

To the Chairman and Members of the
PLANNING REGULATORY BOARD

Date 7th August 2014

Report of the Director of Planning and Regeneration Service

ITEM NO. SUBJECT

1 Ref: RB2014/0612

Demolition of existing warehouse & erection of A1 retail units with mezzanine floors (13548 sq m gross external floor area) with associated car parking and landscaping (amendment to RB2012/1615), Alba/UPS warehouse, Cortonwood Drive, Brampton.

ROTHERHAM METROPOLITAN BOROUGH COUNCIL PLANNING REGULATORY BOARD

PLANNING AND REGENERATION SERVICE

REPORT TO COMMITTEE
7th AUGUST 2014

Application Number	RB2014/0612
Proposal and Location	Demolition of existing warehouse & erection of A1 retail units with mezzanine floors (13548 sq m gross external floor area) with associated car parking and landscaping (amendment to RB2012/1615), Alba/UPS warehouse, Cortonwood Drive, Brampton Bierlow.
Recommendation	That Members agree to amend Condition No. 4 to include the updated list of drawing numbers.



Background

Members may recall that this application was presented at Planning Board on 26 June 2014. Members were minded to grant the application subject to the signing of a Section 106 Agreement. The full report to Planning Board is available in the Agenda/Minutes of 26 June 2014 and is reproduced at appendix 1 below for information.

The Section 106 Agreement has not yet been signed and as such, the decision notice has not yet been issued. There has now been an enquiry regarding amending the previously submitted elevations and floorplans to allow for some very minor amendments.

Site Description & Location

The application site consists of an area of 2.75 ha on Cortonwood Drive, which is currently occupied by a large industrial unit (Use Class B8) used as a UPS distribution centre with a floorspace of 13,400 square metres. The building is a substantial structure and has a utilitarian appearance constructed predominantly of profiled cladding. There are a large number of loading bays on the south west elevation of the building facing the existing adjacent retail park.

The site lies on the southern side of Cortonwood Drive and directly to the north east of the existing retail units (Asda Living, Halfords and SCS).

To the north east of the application site is another large industrial building, whilst to the north and on the opposite side of Cortonwood Drive is a smaller retail park consisting of three recently built retail units (Smyths, Pets at Home, and a vacant unit (formerly Dreams)). Otherwise this section of Cortonwood Drive is predominantly characterised by large industrial and business units.

The main retail park lies to the south and consists of Morrison's Supermarket, a large DIY store (B&Q) and a number of smaller units including Next, Matalan, Sports Direct, Boots and Argos. There is also a McDonalds and Pizza Hut restaurant.

The vehicular access to the site is via the Dearne Valley Parkway which runs to the north of the application site and provides access to the site via two roundabout junctions. The Dearne Valley Parkway lies within the neighbouring Borough of Barnsley. The Trans-Pennine Trail crosses the Cortonwood Bypass close to the main roundabout to the north west of the application site.

The nearest residential properties lie to the south, east and north-east of the application site in Brampton at a higher level, although there is no direct vehicular access from these residential properties there are a number of undefined footpaths running across the adjacent land.

Proposal

Due to occupier requirements, it is proposed to amend the elevations and floorplans which were presented to Members on 26 June. There is no alteration to the amount of floorspace proposed but the way it is internally organised would slightly differ to the extent that some of the units are slightly wider or slightly narrower through internal reconfiguration. The result of this is the elevations would very marginally change but only to reflect the marginal shifting of the entrances to accommodate the wider/narrower unit sizes. The frontages of the terraces remain in exactly the same locations as well as the location and number of parking spaces.

Appraisal

As set out above it is proposed to amend the floorplans and elevations of the units which were presented to Members in June 2014. The amendments are considered to be minor and whilst some of the units change in terms of their internal floor area, this is only to allow some units to slightly increase and some to slightly decrease with a knock on effect on the position of entrances/ shop fronts. It should be noted that there is no amendment to the overall floorspace proposed for the site.

It is considered that these amendments would otherwise constitute a non material amendment, however, since the application has not been approved (as the decision notice has not been issued) it is proposed to amend Condition No. 4 to include the new plan reference numbers.

