

Planning Committee: 03 May 2005

Principal Item Number: 08

Application No: W 04 / 1865

Registration Date: 15/10/2004

Town/Parish Council: Barford

Expiry Date: 10/12/2004

Case Officer: Martin Haslett

01926 456526 planning_west@warwickdc.gov.uk

Oldhams Transport, Wellesbourne Road, Barford, Warwick, CV35 8DS
Mixed use redevelopment comprising employment for B1 purposes; housing
including affordable housing FOR Taylor Woodrow Developments Ltd

SUMMARY OF REPRESENTATIONS

Barford Sherbourne and Wasperton PC: It welcomes the proposal but seeks reassurance on the following matters:

- That the foul drainage system is of sufficient capacity and condition to accept the additional burden imposed by the development.
- That consideration will be given to increasing the number of bungalows or ground floor apartments or both.
- That there will be liaison with the Warwickshire Rural Housing Association to ensure that the affordable housing is appropriate to the village.
- That any planning gain will be distributed locally, and the Council will be fully appraised of the details of the negotiations for the Section 106 Planning Agreement.

Neighbours: one letter of support, but concern expressed as to effect on wildlife and trees.

WCC(Ecology): no objection, but a survey to identify any protected species is requested and these have been carried out. Condition requested on bat mitigation measures.

WCC(Highways): no objection subject to conditions on visibility and highway layout.

WCC(Archaeology) no objection.

Severn Trent Water: no objection, subject to condition requiring foul and surface water drainage schemes.

EHO: *land contamination*: no objection, subject to condition on land remediation;
traffic noise: the open site has areas falling in NEC category B & C of PPG 24. If noise mitigation measures are applied the site can be brought into category B. PPG 24 advises that planning permission should not normally be granted where sites fall into category C. The advice in relation to category B is that noise should be taken into account.

A suitable scheme of mitigation is proposed for the internal environment of the houses. However, some external areas would still remain in category B levels. In this situation I believe that it is a planning decision as to whether there are good reasons for allowing residential development in such a location i.e. there are planning gains which offset disadvantages of the site.

Housing Strategy: no objection- the affordable housing proposals are satisfactory.

CPRE: objection: -50% of site should be for employment;

- planning brief should be prepared;

- employment should be primarily for B2 use, not B1;

- 57 dwellings is a more intensive use than previously proposed;

- some of the areas under consideration only had temporary permissions for lorry parking, these should be returned to agriculture, other areas would be more intensively developed than at present;

- concern that affordable housing meets structure plan requirements;

- proposal would encourage car use;

- impact on surrounding countryside;

- materials and design too uniform;

- potential for street lighting to pollute countryside;

- design of commercial buildings inappropriate;

- concern about landscaping along the by pass frontage.

Environment Agency: no objection subject to conditions on contaminated land remediation, facilities for the storage of fuels oils, etc, foul and surface water disposal facilities.

RELEVANT POLICIES

(DW) EMP4 - Employment Development in the Rural Areas of the District (Warwick District Local Plan 1995)

(DW) ENV3 - Development Principles (Warwick District Local Plan 1995)

(DW) H16 - Rural Local Needs Housing (Warwick District Local Plan 1995)

(DW) H8 - Limited Infill Villages (Warwick District Local Plan 1995)

The 45 Degree Guideline (Supplementary Planning Guidance)

Distance Separation (Supplementary Planning Guidance)

SC9 - Affordable Housing (Warwick District Local Plan 1996 - 2011 First Deposit Version)

DP1 - Layout and Design (Warwick District Local Plan 1996 - 2011 First Deposit Version)

SC1 - Securing a Greater Choice of Housing (Warwick District Local Plan 1996 - 2011 First Deposit Version)

SC2 - Protecting Employment Land and Buildings (Warwick District Local Plan 1996 - 2011 First Deposit Version)

DP2 - Amenity (Warwick District Local Plan 1996 - 2011 First Deposit Version)

RAP2 - Directing New Housing (Warwick District 1996 - 2011 First Deposit Version)

