Delivering Sustainable Development
PPS4 Planning for Sustainable Economic Growth
PPS7 Sustainable Development in Rural Areas
PPG13 Transport

8.3 South Shropshire Local Plan:

SD1 Sustainable Development
SDS5 Location of Business Development
SDS7 Affordable Housing
ED1 Rural Development
E1 Landscape Conservation
E6 Design
AC1 Development and Access to Services

9.0 THE MAIN ISSUES

- Planning policies and the principle of business/industrial/storage and warehousing uses.
- The planning history of the site
- Design and layout
- Access and highway safety
- Impact on residential amenity
- Landscape impact
- Drainage
- Archaeological interest of the site

10.0 OFFICER APPRAISAL

10.1 The Planning History of the Site

10.1.1 In 1987 planning permission was granted for the erection of a restaurant, Travelodge and filling station and formation of a vehicular and pedestrian access. The restaurant and Travelodge were built together with the access. The filling station was proposed on the site of the present application. The permission for the filling station is still extant because the development was commenced.

In 2004 planning permission was granted for a car showroom/workshop on the site. The building was a substantial 650sq m in size and located on the eastern half of the site. This permission expired in April 2009.

The planning history of the site and the existence of any extant planning permissions have to be taken into account in determining this application. Although it is highly unlikely that a filling station would be built on the site in the present economic climate, it has to be acknowledged that the permission provides a context for considering traffic movements to and from the site.

10.2 Planning policies and the principle of business/industrial/storage and warehousing uses.

10.2.1 National planning policy statements set out the strategic context for considering the application and the most relevant of these is Planning Policy Statement 4 Planning for Sustainable Economic Growth.

Policy EC10 of PPS4 requires local planning authorities to adopt a positive and constructive approach towards applications for economic development and sets out a number of considerations proposals should be assessed against. These considerations include the impact on carbon emissions, accessibility, quality of design and impact on regeneration and local employment.

Policy E12 specifically deals with economic development in rural areas and in determining planning applications requires local planning authorities to support

- i. development which enhances the vitality and viability of rural service centres
- ii. small scale economic development where it provides the most sustainable option in villages, or other locations, that are remote from local service centres, recognising that a site may be an acceptable location for development even though it may not be accessible by public transport.

Planning Policy Statement 7 Sustainable Development in Rural Areas seeks to protect the intrinsic value of the countryside and suggests that most new development should be located in or near to local service centres identified in the development plan to provide employment, housing and services close together. It acknowledges that there is scope for allowing some limited development in, or next to, rural settlements.

Similarly, Planning Policy Guidance Note 13 Transport recognises the importance of promoting adequate employment opportunities in rural areas and advises that local planning authorities should not reject proposals for small scale business development which would give rise to only modest additional daily vehicle movements and the impact on minor roads would not be significant.

South Shropshire Local Plan provides the local planning context for considering the proposal. Wooferton is an inset village on the Local Plan Proposals Map but it does not have a development boundary. Policies SDS5, ED1 and E6 look favourably on proposals that are in scale with the size and function of the settlement, the character and scale of the development is appropriate to the rural area and new buildings are carefully designed and sited.

Wooferton is a small and poorly serviced rural hamlet that has grown up around its strategic location at the crossing point of important local routes. In economic terms it has benefited from its proximity to the A49 and the former railway. There is already significant commercial development in the settlement including roadside services, a concrete batching plant, converted farm buildings and small employment sites on the former railway land. In terms of sustainability, the area is served by three bus routes linking Wooferton to Leominster, Ludlow and Tenbury Wells. Nonetheless it has to be accepted that the majority of employees will probably arrive by car. The site is in a settlement and is a location with good transport connections. Overall the site is in a reasonably sustainable location for economic development in a rural area.

The application site is located within the built up area of Wooferton. It is overgrown and has the appearance of a vacant plot. The site has the potential to make good use of its location and contribute to the economic base of the rural area in the south of the county. In principle the development of the site for economic development is acceptable provided the siting, scale and design of the buildings are satisfactory. In addition important material considerations such as the highway implications and impact on the area require careful consideration. These issues are discussed below.

10.3 **Design and layout**

10.3.1 The design and layout of the buildings emulate a courtyard of agricultural buildings particularly when viewed from outside the site. This is achieved by using steep roof pitches and limiting the number of openings on the perimeter timber clad walls. Within the courtyard the units will have a more contemporary design. The front elevations of the buildings use infill panels of various designs to provide a flexible system for meeting the needs of prospective occupiers. Car parking will be provided within the courtyard area which will limit the visual dominance of cars on the site. Landscaping takes the form of perimeter hedges and groups of native shrubs with a grid of trees in the central car park. Overall the scheme has been well thought out and imaginatively designed.

10.4 **Access and highway safety**

10.4.1 Access and highway safety are a major concern of local residents and the Parish Council. The junction of the A49 and B4362 has been the scene of many accidents over the years. Officers requested that the applicant provide a report to demonstrate how the traffic generated by proposal will impact on the A49/B4362/A456 junction. A report has been commissioned by consultants and considered by the Highway Agency and the Council's Highway Engineers.