Conclusion

The proposed units remain very similar in style and scale to those on the adjacent retail park with large shop fronts with cladding on the upper part of the building and large signage displays. It is still considered that the proposed development represents an appropriate scale of building and design which would sit in an acceptable manner with the surrounding built form. It is therefore considered that the scale and design of the proposed development accords with the NPPF and UDP Policy ENV3.1 and it is recommended that the plan references are updated to include the amended plans in Condition No. 4.

Appendix 1

Site Description & Location

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The main retail park lies to the south and consists of Morrisons Supermarket, a large DIY store (B&Q) and a number of smaller units including Next, Matalan, Sports Direct, Boots and Argos. There is also a McDonalds and Pizza Hut restaurant.

The vehicular access to the site is via the Dearne Valley Parkway which runs to the north of the application site and provides access to the site via two roundabout junctions. The Dearne Valley Parkway lies within the neighbouring Borough of Barnsley. The Trans-Pennine Trail crosses the Cortonwood Bypass close to the main roundabout to the north west of the application site.

The nearest residential properties lie to the south, east and north-east of the application site in Brampton at a higher level, although there is no direct vehicular access from these residential properties there are a number of undefined footpaths running across the adjacent land.

Background

Members may recall the previous application for this site (reference RB2012/1615) being presented in 2013. It was refused by Members but later granted at Public Inquiry. The previous permission has a total floorspace of 9,177 sq.m. The proposed retail units ranged from 1,115 sq.m. to 2,320 sq.m. (12,000 to 25,000 sq.ft.). The proposal included a car park to provide 309 car parking spaces.

The proposed building were in an L shaped form and orientated with its main elevation facing onto the existing adjacent retail units and towards Cortonwood Drive thereby creating a continuation of the adjacent units.

There are numerous other planning applications relating to the reclamation of the application site and surrounding industrial and retail park. The most recent applications related to the development of the site for the existing warehouse was made under the Enterprise Zone Planning Scheme:

RB2002/1387 – Details of the erection of a warehouse with ancillary offices (reserved by the Enterprise Zone Planning Scheme) – Granted

RB2002/1478 – Details of the erection of a distribution centre comprising a warehouse and ancillary offices (reserved by the Enterprise Zone Planning Scheme) – Granted

RB2005/0292 – Display of various wall mounted signs – Granted

Environmental Impact Assessment

The proposed development falls within the description contained at paragraph 10 (b) of Schedule 2 to the 2011 Regulations and meets the criteria set out in column 2 of the table in that Schedule. However the Borough Council as the relevant Local Planning Authority, having taken into account the criteria set out in Schedule 3 to the 2011 Regulations, is of the opinion that the development would not be likely to have significant effects on the environment by virtue of factors such as its nature, size or location. Accordingly the authority has adopted the opinion that the development for which planning permission is sought is not EIA development as defined in the 2011 Regulations.

Proposal

This application seeks an amendment to the previously approved scheme. The amendments are as follows:

- The ground floor area of the proposed development is reduced to 7,974 square metres;
- Provision of mezzanine floorspace of a maximum of 5,574 square metres;
- A total increase of floorspace of 4,371 square metres;
- 314 car parking spaces.

A number of documents have been submitted in support of the application:

Planning and Retail Statement

This document states that the principle of retail development on this site with a gross floorspace of 9,177 square metres has been established through the approval of the previous application. This application proposes an overall reduced footprint at ground floor but with mezzanine floor coverage with a maximum of 5,574 square metres. The Statement details evidence that mezzanine floor areas trade at approximately 50% of traditional ground floor sales area and taking account of this the proposal would result in an increased turnover of approximately 15% compared to the consented scheme should all the mezzanine areas be taken up. The conclusion of the report is that given that the Inspector found that the consented scheme would have little if no impact on existing town centres, a 15% increase in turnover would have no additional material impact.

Transport Statement

The additional traffic generated from the proposed scheme is assessed in detail and an offer of a contribution towards the highway mitigation measures (i.e. contribution towards the cost of highway improvements within the Barnsley Local Authority Area at the Cortonwood, Wath Road and Broomhill roundabouts on A6195 Dearne Valley Parkway) has been offered. The contribution is consistent with the approved scheme, albeit with a pro-rata increase from £135,000 to £154,845 to take account of the 14.7% increase in traffic volume to be generated by the proposal (see paragraphs 3.7.2 and 3.7.3 of the TA).