RAP7 - Directing New Employment (Warwick District 1996 - 2011 First Deposit Version)

SSP6 - Safeguarding Land for the Barford Bypass (Warwick District 1996 - 2011 First Deposit Version)

Warwickshire Structure Plan, 1996-2011:

- GD.3 Overall Development Strategy

- GD.5 Development Location Priorities

- GD.7 Previously-developed Sites

RA.1 Development in Rural Areas
RA.2 Scale and Distribution of New Housing and Industrial Development
RA.3 Hierarchy of Settlements in Rural Areas
H.1 Provision of Housing Land
H2 Affordable Housing

Regional Spatial Strategy:

CF2 Housing beyond the Major Urban Areas
CF3 Levels and distribution of housing development
CF4 The reuse of land and buildings for housing
CF5 Delivering affordable housing and mixed communities

The proposal is a departure from the Development Plan.

PLANNING HISTORY

The site has long been used by Oldham's Transport as a haulage depot and the larger part of the site has the benefit of a permanent planning permission. Some peripheral areas have temporary planning permissions, particularly where the land was possibly affected by works for the by-pass. There were many planning applications associated with these uses. . In 1990 the Barford by-pass was first proposed, the alignment of which cuts across the south western boundary of the site. The by-pass is now included within the current Local Transport Plan, funding has been approved and construction is commencing this month.

In 2000 Oldhams and Wilcon Homes made a planning application (W00/1196) for 64 dwellings on that part of the site not required for the by-pass. The application was the subject of an objection from Warwickshire County Council as the proposals were greater than would be needed to meet local need and therefore contrary to Structure Plan policy GD5 which directs most development to the main towns of the district. The application was recommended for refusal as the 'development will result in the introduction of housing into a rural area as well as failing to consider opportunities for rural employment, contrary to strategic policies and guidance promoting more sustainable patterns of development.' The Committee did not accept this recommendation and considered that permission should be granted. As the application was a departure from the development plan, it was necessary for it to be referred to the Secretary of State, and the Committee resolved to do this, with the recommendation that it be granted subject to conditions on materials, landscaping, access, drainage, fire safety, remediation of land contamination, boundary treatment, and traffic noise.

The application was called in for decision by the Secretary of State by a direction made under section 77 of the 1990 Act and an Inquiry was held in March 2003 into a proposal for 60 dwellings. The reason for making the direction was that the proposal raised issues of more than local importance that may conflict with government policy in PPG3 (Housing), PPG7 (Countryside) and PPG13 (Transport).

Following the public inquiry, the inspector recommended that permission be refused as the proposal was considered to be in conflict with the structure plan. The inspector noted that, although there was a need for affordable housing in

Barford, there was no requirement for the market element of the development. He was not satisfied that the site would not be suitable for continued employment use or other forms of mixed use.

The Secretary of State refused permission and agreed with the conclusions of the Inspector that whilst the proposal met some of the tests of PPG3 and provided a modest amount of affordable housing, there was no pressing need for market housing and the employment would result in the loss of industrial employment opportunities in a rural area. As such the proposal conflicted with the Development Plan and PPG7 policies which sought to sustain economic and social diversity in rural areas.

KEY ISSUES

The Site and its Location

Oldhams occupies a large site at the south end of Barford village which consists of some buildings for vehicle service, open yard areas and associated buildings. Some of this land will be required for the Barford by-pass, but the area which remains amounts to nearly 2 hectares. The site has a substantial frontage to Wellesbourne Road, but does not include the car sales garage which takes a triangular portion from the frontage. To the rear the company's site bounds the River Avon, but the land needed for the by-pass takes up this section of land and is excluded from the current application. At the northern end, the application site is to the rear of existing dwellings in Wellesbourne Road.

Details of the Development

The proposals come in two parts. The first and major section is for the northern part of the site, as far south as the existing car sales area. On this land 60 houses would be constructed, which would include 40% affordable houses. The market houses (36 in number) would consist of 1 and 2 bedroomed apartments, 2 and 3 bedroomed terraced houses, 3 and 4 bedroomed detached houses and 2 and 3 bedroomed bungalows. The houses would all be two-storied.

