

Application Number:	2015/0232	Application Type:	Full
Proposal:	Erection of extension to north side of existing building, removal of former railway embankment & formation of service yard with new vehicular access	Location:	Wardle Street Works Wardle Street Stacksteads Bacup
Report of:	Planning Unit Manager		
Report to:	Development Control Committee	Committee Date :	1 September 2015
Applicant:	J&J Ormerods PLC	Determination Expiry Date:	4 September 2015
Agent:	RG Partnership Ltd		

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REASON FOR REPORTING			
Outside Officer Scheme of Delegation			
Member Call-In			
Name of Member:			
Reason for Call-In:			
3 or more objections received		YES	
Other (please state):		Council-owned land	

HUMAN RIGHTS

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:-

Article 8

The right to respect for private and family life, home and correspondence.

Article 1 of Protocol 1

The right of peaceful enjoyment of possessions and protection of property.

1. RECOMMENDATION

That Committee Approve planning permission for the reasons set out in Section 9.

2. SITE

The application relates to premises formerly occupied by Woodhey Engineering but now belonging to J&J Ormerod PLC and used by it for manufacturing/warehousing purposes; Ormerods also occupies the more substantial Farholme Mill complex of buildings just to the other side of Farholme Lane.

The Wardle Street site is occupied by a series of connected industrial units of various age, size and appearance. They have a floor area of 1,764sq m and, for the most part, range in height between 7m & 8.5m. The most modern of these buildings is towards the westerly end of the site, its walls constructed of brick to a height of 3m and the upper part of its walls and roof clad with blue profiled metal sheeting, the eaves at a height of 6.5m to & the ridge at a height of 8.5m. Attached to its western elevation are a wood-chipper/silo that rise to a height of 11m. This elevation also contains a bay-door giving access on to an extensive area of hardstanding used for servicing/open storage/parking and bounded by palisade fencing of 2.4m in height.

The applicant's premises are presently of approximately 0.3 ha in area and are bounded :

- to the east by terraced houses fronting Farholme Lane, sharing with them use of the private roads running to each side of the terrace;
- to the north by an embankment that once carried a railway line but is now owned by the Council and covered with mature shrubs/trees, beyond which are the gable ends of several terraces of houses (fronting David St/Branch St/Herbert St), commercial premises & a house fronting Stuart Avenue;
- to the south by the River Irwell, beyond which are modern 3-storey town-houses and a block of flats on Acre Park designed to face the river; &
- to the west by a Recreation Ground belonging to the Council, the principal access to which is via the shared private road running to the south side of the applicant's premises.

The application site includes the former railway embankment on the north side of approximately 0.2 ha in area (broadly 20m in width and 125m in length).

The whole of the application site lies within the Urban Boundary of Bacup. Whilst that part of the application site presently used by Ormerods formed part of an extensive Existing Employment Area the Rossendale District Local Plan (1995) sought to retain, the former railway embankment on the north side did not. It should also be noted that the shared private road running to the south side of the applicant's premises is not only used by people to access the Recreation Ground from Farholme Lane but is part of a long-distance recreational route in the old Local Plan and continuing to be protected/promoted through the Core Strategy.

3. **RELEVANT PLANNING HISTORY**

1995/0476 Erection of rear extension (520sq m)
Approved

2011/0097 Erection of Hopper & Canopy (Retrospective)
Following investigation of a complaint received by the Enforcement Section this application sought to regularise a recently-constructed wood-chipper/silo of 11m in height & its associated canopy.

Undetermined at the time (as Officers were not satisfied that it and the submitted scheme of mitigation would adequately protect residential neighbours from noise disturbance) and recently withdrawn.

2014/0161 Erection of extension to north side of existing building, removal of former railway embankment & formation of service yard with new vehicular access
Undetermined at the time (not least as Officers were not content for this proposal to progress with Application 2011/0097 still unresolved) and recently withdrawn.