Other supporting documents have been updated in line with the proposed amended scheme.

Development Plan Allocation and Policy

UDP Policies

The site is allocated for industrial and business use in the Unitary Development Plan.

EC1.1 Safeguarding Existing Industrial and Business Land

EC3.1 Land Identified for Industrial and Business Use.

EC3.3 Other Development within Business and Industrial Areas

ENV2 Conserving the Environment

ENV3.1 Development and the Environment

Other Material Considerations

National Planning Policy Framework: The NPPF came into effect on March 27th 2012 and replaced all previous Government Planning Policy Guidance (PPGs) and most of the Planning Policy Statements (PPSs) that existed. It states that “Development that is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, and every decision.

The NPPF states that due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).”

National Planning Practice Guidance (NPPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning practice guidance documents cancelled when this site was launched.

The Unitary Development Plan policies referred to above are consistent with the NPPF and the NPPG and have been given due weight in the determination of this application.

Publicity

The application has been advertised by way of site notice, press notice and letters to neighbouring properties. No representations have been received.

Consultations

SYPTE has no objections;
Streetpride (Transportation Unit) has no objections;
Streetpride (Landscape Team) have no objections;
Barnsley MBC – Comments awaited regarding the proposed contribution towards highway improvements;
Environment Agency has no objections;
Coal Authority – No Objection;
South Yorkshire Police Architectural Liaison has no objections

Appraisal

Where an application is made to a local planning authority for planning permission.....In dealing with such an application the authority shall have regard to -

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations. - S. 70 (2) TCPA '90.

If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise - S.38 (6) PCPA 2004.

The main considerations in the determination of the application are:

The Principle of the Development;
Retail Issues
Highways Issues
Design and Visual Amenity

The Principle of the Development

The application site is allocated for Industrial and Business Use in the Unitary Development Plan. However, the principle of retail development of this site is established by the planning permission for a similar development which was approved after a public inquiry in 2013 (reference RB2012/1615). Given that this application is for an amended scheme which includes mezzanine floor coverage there are no implications to the principle of the development.

Retail Issues

Paragraph 24 of the NPPF requires the application of a sequential test to planning applications for 'main town centre uses which are not in an existing centre and are not in accordance with an up-to-date development plan.' The order of preference for the sequential approach remains unchanged from PPS4, namely:

- (1) locations within existing town centres;
- (2) edge-of-centre locations, with preference given to accessible sites that are well-connected to the centre; and then
- (3) out-of-centre sites, where there are no in-centre or edge-of-centre sites available. Preference should be given to accessible sites that are well connected to the town centre.

Notwithstanding the above requirement, the decision issued by the Inspector in relation to the previous planning application on this site concluded that there were no sequentially preferable sites for the scale of the development proposed within the appropriate catchment area. The scale of the amendments increases the overall floorspace of the proposed development and it is acknowledged that there have been no sequentially preferable sites that have been made available or identified since the Inspectors decision last year.

Paragraph 26 of the NPPF requires proposed retail developments in out-of centre locations to be assessed against two impact criteria, the first of which replicates criterion (a) of Policy EC16.1 of PPS4, whilst the second combines criteria (b) and (d) of Policy EC16.1:

- the impact of the proposal on existing, committed and planned public and private sector investment in a centre or centres in the catchment area of the proposal; and

- the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time when the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.

Similarly, the Inspector in relation to the previous application concluded that the proposed level of trade arising from the development would not result on a significantly detrimental impact on the town centres identified within the accepted catchment area. The main consideration in terms of this proposal is therefore whether the additional retail floorspace proposed will result in a materially adverse impact as set out in paragraph 26 of the NPPF.

The proposal increases the floorspace by a maximum 5,574 square metres at mezzanine floor level. However, the ground floor area is reduced from 9,177 square metres to 7,974 square metres (a difference of 1,203 square metres). Overall, the increase in floorspace is 4371 square metres.