The affordable housing would be 60% rented and 40% shared ownership and would consist of 2 and 3 bedroomed two-storied houses. All the residential development would be serviced from one access point from Wellesbourne Road, immediately to the north of the car sales site. The numbers and types of houses have been amended since the application was first submitted in order to more closely reflect 'local need.'

The second, and smaller, part of the proposal is for commercial development which would be situated at the southern end of the site, in the triangle of land formed between Wellesbourne Road and the by-pass. Access would be obtained from Wellesbourne Road immediately north of the by-pass junction. The development would consist of two blocks, with a total floor area of 1557 sqm, which would provide 9 office units, with parking grouped in the forecourts. The two buildings would be of traditional styling, built of brick, with pitched tiled roofs

The application is supported by a series of reports which need to be considered in making a decision on the application. The first of these is a report on bats which makes it clear that a bat roost will be disturbed by the development and a licence will therefore be required. A transport report is also provided.

A further report considers the extent to which it would be practical to achieve the provision of new commercial floorspace as part of a mixed use scheme. The report concludes that the commercial development should be confined to the southern part of the site, and should be for office purposes or for wider B1 use class purposes. It is considered that a larger commercial development would not be viable.

The application is also supported by a design statement which examines the character of the village and concludes that the proposed development, by the use of suitable materials and appropriate design would represent an improvement in the quality of the built environment of the village. The application is also supported by a planning statement.

Assessment

The issues to be considered are the principle of the scheme, judged against national guidance, structure and local plan policy. The second issue is whether the details of the proposal are satisfactory in relation to their visual appearance and their impact upon adjoining residents. I will deal with various aspects of the policy issues first.

The Level of Employment Development that can be Supported on the Site

The issue of whether the site could support a new employment use was a key issue in the inquiry. The Secretary of State took the view that whilst some evidence had been provided to demonstrate that a new employment use could not be found for the site, he was “*not satisfied that the evidence necessarily identified all the potential alternatives for the site, or that the alternatives that were investigated were fully assessed.*” He therefore concluded that he was “*not satisfied that the site would not be suitable for continued industrial employment use or that the possibility of a mixed use development or other form of development than wholly residential was investigated fully.*”

This application has sought to respond to this decision by including an element of employment land within the present proposal, and by providing a fuller justification for why further or alternative employment uses are not viable.

The site area is 1.95ha, of which approximately 0.45ha is designated for 1,557 sq.m. of office floorspace. This amounts to approximately 23% of the site. The application was accompanied by a report from commercial agents Shortland Horne which concluded that:-

- the market for new commercial development in Barford is severely restricted and would not be financially viable,
- industrial and warehousing uses would potentially be harmful to the amenity of future residents,

- the scheme currently submitted for a mixed use scheme with a limited amount of B1 office floorspace is supportable. By placing it at the southern end of the site conflict with new residential occupiers will be avoided.

The Council appointed consultants Turley Associates to critically assess the proposal. They were asked to address the following questions about the Shortland Horne assessment:-

- Is it sufficiently thorough in its approach and methodology?
- Have all reasonable commercial opportunities for the site been explored?
- Is the quantitative level of new office floorspace proposed appropriate in that location?

Turleys undertook a thorough assessment of the work done by Shortland Horne, and requested further information from them in a number of specific areas. Their final conclusions and recommendations to the Council are as follows:-

1. The “reasonable” commercial alternatives for the site are likely to be continued occupation in existing use (although without significant intensification), redevelopment for B1 (offices/workshops) or B2 with limitations on size and proximity to residential.
2. Oldhams have stated that they need to relocate in view of the reduced site size following loss of land for construction of the Barford by-pass. This is accepted. Similar operators are likely to find the site insufficient for the same reason.
3. The shape of the site does not lend itself to a particularly economic form of industrial development and various uncertainties and risks will result in marginal profitability. An office based scheme is likely to generate better returns and be more acceptable in planning terms.
4. A case could be made for a commercial (B1) scheme for the whole site. However, it may take a long time to come to fruition and will incorporate substantial risk. This may mean that it may never be achieved. It would be unreasonable to expect a developer to pursue such a scheme at any cost.
5. The assessment made by Shortland Horne that there is a large supply of available B1 office floorspace locally (at South West Warwick), and that therefore a more limited commercial element is more realistic, is a reasonable one. The proposal to separate the commercial element of the proposal to the land south of the garage is a common sense use of the site.