The report looks at the likely trip generation from the development using the TRICS database, the volume of traffic using the A49 and the design of the existing junction. The report concludes:

- The traffic generated by the worst case scenario B1 (Office) use would result in a total of 235 two way traffic movements on a typical weekday over a 12 hour period between 07:00 and 19:00 hrs
- The impact of the development traffic on the A49 would increase the traffic flow by 2.58% over the 12 hour period and 7.2% at peak times. This is not material in highway capacity terms.
- The existing geometry of the junction has been examined and is, in the opinion of the consultants, fit for purpose.
- The proposed development will not impact adversely on the local highway network and any traffic movements generated can be accommodated on the surrounding road network. There is no sustainable reason why the development proposals should not proceed.

The Highways Agency has confirmed that in their view the proposal will have a negligible impact on the A49 trunk road.

Access to the site is via the existing access and road serving the Travelodge and Little Chef restaurant. The Council's Highway Development Control Officer has no

objection to the proposal subject to the reinstatement of the visibility splays at the entrance to the site by removing undergrowth. The applicant has agreed to do this work.

The agent anticipates that any B8 uses will be limited to small scale storage and they do not expect HGVs to enter the site. The applicant is willing to agree to a condition restricting the maximum vehicle size to a 10m rigid lorry.

Thirty two parking spaces will be provided which is in accordance with the Council's guidelines.

In conclusion the proposal will not have an adverse effect on highway safety to the extent that planning permission should be refused.

10.5 **Impact on residential amenity**

10.5.1 With the exception of the public house opposite, the nearest dwelling to the site is located just over 50 m to the west and is separated by a substantial hedge and open ground. The proposed uses are unlikely to generate noise that could be considered a nuisance given the background noise levels arising from the A49 and distance from the site to neighbouring properties. Nonetheless, a condition is recommended to control working times and ensure the units are not in use at unsocial hours.

10.6 **Landscape impact**

The site is prominent in views from the local road network but is seen in the context of the loose scatter of surrounding buildings. The proposal will be in scale with nearby farm houses and buildings and readily blend into the busy roadside location. The proposal will not have any detrimental visual impact on the wider landscape.

10.7 **Drainage**

10.7.1 Foul sewage will be taken to an existing private pumping station serving the Travelodge and Little Chef and then on to the Brimfield sewage treatment works. Severn Trent Water has no objection to the proposal. Brimfield Parish Council are concerned about capacity problems at the works and Severn Trent Water have been asked to confirm that the works can take additional flows.

Surface water drainage from the site will be dealt with by Sustainable Urban Drainage System (SUDS) principles. The central parking area will be constructed using concrete block permeable paving laid over a storm water storage system with soakaways. The access road will be impermeable tarmac laid to drain to the block paving. Roof water from the buildings will be similarly drained to the storage system. Full details of the foul and surface water drainage system are required by a planning condition.

Amey, as agents for the Highways Agency have undertaken an Asset Inventory Survey of the area and a full CCTV survey of on site drainage has been carried out. Consulting Engineers have produced a site constraints drawing which has informed the layout of the site.

10.8 **Archaeological interest of the site**

A report on the potential archaeological interest of the site has been submitted with the planning application. The Historic Environment Officer has concluded that there is evidence for a probable early road line that pre-dates the current A49 through Woofferton and which potentially could be the line of the Roman Road previously proposed as having crossed the area. The alignment of this earlier road would appear to run parallel to and alongside the east boundary of the proposed development site. Although its projected course is likely to have fallen largely within that part of the site previously excavated by the railway cutting, there is a possibility that some of its course may have lain outside of this. A condition is therefore suggested for an archaeological watching brief to accompany any groundworks in this area.

11.0 **CONCLUSION**

11.1 The applicant has provided a substantial amount of information with this application to demonstrate that the proposal will not have a detrimental impact on the area or give rise to significant highway safety issues. The number of units has been reduced since the proposal for development of the site was first submitted in 2009. The application is in accordance with policies in the development plan and will deliver 13 units for occupation by local businesses securing up to 40 new jobs. This type of speculative development is to be welcomed and will make good use of a vacant site. The concerns of local residents in respect of the shortcomings of the A49/B4362 junction are acknowledged but there is not a defensible case for withholding planning permission.

LIST OF BACKGROUND PAPERS:

Planning application file 10/03277

HUMAN RIGHTS

Article 8 give the right to respect for private and family life and First Protocol Article 1 allows for the peaceful enjoyment of possessions. These have to be balanced against the rights and freedoms of others and the orderly development of the County in the interests of the Community.

First Protocol Article 1 requires that the desires of landowners must be balanced against the impact on residents.

This legislation has been taken into account in arriving at the above recommendation.

Environment Appraisal

A Design and Access Statement has been submitted with the application

Risk Management Appraisal

N/A

Community / Consultations Appraisal

Consultations were carried out under the terms of the Town and Country Planning Act.