The applicant has withdrawn Application 2011/0097 & 2014/0161 having re-considered the use to be made of this and their other premises. This has resulted in changes in the nature/scale of manufacturing/warehousing operations to take place here that no longer require the wood-chipper/silo of 11m in height. They have provided written confirmation it is no longer in use and can/will be removed from the site. However, it remains the applicant's wish to erect essentially the same extension as proposed in Application 2014/0161, together with removal of the former railway embankment & formation of a service yard with new vehicular access.

4. **PROPOSAL**

The application seeks permission to :

- Take within the employment site the part of the former railway embankment to the north side.
- Erect an extension on the north side of the existing buildings, to measure 13m x 61m x 8.75m in height, with its walls constructed of brick to a height of 3m and the upper part of its walls and mono-pitch roof clad with blue profiled metal sheeting; there will be no door or window openings in the north elevations, but the east and west elevation will each possess a bay-door.
- Remove the former railway embankment (except for a 2.5m wide strip Farholme Lane & Herbert Street that provides support to the 1.5m-1.8m stone wall to be retained on the northern boundary) and form a new vehicular access to Farholme Lane, with a 9m wide roadway extending from it to a service yard for HGVs at the western end.
- Plant-up the 2.5m wide strip providing support to the 1.5m-1.8m stone wall to be retained on the northern boundary as a screen to the proposed extension and any new fencing that needs to be erected to mitigate traffic noise for occupiers of nearby houses.

The Application Form indicates that the number of people employed at the site will increase from 13 to 21 and the hours of opening are to be 6am to 8pm Monday-Friday and 6am to noon on Saturday.

The Design & Access Statement accompanying the application states :

- *“Since the original application was made JJO’s bathroom operation, which previously occupied the Wardle Street premises, has relocated to the recently purchased Victoria Works.*
- *Wardle Street will now be used for two purposes. The proposed new building and the majority of the existing building will be used for Warehousing. A portion of the existing building will be used to house our Joinery Department which is currently located in our very antiquated (circa 150 years old) Railway Street unit. This operation has 7 employees who spend the majority of the time off site and operate between the hours of 8:00 – 5:30. There will be a small number of small traditional joinery machines in situ. The machines are not automated and will not present any noise issues.*
- *The proposal seeks to increase the existing floor space utilised for storage by an additional 772sq.m. The siting of the extension is determined by the requirement*

to connect with the existing warehouse operation... The appearance of the extension has been determined by the appearance of the building to be extended and will comprise of cladding materials to match the colour and style of the existing building which will enhance the design of the existing building.

- *Additional dedicated onsite parking facilities will also be provided for cyclists and people with mobility impairments.”*

The application is also accompanied by :

A Noise Impact Assessment - it includes an assessment of background noise levels, likely noise contribution from the proposed operations having regard to removal of the railway embankment and concludes that to adequately mitigate noise will require a wall/close-boarded timber fence on the northern boundary of 4m in height.

A Travel Plan - it sets out the means by which the applicant will monitor staff and visitors travel and the measures to be taken to reduce single occupancy car use and increase use of walk/cycle modes.

A Flood Risk Assessment - the majority of the site and location of the proposed extension lie within Flood Zone 2, an area considered to be at risk of fluvial flooding with between a 1% (1 in 100) and 0.1% (1 in 1,000) probability of flooding in any given year.

Site levels across the site vary from a high of 227.67m AOD in the NE to a low of 223.32m AOD in the SW. A finished floor level of 224.22m AOD within the extension would ensure it remains flood free during the 0.1%AEP flood event. As the proposed extension is to have a floor level matching that of the existing buildings on the site (224.04m AOD) potential flood depths of 180mm could occur within the building during the extreme 0.1% AEP event.

Accordingly, to ensure minimal damage to the building and ensure a swift recovery following a flood event, the following flood resilience measures should be undertaken :

- Install any incoming services and electrical sockets at or above 224.52m AOD
- Store sensitive materials susceptible to flood damage at or above 224.34m AOD
- The occupier should prepare a simple Flood Plan (including details for safe site evacuation) and register with the Environment Agency's Floodline Warnings Direct Service in order to obtain prior warning of a fluvial flood event.