Turleys conclude that “a case has been made that, given certain reasonable assumptions, comprehensive commercial redevelopment is unlikely to be profitable. Such a scale of development would also be out of balance with the needs of the resident community of Barford. Shortland Horne have demonstrated that the office scheme proposed could meet a demand for small owner occupiers, giving it a realistic prospect of success. This scale of development therefore is probably appropriate both in market and planning terms, as part of a balanced approach to creating a sustainable community. We would therefore recommend acceptance of the mixed use development proposed in application W20041865 as satisfying development plan policy in respect of employment issues.”

It is also interesting to note that the level of employment to be created by the application will be between 50 and 75 people. Oldhams employed 100 people, of whom it is understood only 1 actually lived in Barford.

In conclusion on this issue, I would agree with the analysis of Turleys. For these reasons, there is no policy objection made to the principle of the Oldhams site not being used entirely for employment uses. Furthermore, it is accepted that the amount and type of employment use that is now proposed is reasonable in that location.

Sustainability and the Scale of Housing Development

The Secretary of State was largely satisfied that residential development on this scale in Barford largely accorded with the sequential approach to the location of housing in PPG3 due to the proximity of the village to Warwick and Leamington, the level of services and public transport and the previously-developed nature of the site. Further, the mix of market and social housing accorded with the government's aims of creating mixed communities and the density was within the range advocated in PPG3.

With regard to government policy for the rural areas, however, the Secretary of State identified a conflict with PPG7 because of the loss of the only industrial site in Barford. The new PPS7 (Sustainable Development in Rural Areas) also advocates sustainable patterns of development and sustainable communities in rural areas. It states that away from larger urban areas, development should focus on "local service centres" which may include a country town, a single large village or a group of villages. Local authorities should provide for affordable housing, strong and diverse economic activity and be aware of the needs of the local community and the interdependence between the rural and urban areas.

The Secretary of State considered that the proposals would generally accord with the objectives of PPG13 (Transport).

The sustainability credentials of the current application are more favourable than the called-in application in that an element of employment use is retained and local needs have been addressed.

The current application however, like the previous application, is in conflict with the development plan. The RSS states in Policy CF2 that in rural areas the provision of new housing should generally be restricted to meeting local housing needs and/or to support local services. Local needs are described as needs arising from the immediate area, excluding migration from elsewhere. WASP directs most new development to settlements of over 8,000 population and states in Policy RA.3 that in the rural areas housing and industrial development should be related to the Local Plan's hierarchy of settlements and that development should be planned to meet local needs as identified by the community in an appraisal or assessment.

Barford is identified as a Limited Infill Village in the hierarchy of settlements in the adopted Local Plan Policy DWH8. This allows for "single and very small groups" of dwellings on appropriate sites within the village policy boundary subject to

certain criteria such as the impact on the character of the area and access arrangements. However the application site lies only partly within the village policy boundary. The First Deposit Local Plan Policy RAP2 identifies Barford as a Limited Growth Village but the policy only allows affordable housing on previously-developed land and the application site lies partly outside the village envelope.

The overall scale of housing cannot be justified in terms of meeting the housing requirements of the District. Between 1996 and 2004, a total of 6,115 dwellings had been completed in the District and a further 3,058 dwellings were committed. This compares with the Structure Plan requirement of 8,000 dwellings by 2011. However, the 730 affordable housing completions over the same period were well short of the need identified in the Structure Plan (of 3,600 over the plan period) and the Housing Needs Study (of 7,072 dwellings between 1998 and 2011).