The supporting Retail Statement provides a significant amount of evidence that mezzanine floor areas trade at 50% level compared to ground floor retail sales areas.

The trade diversion of the permitted scheme was assessed on the basis of there being 8,259 square metres of sales area at ground level. This was agreed at the Inquiry and adopted a 90% sales to gross floor ratio. Based on the same ratio the ground floor of the amended scheme is 6,689 square metres. The supporting information has taken account of the trading consequences of the additional overall floorspace together with the reduction of the ground floor sales space. The applicants' assessment concludes that the total turnover of the revised scheme will be approximately 15% more than the permitted scheme.

The assessment of additional floorspace together with the assumption that the mezzanine floorspace will trade at a much lower level is accepted and on this basis it is accepted that the additional floorspace will not result in a significant adverse impact on the overall vitality and viability of the centres within the defined catchment area (as accepted by the Inspector).

Highway Matters

Paragraph 32 of the NPPF states that:

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

UDP Policy T6 refers to the location and layout of development and requires regard to be had to:

- “(i) land-uses are consolidated within existing commercial centres and settlement patterns which are already well served by transport infrastructure,
- (ii) major trip generating land-uses, such as major employment, leisure, retail and high density residential developments, are located in close proximity to public transport interchanges and service corridors,
- (iii) the development of sites which cause unacceptable traffic congestion on motorways, and local approach roads and trunk roads is avoided,
- (iv) development patterns, where appropriate, provide opportunities for living close to places of work, and
- (v) a range of services and facilities are available in villages and local centres with safe and convenient access for pedestrians, cyclists and people with disabilities.

In addition, the detailed layout of development should have regard to accessibility by private car, public transport, service vehicles, pedestrians and cyclists and people with disabilities.”

In terms of the layout of the car park, the proposed number of car parking spaces accords with the Council's car parking standards although no mention of cycle parking is made. As a part of the appeal scheme a zebra crossing was proposed within the wider retail park to enhance pedestrian linkages within the site. This is again proposed as a part of this scheme and would assist visitors is moving between the two areas of the retail park.

Whilst the site is located within Rotherham Metropolitan Borough the highway network which serves it is entirely within the Barnsley Metropolitan District and Barnsley MBC is the relevant Highway Authority. The site is located off the A6195, a strategic and key route within the borough and the principle of the development is considered to be established. However, comments are outstanding from Barnsley MBC in respect of the proposed contribution towards off site highway works within the Barnsley Borough. The contribution is considered further in the following section.

Planning Obligation

The Community Infrastructure Regulations 2010 introduced a new legal framework for the consideration of planning obligations and, in particular, Regulation 122 (2) of the CILRegs states:

"(2) A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is-

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development;
- (c) fairly and reasonably related in scale and kind to the development."

All of the tests must be complied with and the planning application must be reasonable in all other respects.

In this instance there was a contribution of £135,000 agreed during the course of the Public Inquiry in relation to the approved scheme for this site. This contribution was to be paid towards improvements to the junctions of three roundabouts within the Barnsley Borough to accommodate the additional traffic generated by the proposed development. The previously agreed contribution has now been assessed on a pro-rata basis taking account of the 14.7% increase in traffic volume to be generated by the amended scheme. The proposed contribution has increased from £135,000 to £154,845 and would still be used for highway improvements at three roundabouts within Barnsley Borough (Wath Road, Cortonwood and Broomhill) but would allow for slightly more extensive works.

Design and Visual Amenity

Paragraphs 56 and 57 of the NPPF state that:

“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people... It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.”

In addition Policy ENV3.1 of the UDP requires development to make a positive contribution to the environment by achieving an appropriate standard of design.

The application site lies within an area which immediately consists of a number of large industrial buildings to the north and with the exception of the Post Office building to the south of the site, these buildings have a typically utilitarian appearance. To the south is the Cortonwood Retail Park; these units are large structures of modern appearance with large shop fronts at a low level and cladding to the upper structure of the building. The units are characterised by large signage structures which tend to have a consistent appearance.