Additionally, as the proposal will increase the area of the site covered by roofs and hardstandings from 3,570sq m to 5,562sq m there is a need to incorporate a surface-water drainage system that avoids a greater peak-rate and volume of run-off from the site as a result of the development, preferably by way of soakaways but alternatively by way of an attenuation tank. On this basis the proposal will not remove flood storage space and will not increase flood risk elsewhere.

5. **POLICY CONTEXT**

National

National Planning Policy Framework (2012)

- Section 1 Building a Strong Competitive Economy
- Section 4 Promoting Sustainable Transport
- Section 7 Requiring Good Design
- Section 8 Promoting Healthy Communities
- Section 10 Meeting the Challenges of Climate Change, Flooding, etc
- Section 11 Conserving and Enhancing the Natural Environment

Development Plan Policies

Rossendale Core Strategy DPD (2011)

AVP2	Area Vision for Bacup, Stacksteads, Britannia & Weir
Policy 1	General Development Locations and Principles
Policy 8	Transport
Policy 9	Accessibility
Policy 10	Provision for Employment
Policy 17	Rossendale's Green Infrastructure
Policy 18	Biodiversity and Landscape Conservation
Policy 19	Climate Change, etc
Policy 23	Promoting High Quality Design & Spaces
Policy 24	Planning Application Requirements

6. CONSULTATION RESPONSES

United Utilities

Drainage Comments

In accordance with the National Planning Policy Framework and Building Regulations, the site should be drained on a separate system with foul draining to the public sewer and surface water draining in the most sustainable way. Building Regulation H3 clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. We would ask the developer consider the drainage options in the order of priority outlined in Building Regulation H3 clearly, starting with an adequate soakaway or other infiltration system.

A public sewer crosses this site and we will not permit building over it. We will require an access strip width of 6m (3m either side of the centre line of the sewer).

United Utilities will have no objection to the proposal provided that the following drainage conditions are attached to any approval: -

This site must be drained on a separate system, with only foul drainage connected into the foul sewer and with no surface water discharged either directly or indirectly to the combined sewer network. Surface water should discharge to the nearby watercourse to meet the requirements of the National Planning Policy Framework (PPS 1 (22) and PPS 25 (F8)) and part H3 of the Building Regulations.

Environment Agency

In respect of Application 2014/0161 it had no objection in principle.

Flood Risk

The site lies within Flood Zones 2 & 3 - the majority of the site and location of the proposed extension within Flood Zone 2 - an area considered to be at risk of fluvial flooding with between a 1% (1 in 100) and 0.1% (1 in 1,000) probability of flooding in any given year. Accordingly, the proposed development will only meet the requirements of the National Planning Policy Framework if the measures detailed in the submitted Flood Risk Assessment by Waterco ref:a1579-140520-FRA (dated 20/5/2014) are implemented and should be secured by way of a Condition.

Under the terms of the Water Resources Act 1991, and the Land Drainage Byelaws, prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8m of the top of the bank of the River Irwell which, is designated a 'main river'.

Land Quality

Having regard to past use of the site it is considered that permission could be granted to the proposed development as submitted if a Condition is included to secure proper investigation and, if contamination is found, remediation of the land.

LCC Drainage

The Lead Local Flood Authority (LLFA) initially objected to the current proposal. Having been made aware of the Environment Agency's previous response, its further comments are awaited.

RBC Drainage

No objection in principle subject to the Conditions recommended by the Environment Agency and construction by the applicant of a new length of wall (rather than a fence) to bound the north side of the service yard now to be formed.

LCC Highways

No objection.

Please inform the applicant that prior to the commencement of the works that a 278 agreement is required to allow the works within the highway including the re-siting of the street lighting column.

RBC (Environmental Health)

No objection.

However recommend conditions regarding :

- The hours of construction
- The measures to be taken to mitigate noise disturbance arising from on-site activities, particularly at the end of the intended working hours
- The location of the Joinery Department and details of any associated flues/vents/external waste storage facilities.