The Extent to which the Housing Meets a Local Need

As noted above, policy RA.3 in the adopted Warwickshire Structure Plan states that in the rural areas housing and industrial development should be planned to meet local needs as identified by the community in an appraisal or assessment.

The site layout originally submitted with the application included 57 dwellings of which 23 (40%) were affordable.

Barford is currently in the process of preparing a Parish Plan and in 2004 conducted an in-depth survey of all households in the village. The Parish Plan Survey achieved a 70% response rate and is, therefore, a good indication of local need. It identified the need for 9 homes in the market sector, comprising largely 1- and 2-bed houses and flats and 2- and 3- bed bungalows.

In response to this, the applicant has amended the sizes and types of the market homes in order to meet the identified needs. The amended proposal includes a reduced number of 3- and 4-bed homes, an increased number of 1- and 2-bed houses and flats and the introduction of 2- and 3-bed bungalows. The result of reducing the sizes of some of the dwellings is a slightly higher number (and therefore density) in the development but the applicant has increased the number of affordable homes in order to retain a proportion of 40%.

The proposal now submitted includes 60 dwellings of which 24 (40%) are affordable. The affordable dwellings comprise 14 social rented (2- and 3-bed) houses and 10 (2- and 3-bed) houses for shared ownership. This represents a mix of 60% rented and 40% shared ownership which is in accordance with the District's requirements. The Housing Strategy Manager has indicated that these proposals are acceptable. I would point out that in terms of affordable housing, unlike market housing, there is no requirement to meet the needs solely of the immediate area. This is because the opportunities for affordable housing development in the wider rural area are so limited. In allocating these affordable homes the Council would, however, seek to meet identified needs within Barford as a priority before allocating to people from a wider area.

I am satisfied that the applicant has achieved a mix of housing that will meet a local need in terms of both affordable and market housing, albeit that the quantum of market housing is in excess of identified local need.

Conclusion on policy issues

As stated above, the scale of housing proposed on the site represents a departure from the development plan since the RSS and Structure Plan policies allow only limited housing in the rural areas where the housing meets a local need as identified by the community.

However, set out in this report, there are a number of reasons which I believe should be weighed against this in considering this proposal.

1. The proposal largely accords with government policy in PPG3 in terms of the sequential approach to the location of new housing; development on previously-developed land; density; and the creation of mixed communities in terms of both housing types and affordability as well as the mix of housing and employment uses.

of:-

2. In terms of a continued employment use on the site, it has been demonstrated by independent experts that the preferred use of the site, in planning policy terms, would not represent a viable proposition. The applicants have demonstrated that the remaining site area, following the compulsory purchase of part of the site for the by-pass, will be inadequate for the continued operation of the existing business. An independent report has also demonstrated that a site in this location could not support a redevelopment of the employment use and, indeed, that such a level of employment development would be out of scale with a settlement the size of Barford. The employment use as proposed would stand a reasonable chance of success and will provide the opportunity for some residents of Barford to work locally.

3. The proposal will provide 24 affordable homes, including 14 rented family houses. This is fully in accordance with Council policy and would deliver a significant number of new affordable homes into the village.

4. The proposal will meet an identified need for market housing in accordance with the results of the survey from the Barford Parish Plan and in accordance with the policy CF2 in the Regional Spatial Strategy and policy RA.3 of the Warwickshire Structure Plan.

5. The proposal will allow for the re-use of previously developed land and ensure that this land remains in productive use.

I consider, therefore, that these benefits of the proposal outweigh the policy objections and therefore recommend that the proposal is accepted in policy terms.

non-policy issues

The remaining issue is whether the details of the proposal are satisfactory in relation to their visual appearance and their impact upon adjoining residents. The design of the proposed dwellings and of the office units is traditional, with brick detailing around the windows and traditional use of materials. The character of Barford is that of a village which has had considerable extension during the 20th century, so that a variety of building styles is represented. An addition in the form now proposed would represent a further diversification of styles and would add something of the current era in terms of style. Whilst a comparatively large extension must have some effect upon the character of the village, I consider that the design of the buildings would complement the village and the completion of the frontage along Wellesbourne Road is very welcome.