The proposed units are very similar in style and scale to those on the adjacent retail park with large shop fronts with cladding on the upper part of the building and large signage displays. Whilst the site is currently occupied by a large industrial building, it is abutted by the modern retail buildings. The proposed development is considered to represent an appropriate scale of building and design which would sit in an acceptable manner with the surrounding built form. It is therefore considered that the scale and design of the proposed development accords with the NPPF and UDP Policy ENV3.1.

Conclusion

In conclusion, the principle of a retail warehouse development on this site is established by the previous permission which was granted on public inquiry. This proposal seeks permission for a reconfigured scheme and whilst there is an increase in floorspace this is proposed at mezzanine level and the revised scheme results in a smaller ground floor sales area. In considering the trading levels of mezzanine floor and the conclusions reached in considering the consented scheme it is not considered that there are any sequentially preferable sites for this development and furthermore the relatively minor increase in floor area would not be likely to result in a significant detrimental impact on existing centres within the defined catchment area.

In highway terms, whilst comments from Barnsley MBC are still outstanding, the contribution previously agreed has been increased on a pro-rata basis given the calculated increase in traffic likely to result from the increase in floorspace of this development. The increased contribution will allow similar but slightly enhanced works to roundabout junctions within Barnsley MBC. The internal layout of the proposed development is considered to be acceptable as are the number of car parking spaces and accessibility.

Recommendation

A. That the Council enter into an agreement with the developer under Section 106 of the Town and Country Planning Act 1990 for the purposes of securing the following:

- Provision of a contribution of £154,845 towards highway improvements within Barnsley Local Authority area specifically for improvements to the Cortonwood, Wath Road and Broomhill roundabouts.

B. Consequent upon the satisfactory signing of such an agreement the Council resolves to grant permission for the proposed development subject to the conditions set out in the report.

Conditions

01

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason

In order to comply with the requirements of the Town and Country Planning Act 1990.

02

No development shall take place until details of the materials to be used in the construction of the retail units hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason

To ensure that appropriate materials are used in the construction of the development in the interests of visual amenity and in accordance with UDP Policy ENV3.1 'Development and the Environment'.

03

Notwithstanding the provision of the Town and Country Planning (Use Classes) Order 1987 (as amended) none of the retail premises (Use Class A1) hereby permitted shall be used primarily for the sale of food.

Reason

The premises are not considered suitable for general use within the Class quoted for A1 (convenience) reasons and in accordance with UDP Policy ENV3.1 'Development and the Environment'.

04

The permission hereby granted shall relate to the area shown outlined in red on the approved site plan and the development shall only take place in accordance with the submitted details and specifications as shown on the approved plans: Drawings 14592-PA 01 Rev A, 14592-PA 04 Rev B, 14592-PA 05 Rev B, 14592-PA 07 Rev B, 14592-PA-10 Rev A, 14592-PA-11 Rev A (received 8 May 2014, 13 June 2014 and 16 June 2014))

Reason

To define the permission and for the avoidance of doubt.

05

Development shall not begin until details of a Zebra crossing in the approximate position shown on Plan 6 'Location of Proposed Zebra Crossing' in the Transport Statement have been submitted and approved in writing by the local planning authority. The approved details shall be implemented prior to the development being brought into use.

Reason

In the interest of pedestrian safety and to enhance pedestrian linkages with the remainder of the retail park in accordance with the NPPF.

06

The development shall be carried out in accordance with the submitted flood risk assessment and the following mitigation measures it details:

Limiting the surface water run-off generated by the development so that it will reduce the run-off from the existing site and reduces the risk of flooding off-site. There must be a 30% reduction in peak discharge and the system must be able to contain up to the 1 in 30yr storm and not flood any buildings/adjacent land up to the 1 in 100yr storm plus an allowance for climate change. This measure shall be fully implemented prior to occupation, and according to the scheme's phasing arrangements (or with any other period, as agreed in writing, by the local planning authority).

Reason

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

07

Before the first retail unit is open for trading, the parking layout shown on the approved site plan (drawing 14592-PA 04 Rev B) shall be provided, marked out, and thereafter shall not be used for any other purpose than the parking of vehicles.

Reason

In the interest of highway safety.

08

Before the first retail unit is open for trading full details of the type and position of cycle parking shall be submitted to and approved in writing by the local planning authority and installed and ready for use.