7. NOTIFICATION RESPONSES

To accord with the General Development Procedure Order 6 site notices were posted on 30/6/15 and 45 neighbours were notified of the proposal by letter on 30/6/15.

Objections

Two petitions of objection have been received - one from residents of Stuart Street (bearing 21 names) and the other from residents of other streets (bearing 85 names). The reasons for objection are as follows :

- Existing operation of this plant prior to recent shutdown produced constant noise, in particular the milling process within the yard, plus intermittent noise from the yard when loading/unloading.
- The new access road will bring vehicle movement up to the rear boundary of properties.
- The existence of the old railway banking provides some privacy and screening and possibly a noise buffer. Will the existing stone wall on the northern boundary be retained ?

- Will the proposed hours of operation be adhered to - during the previous operation machine noise quite often continued until late in the evenings (& on occasion all night).

Letters/emails of objection have also been received from residents of 11 properties in the vicinity of the site :

- The development brings vehicle movements/pollution & other noisy processes closer to housing to the North of the site, exacerbated by the loss of the former railway embankment and natural sound screen and will expand the unit outside of the employment area set out in the local neighbourhood development plan.
- The development will result in the loss of trees & wildlife habitat for foxes, badgers & a great variety of birds, & bats can be seen during the summer season. Detrimental to the Stacksteads Riverside Park area, which has had a huge amount of investment, both physical and monetary to create a beautiful area which is enjoyed by the community and visitors throughout the year.
- Appears to be in contradiction to the plans of the Valley of Stone Greenway Route, the provision of a cycle and pathway through Rossendale to encourage walking and cycling important to both local and national transport policies and health policies. Furthermore, the embankment is a large part of local history, Valley of Stone are striving to enhance the appreciation of the natural and industrial heritage along this route.
- School children and parents have for many years used the access to Stacksteads Recreation ground to walk to the local primary schools. This being a safer route than travelling alongside a road busy with "rush hour" traffic. This will be denied them if the proposed plans are granted.
- Access from Newchurch Road to Farholme Lane is unsatisfactory with the present amount of HGVs. The 1-way approach and exit roads to the site are extremely narrow/with tight bends and create delays to traffic travelling both east and west along Newchurch Road and for residents of the surrounding areas.
- The embankment is visually important to us as it provides a pleasant and relaxing view and there is the possibility of loss of daylight/sunlight to our property from the proposed extension, a high boundary fence and high sided trailers being parked approximately 6 metres from our house windows which would make our situation a living hell.
- Vehicles will be arriving and departing early morning, as already happens, and will have a big impact on residents sleep and subsequent health. Until recently bedroom windows had to stay closed as the noise from the silo compressor was disturbing. The noise impact assessment suggests a 4m high barrier fence to the north side of the development, which would be totally unacceptable.
- Stuart Avenue is presently a quiet residential area and my garden is a haven of peace, privacy and beauty, bounded to the rear by a stone wall and with an abundance of trees beyond. Will my view be an iron fence, factory workers having lunchbreaks, a daily procession of dusty HGVs and a hugely extended factory building?

- The design of the proposed extension does not improve the appearance of the existing factory and by raising the level of building will make the factory units unsightly both to the estate opposite and houses behind.
- View from Acre Park would be badly affected - their rear yard is presently a disgrace with old doors/timber off-cuts/pallets, making it an eyesore and invitation to arsonists.
- The railway embankment forms a flood defence for the properties to the north of the site from the flood plain of Stacksteads recreational area and the demolition of the embankment, coupled with the loss of trees & increase in hard standing will increase the water run-off from the site.
- Destroying the natural environment to achieve this I feel is unacceptable, even if the factory supports the local economy.
- This development will bring no addition to the local economy, quite the opposite because property values in a wide area of Stacksteads will be reduced.
- Ormerods need to find a more suitable industrial location.

8. **ASSESSMENT**

The main considerations of the application are:

1) Principle; 2) Visual Amenity; 3) Neighbour Amenity; 4) Access/Parking; & 5) Other Matters.

Principle

The existing site and extended site lie within the Urban Boundary, and are in a location that is near to a quality bus route. To this extent the proposal can be considered sustainable development.