The new development backs onto some existing dwellings in Wellesbourne Road. However, the nearest part of the new development consists of one of the proposed bungalows and the visual impact is therefore minimised. In this respect, the normal criteria of distance separation is easily met. Indeed, normal standards are also met across the rest of the site.

The proposals include an acoustic fence and noise insulation measures for the houses so as to minimise the impact of traffic noise from the by-pass. The Environmental Health Officer points out that, although the insulation will deal satisfactorily with noise *within* the houses, the outside environment will still be noisy. This sort of noise environment is one where PPG 24 advises that other non-residential uses should be considered before residential uses. The clear alternative use would be for some form of employment use, the prospects for which have been discussed earlier in this report and found to be unsustainable in market terms. In these circumstances, I consider that a residential use should be accepted, notwithstanding the noise issue.

REASON FOR RECOMMENDATION

The proposal is a departure from the development plan, but it is considered that a grant of planning permission is justified by its conformity with PPG 3 (in terms of sequential approach, use of previously-developed land, density and the creation of mixed communities), the demonstrated non-viability of a continued employment use for the entire site, and the provision of homes to meet demonstrated local need.

RECOMMENDATION

GRANT subject to the following conditions:

- 1 The development hereby permitted must be begun not later than the expiration of five years from the date of this permission. **REASON** : To comply with Section 91 of the Town and Country Planning Act 1990.
- 2 The development hereby permitted shall be carried out strictly in accordance with the details shown on the approved drawings 43725-5-1C, 04.5551.100, .101, .102, POXR 20C,-30, P04 LIE/KYL/-/20, /30, P ME R

20D, 30B, P04 KNN/KET/IRW/-/20, 30, 32, P04 DEN/-/20, 30, P04 WES/-/20,30, P04 KIR/-/20, 30, P04 KIN/-/20, 30, P04 HAI/-/20, 30, PO4 VL/-/20, 30, P04 CLF/-/20, 30, P04 HBR/-/20, 30, P04 1H27/-/20, 30, P04 1H31/-/20, 30, P GA CS123A, P GA DC1B, P04 KNN/KET/IRW/-/20, **P04 KNN/KET/IRW/-/30,P04 KNN/KET/IRW/-/32**, and specification contained therein, submitted on 15 October 2004 and 1 April 2005 unless first agreed otherwise in writing by the District Planning Authority. **REASON** : For the avoidance of doubt and to secure a satisfactory form of development in accordance with Local Plan Policy ENV3.

- 3 A landscaping scheme for the whole of those parts of the site not to be covered by buildings shall be submitted to and approved by the District Planning Authority before the development hereby permitted is commenced. Such approved scheme shall be completed, in all respects, not later than the first planting season following the completion of the development hereby permitted, and any trees removed, dying, being severely damaged or becoming seriously diseased within five years of planting, shall be replaced by trees of similar size and species to those originally required to be planted. **REASON** : To protect and enhance the amenities of the area, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.
- 4 bat condition from WCC letter of 4.11.04
- 5 1. No development shall take place until:-
 - a) A desk-top study has been carried out that shall include the identification of previous site uses, potential contaminants that might reasonably be expected given those uses and other relevant information, and, using this information, a diagrammatical representation (conceptual model) for the site of all potential contaminant sources, pathways and receptors has been produced.
 - b) If identified as being necessary having completed the desk-top survey study, a site investigation has been designed for the site using the information obtained from the desk-top study and any diagrammatical representations (conceptual model). This should be submitted to and approved in writing by the local planning authority prior to that investigation being carried out. The investigation must be comprehensive enough to enable:
 - A risk assessment to be undertaken relating to groundwater and surface waters associated on and off site that may be affected, and
 - Refinement of the conceptual model, and
 - The development of a method statement detailing the remediation requirements.
 - c) The site investigation has been undertaken in accordance with details approved by the local planning authority and a risk assessment has been undertaken.

d) A method statement detailing the remediation requirements, including measures to minimise the impact on ground and surface waters using the information obtained from the site investigation, has been submitted to the local planning authority. This should be approved in writing by the local planning authority prior to the remediation being carried out on the site.