Reason

In the interest of promoting sustainable methods of travel.

09

Before each retail unit is open for trading a Travel Plan shall have been submitted by the occupier and approved in writing by the local planning authority. The local planning authority shall be informed of and give prior approval in writing to any subsequent improvements or modifications to each Travel Plan following submission of progress performance reports as timetabled in the monitoring programme.

Reason

In order to promote sustainable transport choices.

10

Before the first retail unit is open for trading, details of a pedestrian link up to the south-western site boundary to enable a link with a prospective footway at the adjacent car park shall be submitted to and approved in writing by the local planning authority and the approved details shall be implemented.

Reason

In the interest of ensuring pedestrian linkages with adjacent site.

11

No development shall take place until a detailed scheme of landscapeworks has been submitted to and approved in writing by the local planning authority. The landscape scheme shall be prepared to a minimum scale of 1:200 and shall clearly identify (through supplementary drawings where necessary):

- the extent of existing planting, including those trees or areas of vegetation that are to be retained and those it is proposed to remove;
- the extent of any proposed changes to existing ground levels;
- any constraints in the form of existing or proposed site services or visibility requirements;
- areas of structural and ornamental planting that are to be carried out;
- the positions, design, materials and type of any boundary treatment to be erected;
- a planting plan and schedule detailing the proposed species, siting, quality and size specification and planting distances;
- a written specification for ground preparation and soft landscapeworks;
- the programme for implementation;
- written details of the responsibility for maintenance and a schedule of operations, including replacement planting, that will be carried out for a period of 5 years after completion of the planting scheme.

The landscape works shall thereafter be implemented in accordance with the approved landscape scheme within a timescale agreed in writing by the local planning authority.

Reason

To ensure that there is a well laid out scheme of healthy trees and shrubs in the interests of amenity and in accordance with UDP Policies ENV3 'Borough Landscape', ENV3.1 'Development and the Environment', ENV3.2 'Minimising the Impact of Development' and ENV3.4 'Trees, Woodlands and Hedgerows'.

12

Any plants or trees which within a period of 5 years from completion of planting die, are removed or damaged, or that fail to thrive shall be replaced. Assessment of requirements for replacement planting shall be carried out on an annual basis in September of each year and any such planting (and rectification of defective work or materials discovered) shall be carried out before 31st December of that year.

Reason

To ensure that there is a well laid out scheme of healthy trees and shrubs in the interests of amenity and in accordance with UDP Policies ENV3 'Borough Landscape', ENV3.1 'Development and the Environment', ENV3.2 'Minimising the Impact of Development' and ENV3.4 'Trees, Woodlands and Hedgerows'.

13

Other than demolition and site clearance works, no development shall take place until the condition of the shallow coal seams, running underneath the application site, is established. An investigation report, together with any necessary outline remediation/treatment options, shall be submitted to and approved by the Local Planning Authority prior to new construction works commencing. Any necessary remediation/treatment works, as approved by the Local Planning Authority, shall take place prior to commencement of the new construction works.

Reason

In the interest of land stability.

14

The development hereby permitted shall provide for no more than 13,006m² gross internal floorspace of which no more than 5,574m² gross internal floorspace shall be provided at mezzanine level and distributed at the discretion of the applicant.

Reason

To define the permission and for the avoidance of doubt.

15

No development shall take place until details of the proposed means of disposal of foul and surface water drainage, including details of any balancing works and off-site works, have been submitted to and approved by the local planning authority.

Reason

To ensure that the development can be properly drained)

16

Unless otherwise approved in writing by the local planning authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works and no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

Reason

To ensure that no foul or surface water discharges take place until proper provision has been made for their disposal.

Informatives

POSITIVE AND PROACTIVE STATEMENT

01

The applicant and the Local Planning Authority engaged in pre application discussions to consider the development before the submission of the planning application. The application was submitted on the basis of these discussions, or was amended to accord with them. It was considered to be in accordance with the principles of the National Planning Policy Framework.

02

The applicant is advised that surface water from vehicle parking and hardstanding areas shall be passed through an interceptor of adequate capacity prior to discharge. Roof drainage should not be passed through any interceptor.