Whilst the proposal entails expansion of the existing employment site to include land formerly occupied by a railway line, with loss of the shrubs/trees growing upon it, this is not an area to which the public have access and is not designated as Greenland.

The long-distance recreational route between Rawtenstall and Bacup identified in the Rossendale District Local Plan (1995), and continuing to be protected/promoted through the Core Strategy, does not run through the application site but along the shared private road running to the south side of the applicant's premises. Thus the current proposal is not contrary to the provision of this long-distance recreational route. Indeed it could be argued to be supportive of provision of a safe pedestrian/cycle route between Farholme Lane and the Recreation Ground it runs through by reducing the need for Ormerod's lorries to pass along the shared-roadway. Furthermore, the extent of railway embankment the Council proposes to sell to the applicant does not preclude formation of a pedestrian/cycle route directly between the Recreation Ground and Herbert Street.

Accordingly, there is considered to be no objection in principle to the proposed development.

Visual Amenity

The proposal will result in loss of the shrubs/trees growing upon elevated land formerly occupied by a railway line, and which are open to public view from Farholme Lane. This belt

of trees/shrubs is also to be seen in views down David St/Branch St/Herbert St, there serving also to screen the existing premises from public view.

The vehicular access now to be formed will be directly opposite that serving Farholme Mill and, as such, will not appear an unduly prominent or intrusive feature in the street scene of Farholme Lane.

The proposed extension is of comparable height to existing buildings on the site and is to be clad with the same facing materials as the last extension of significant size (1995/0476). It will not appear an unduly prominent or intrusive feature in the street scene of Farholme Lane. Only the upper part of its north elevation will be visible in public views down David Street and Branch Street, it being intended to retain the existing stone wall on the northern boundary, with sufficient of the embankment behind it to allow for replacement shrub planting on it to hide the fence proposed to the rear. This arrangement will go a significant way towards mitigating the change in view down David Street and Branch Street and also limit view of vehicles heading to/from the proposed service yard. The application site excludes that area occupied by the stone wall at the bottom end of Herbert Street, the submitted drawings indicating the applicant would erect a palisade fence on the northern boundary of the proposed service yard. As formation by the Council of a pedestrian/cycle route directly between the Recreation Ground and Herbert Street will result in loss of the part of the existing stone wall on this highway frontage I consider it appropriate to require the proposed service yard be bounded on its north side by a stone wall, topped by fencing, rather than by palisade fencing.

I am satisfied that the proposed development will not detract to an unacceptable extent in public views from the Recreation Ground to the west side of from Park View to the south side of the river.

Neighbour Amenity

For the reasons expressed in the preceding section I am satisfied that the proposed development will not unduly affect the visual amenities of neighbours, but loss of the shrubs/trees growing upon elevated land formerly occupied by a railway line means it will undoubtedly change to a significant extent the current view from the rear windows/garden of the house at 23 Stuart Avenue and certain windows/yards of the end houses of terraces to the north side. For these properties the embankment and planting upon it are now of such a height that the proposed building and the wall/fence intended on the northern boundary will not materially affect the extent of light to/outlook from them, nor will the privacy of these neighbours be affected.

Likewise, I am satisfied that the proposed extension will not unduly affect light/outlook/privacy of occupiers of 16-20 Farholme Lane, the bay door intended in its east elevation not facing their rear elevations. For residents of properties on Acre Park view of the proposed extension will not be possible from ground floor windows. While view into the proposed service yard will be possible from some of the town-houses/flats here, it will be at such distance (55+m) there will not be undue harm to the visual amenities of these neighbours.

Quite understandably, objectors have expressed concern about the likelihood of noise disturbance, complaining about noise that has previously been caused by evening working at the premises and (most particularly) arising from operation of an wood-chipper/silo in the rear yard and from early loading/unloading in the yard.

The 11m high wood-chipper/silo is unauthorised; the Agent advises that it has been de-commissioned and is to be removed from the site.