2. All development of the site shall accord with the approved method statement.

3. If during development, contamination not previously identified, is found to be present at the site then no further development shall take place (unless otherwise agreed in writing with the local planning authority for an addendum to the method statement). This addendum to the method statement must detail how this unsuspected contamination shall be dealt with.

4. Upon completion of the remediation detailed in the method statement a report shall be submitted to the local planning authority that provides verification that the required works regarding contamination have been carried out in accordance with the approved method statement. Post remediation sampling and monitoring results shall be included in the report to demonstrate that the required remediation has been fully met. Future monitoring proposals and reporting shall also be detailed in the report.

5. Two full copies of reports at each stage should be provided.

6 Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound shall be at least equivalent to the capacity of the largest tank, vessel or the combined capacity of interconnected tanks or vessels plus 10%. All filling points, associated pipework, vents, gauges and sight glasses must be located within the bund or have separate secondary containment. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework shall be located above ground and protected from accidental damage. All filling points and tank/vessels overflow pipe outlets shall be detailed to discharge downwards into the bund.

REASON: To prevent pollution of the water environment.

7 No development shall be carried out on the site which is the subject of this permission, until details of schemes for the disposal of foul and surface water have been submitted to and approved by the District Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details. **REASON :** To ensure that proper drainage facilities are provided, in accordance with policy ENV 3 of the Warwick District Local Plan 1995.

- 8 Samples of all external facing materials to be used for the construction of the development hereby permitted, shall be submitted to and approved by the District Planning Authority before any constructional works are commenced. Development shall be carried out in accordance with the approved details. **REASON** : To ensure that the visual amenities of the area are protected, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.
- 9 No development shall be carried out on the site which is the subject of this permission, until details of car port/bat barn(referred to on the planning layout drawing) have been submitted to and approved by the District Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details. **REASON** : To ensure that the visual amenities of the area are protected, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.
- 10 No development shall be carried out on the site which is the subject of this permission, until details of the acoustic fence have been submitted to and approved by the District Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details. **REASON** :To ensure that traffic noise is adequately dealt with, in accordance with policy ENV 3 of the Warwick District Local Plan 1995.
- 11 No development shall be carried out on the site which is the subject of this permission, until details of means of acoustic insulation for those dwellings affected by traffic noise have been submitted to and approved by the District Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details. **REASON** : To ensure that traffic noise is adequately dealt with, in accordance with policy ENV 3 of the Warwick District Local Plan 1995.
- 12 The employment area shall only be used for purposes within class B1 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** : To define the terms under which permission is granted and because the employment area is situated close to residential properties.
- 13 Before any work in connection with the development hereby permitted is commenced on site, detailed plans and specifications of screenwalls/fences shall be submitted to and approved in writing by the District Planning Authority. The approved screenwalls/fences shall be constructed in the positions shown on the said plan before the buildings hereby permitted are occupied and shall thereafter be maintained in those positions unless otherwise agreed in writing by the District Planning Authority. **REASON** : To ensure that the visual amenities of the area are protected, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.
- 14 Means of vehicular access to the site shall not be made or maintained from any public highway other than those shown on the approved plan to serve the employment development, the residential development and the double

garage for the existing house on Wellesbourne Road. **REASON** : In the interests of highway safety, in accordance with the requirements of Policy ENV3 of the Warwick District Local Plan.

- 15 The development shall not be commenced until visibility splays have been provided to the vehicular access to the site with an 'x' distance of 4.5 metres and 'y' distances of 120 metres to the near edge of the public highway carriageway. No structure, tree or shrub shall be erected, planted or retained within the splays exceeding, or likely to exceed at maturity, a height of 0.6 metres above the level of the public highway carriageway. **REASON**: In the interest of highway safety.

- 16 The access to the site for vehicles shall not be used unless a bellmouth has been laid out and constructed within the public highway in accordance with the standard specification of the Highway Authority. **REASON** : In the interest of highway safety.
-