Member Champion

Cllr Malcolm Price

Local Member

Cllr Martin Taylor Smith

Reason for Approval

The development will benefit the local economy by providing 13 new business units. The scale and design of the proposals respects the character and appearance of the locality and will have no significant impact on the residential amenity of the occupiers of neighbouring properties. The impact of the proposal on the local road network has been examined and it will not have a detrimental effect on highway safety. The proposal is in accordance with development plan policies so far as these are applicable to the application.

In determining this application the Local Planning Authority gave consideration to the following policies:

Central Government Guidance:

PPS 1 Delivering Sustainable Development

PPS4 Planning for Sustainable Economic Growth

PPS7 Sustainable Development in Rural Areas

PPG13 Transport

South Shropshire Local Plan Policies:

ED1 Rural Development

SDS5 Location of Business Development

E1 Landscape Conservation

E6 Design

Conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with Section 91(1) of the Town and Country Planning Act, 1990 (As amended).
2. The development shall be carried out strictly in accordance with the approved plans and drawings.
Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and details.
3. No built development shall commence until details of all external materials, including hard surfacing, have been first submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approval details.
Reason: To ensure that the external appearance of the development is satisfactory.
4. No development approved by this permission shall commence until there has been submitted to and approved by the local planning authority a scheme of landscaping

and these works shall be carried out as approved. The submitted scheme shall include:

Means of enclosure

Hard surfacing materials

Minor artefacts and structures (e.g. furniture, refuse or other storage units, signs, lighting)

Planting plans

Schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate

Details of root guards for landscaping in the vicinity of the culvert.

Reason: To ensure the provision of amenity afforded by appropriate landscape design.

5. All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standard 4428:1989. The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced with others of species, size and number as originally approved, by the end of the first available planting season.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

6. a) No development shall take place until a Site Investigation Report has been undertaken to assess the nature and extent of any contaminated on the site. The Site Investigation Report shall be undertaken by competent person and be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. The Report is to be submitted to and approved in writing by the Local Planning Authority.
- b) In the event of the Site Investigation Report finding the site to be contaminated a further report detailing a Remediation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Remediation Strategy must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
- c) The works detailed as being necessary to make safe the contamination shall be carried out in accordance with the approved Remediation Strategy.
- d) In the event that further contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of (a) above, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of (b) above, which is subject to the approval in writing by the Local Planning Authority.
- e) Following completion of measures identified in the approved remediation scheme a Verification Report shall be submitted to and approved in writing by the Local Planning Authority that demonstrates the contamination identified has been

made safe, and the land no longer qualifies as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land.

Reason: 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 human health and offsite receptors.

7. The development hereby permitted shall not be brought into use until the car parking shown on the approved plans has been provided, properly laid out, hard surfaced and drained, and the space shall be maintained thereafter free of any impediment to its designated use.

Reason: To ensure the provision of adequate car parking, to avoid congestion on adjoining roads, and to protect the amenities of the area.

8. The existing visibility splays from the centre point of the junction of the access road with the public highway shall be kept free of any obstacles or obstructions.

Reason: To ensure the provision of adequate visibility in the interests of highway safety.

9. No development approved by this permission shall commence until the applicant has notified Shropshire Council's Historic Environment Officer not less than three weeks prior to commencement of groundworks, and to provide him/her with reasonable access in order to monitor the groundworks and to record any archaeological evidence as appropriate.

Reason: To enable the potential archaeological interest of the site to be recorded.

10. No working or deliveries shall take place outside the following hours:-
07:00 - 18:00 hrs Mondays to Fridays
08:00 - 13:00 hrs Saturdays and not at all on Sundays or Public Holidays.

Reason: To safeguard residential amenities

11. The premises shall be used for B1, B2 and B8 and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: In order to restrict the use of the premises in the interest of the amenities of the area.

12. No process or storage of materials nor the installation or storage of machinery or plant shall take place outside the building(s) hereby permitted.

Reason: To ensure that the proposed development will not prejudice either the enjoyment by neighbouring occupiers of their properties or the general appearance of the locality.

13. No development shall take place until a scheme of foul drainage, and surface water drainage has been submitted to, and approved by the Local Planning Authority. The approved scheme shall be completed before the development is occupied.

Reason: To ensure satisfactory drainage of the site and to avoid flooding.

14. No development shall take place until details of surface water drainage works has been submitted to and approved in writing by the local planning authority. The details shall include the results of percolation tests carried out in accordance with BRE Digest 365, a plan of the soakaways designed to a 1 in 100 years return storm event plus 20%, topographical details of the site, a flood routing plan and details of measures to reduce run off such as rainwater harvesting and grey water recycling. The scheme shall be implemented before the first use of the development.

Reason: To confirm that the proposed soakaway will be suitably designed to provide a long-term surface water disposal solution and to ensure that the proposed units and adjacent properties will not be put at risk of flooding.

15. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall be passed through an oil and petrol interceptor designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.

Reason: To reduce the possibility of the underlying minor aquifer becoming polluted.