The premises are of such age that the hours at which they can be used are unrestricted. The Application Form indicates that the hours of opening are to be 6am to 8pm Monday-Friday and 6am to noon on Saturday. On this basis the Council's Environmental Health Unit is satisfied that use of the proposed extension for its intended purpose (warehousing) will not give rise to noise disturbance for neighbours. However, it considers that there is a need for :

- a) a scheme of noise mitigation measures to be agreed upon and implemented in respect vehicle movements on the site and external loading/unloading operations if to occur so early in the morning/into the early evening, when background noise would not obscure backing-bleepers of fork-lift trucks, etc.
- b) the location of the Joinery Department to be agreed, together with details of how noise from it is to be mitigated if close to bay-doors & of any associated flues/vents/external waste storage facilities.

Access / Parking

The Highway Authority has not objected to the proposal. Whilst the roads between the site and Newchurch Road do not meet current standards for use by lorries in the numbers they now do, the proposed development is not considered likely to exacerbate existing problems on the local highway network. Furthermore the proposal will result in the site now having an access-point enabling lorries to more easily/quickly clear the highway and turn/exit to the highway in forward gear.

I am of the view implementation of the proposed scheme will also be of benefit in terms of highway safety as it will reduce lorry movements along the shared-roadway to the south side of the applicant's premises, well-used as a pedestrian/cycle route between the Recreation Ground and Farholme Lane and possessing poor visibility at its junction with the latter.

Other Matters

Ground Contamination / Flood Risk : I concur with the view previously expressed by the Environment Agency, and by the Council's own Drainage Engineer, that there is no objection in principle to the proposed development, however there is need to ensure by way of Conditions that :

- the measures detailed in the submitted Flood Risk Assessment are implemented, together with construction by the applicant of a new length of wall (rather than a fence) to bound the north side of the service yard now to be formed; &
- further ground investigation and, if contamination is found, remediation of the land is undertaken.

Heritage Assets/Wildlife : This length of former railway embankment is not itself or part of a designated heritage asset and I do not consider it to warrant protection as an undesignated local heritage asset. Likewise, although loss of the shrub/tree cover that has grown upon it is regrettable, it does not have any protection itself or by reason of wildlife that are said to make use of it.

9. SUMMARY REASON FOR APPROVAL

The proposed development is considered to be acceptable in principle and, subject to the conditions, it is considered that on balance the economic/employment benefits outweigh the harm arising from loss of the shrub/tree cover on the former railway embankment and will

not detract to an unacceptable extent from visual and neighbour amenity or in terms of public health/ flood risk/highway safety. It is therefore considered to accord with Policies AVP2 /1 / 8 / 9 / 10 / 17 / 18 / 19 / 23 / 24 of the Council's adopted Core Strategy DPD (2011) and the relevant provisions of the National Planning Policy Framework.

10. **RECOMMENDATION**

That the application be approved.

CONDITIONS

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

Reason : To accord with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development shall be carried out in accordance with the Drawing No 9538-01rev A, Drawing No 9538-LO1revA & Drawing No 9538-06rev, unless otherwise required by the conditions below or first agreed in writing by the Local Planning Authority.

Reason: For the avoidance of doubt.

3. No development approved by this permission shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved in writing by the local planning authority:

- 1) A preliminary risk assessment which has identified:

- all previous uses;
- potential contaminants associated with those uses;
- a conceptual model of the site indicating sources, pathways and receptors; and
- potentially unacceptable risks arising from contamination at the site.

- 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

- 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

- 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason : To prevent both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution, in accordance with paragraph 109 of the National Planning Policy Framework and Policies 1 / 24 of the Council's adopted Core Strategy.

4. The development hereby permitted shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by Waterco ref:a1579-140520-FRA (dated 20/5/2014) and the following mitigation measures detailed within the FRA :
 - a) Limiting the surface water run-off generated by the development so that it will not exceed the run-off from the existing site and not increase the risk of flooding off-site;
 - b) Identification and provision of safe route(s) into and out of the site to an appropriate safe haven; and

- c) Identification and provision of flood resilient construction measures up to the 0.1% extreme flood level.

The mitigation measures shall be fully implemented prior to occupation and subsequently adhered to, or as may subsequently be agreed in writing by the local planning authority. Additionally, the northern boundary of the service yard hereby permitted (referenced C-D on Drawing No 9538-01rev A) shall be bounded by a stone wall of a height not less than that fronting Herbert Street.

Reason : To reduce the risk/impact of flooding, in accordance with Policies 1 / 24 of the Council's adopted Core Strategy.

5. The extension hereby permitted shall be constructed with facing materials matching in colour, form and texture those of the extension permitted by Planning Permission 1995/0476, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity, in accordance with Policies 1 / 24 of the Council's adopted Core Strategy.

6. The premises as hereby altered/extended shall not operate other than between the hours of 6am to 8pm Monday-Friday and 6am to Noon on Saturday, and not at all on Sundays or Bank Holidays.

Reason : In the interests of neighbour amenity, in accordance with Policies 1 / 24 of the Council's adopted Core Strategy.

7. Prior to first use of the extension hereby permitted or the associated service yard :

- a) The wood-chipper/silo to the rear of the extension permitted by Planning Permission 1995/0476 shall be removed from the site.
- b) The location of the Joinery Department shall be agreed in writing with the Local Planning Authority, together with details of how noise from it is to be mitigated if close to bay-doors & of any associated flues/vents/external waste storage facilities.
- c) A scheme of noise mitigation measures shall be submitted to and agreed in writing by the Local Planning Authority in respect vehicle movements on the site and external loading/unloading operations.

The schemes agreed for b) & c) shall be fully implemented prior to occupation and subsequently adhered to unless a variation is first agreed in writing by the Local Planning Authority.

Reason : In the interests of neighbour amenity, in accordance with Policies 1 / 24 of the Council's adopted Core Strategy.

8. Prior to first use of the extension hereby permitted :

- a) the service yard shown on Drawing No 9538-LO1revA , and access thereto, shall be constructed/surfaced and thereafter kept freely available for use by vehicles.
- b) the parking area shown on Drawing No 9538-LO1revA shall be constructed/surfaced/have its bays delineated and thereafter kept freely available for use by vehicles, and no lorries shall pass through the gates at its southern end (except in an emergency).

Reason : In the interests of highway safety, in accordance with Policies 1 / 8 / 24 of the Council's adopted Core Strategy DPD (2011).

9. Prior to first use of the extension hereby permitted the covered cycle store indicated on Drawing No 9538-LO1revA shall be provided and the provisions of the submitted Travel Plan shall be implemented within the timescale set out in the approved plan and shall be audited and updated at intervals as approved and the approved plan shall be carried out.

Reason : To promote sustainable travel solutions, in accordance with Policies 1 / 24 of the Council's adopted Core Strategy DPD.

10. Prior to first use of the extension hereby permitted details of boundary treatment/soft landscaping shall be submitted to and approved in writing by the Local Planning Authority, the submitted scheme to include details of walls/fences/gates and planting towards the northern and western boundaries of the site. All walls/fences/gates forming part of the approved scheme shall be provided prior to first use of the extension hereby permitted and all soft-landscaping forming part of the approved scheme shall be provided in the first available planting season thereafter. Any plants that are removed, die or become seriously damaged or diseased within 5 years of planting shall be replaced in the next available planting season unless a variation is first agreed in writing by the Local Planning Authority.
Reason : In the interests of neighbour amenity, in accordance with Policies 1 / 24 of the Council's adopted Core Strategy.
11. Any ground/construction works associated with the development hereby approved shall not take place except between the hours of 7:00 am and 7:00 pm Monday to Friday and 8:00 am and 1:00 pm on Saturdays. No construction works shall take place on Sundays or Bank Holidays. The shell-&-auger method shall be used to form any piled-foundations, unless a variation is first agreed in writing by the Local Planning Authority.
Reason : To safeguard the amenities of nearby residential properties, in accordance with the Policy 1 / 24 of the Council's adopted Core Strategy.