

ITEM NO: 10Application No.
16/00401/FULWard:
Winkfield And
CranbourneDate Registered:
23 May 2016Target Decision Date:
18 July 2016

Site Address:

**Whitelocks Farm Garsons Lane Warfield Bracknell
Berkshire RG42 6JD**

Proposal:

Change of use from equestrian/livery barns to 3 units for B2/B8 use.

Applicant:

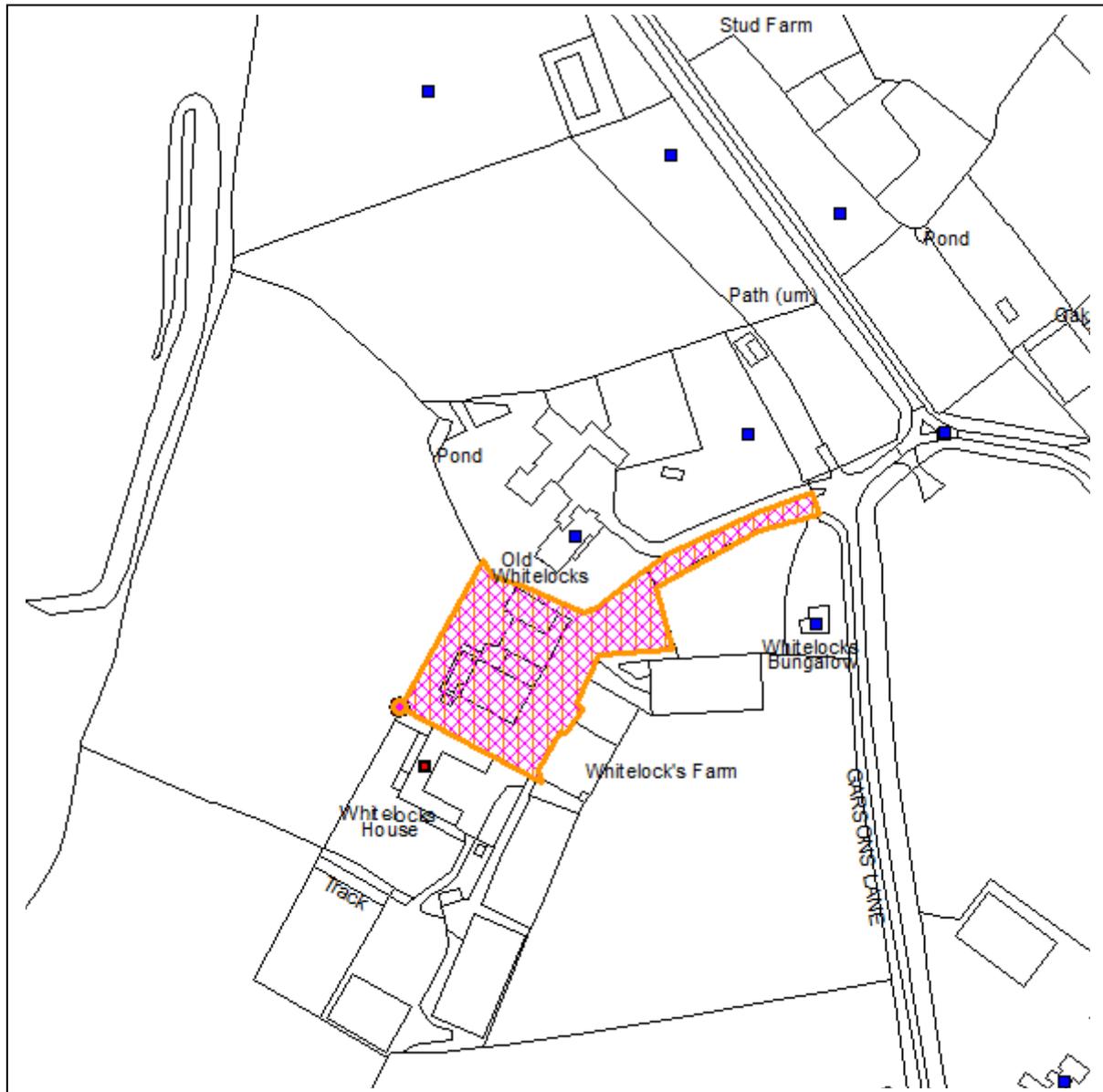
Mr R J Scott

Agent:

Ms Deirdre Wells

Case Officer:

Sarah Horwood, 01344 352000

development.control@bracknell-forest.gov.uk**Site Location Plan** (for identification purposes only, not to scale)

OFFICER REPORT

1. SUMMARY

1.1 The proposed change of use from equestrian/livery barns to 3 units for B2/B8 use would constitute appropriate development within the Green Belt, would not adversely impact upon the openness of the Green Belt and would not detract from the character of the area. Further, the proposal would not adversely impact upon the residential amenities of neighbouring properties and no adverse highway implications would result. There would be no ecological implications.

RECOMMENDATION

Planning permission be granted subject to conditions in Section 11 of this report

2 . REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application has been reported to the Planning Committee as more than 5 objections have been received.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS

Within Green Belt

3.1 Whitelocks Farm lies to the west of Garsons Lane, with a vehicular access to the site located to the north of Whitelocks Bungalow (which is under the applicant's ownership). The site comprises numerous buildings, some of which have been in equestrian use. There is a manege, external parking areas and a mobile home on the application site, along with a lawful carpenter's workshop and residential accommodation. To the east, south and west of the existing buildings on site are open fields used as paddocks.

3.2 Directly to the north of the buildings subject to this application lies a dwelling known as Old Whitelocks. There are further dwellings to the south-east of the application site on Garsons Lane, sited to the east of the highway.

4. RELEVANT SITE HISTORY

4.1 There is an extensive planning history relating to Whitelocks Farm in relation to use for equestrian/livery purposes dating back to 1992. The most relevant applications are:

-618009 approved 1992 for continued use of 3 existing agricultural barns as livery/stud use and continued use of land for floodlit riding arena and lunging ring. (Retrospective Application).

-618336 approved 1992 for use of riding arena, lunging ring and floodlighting without compliance with Condition 4 of planning permission 618009.

-618337 approved 1992 for construction of floodlit riding arena.

-622687 approved 1998 for retrospective change of use of 6 no. calf pens to 6 stables and of paddock to car park.

-622868 approved 1998 for change of use of part of barn to stables.

-622869 approved 1998 for change of use of agricultural building to indoor riding school arena.

-08/00012/LDC granted 2008 for application for a certificate of lawfulness for the unfettered residential occupation of Whitelocks as a dwelling, the retention of a single storey rear extension forming conservatory to Whitelocks, a creche building and a carpenter's barn and workshop.

-14/00501/LDC refused 2015 for Certificate of lawfulness for the use of land for the stationing of a mobile home for residential use. An appeal was lodged against the refusal of the LDC which was subsequently allowed.

4.2 For information, the site has comprised equestrian uses since the 1970s. From 1997, up until 2009, the site was a managed livery. From 2009, it became a DIY livery.

5. THE PROPOSAL

5.1 Full permission is sought for the change of use from equestrian/livery barns to 3 units for B2 (general industrial) and B8 (storage and distribution) use.

5.2 The building is currently in situ and it is proposed to sub-divide it internally into 3no. units. Unit 1 will have an internal floor space of 98sqm; Unit 2 will have an internal floor space of 175sqm and Unit 3 will have an internal floor space of 235sqm. Further, there is a covered lean-to to the rear of the barn with a floor area of 72sqm. Units 1-3 are proposed to be utilised for flexible B2/B8 use and the covered lean-to store is proposed for B8 use. Each unit has a roller shutter door on the front elevation providing access to each respective unit.

5.3 No external alterations are proposed to the barn to facilitate the change of use from equestrian to B2/B8 use. Further, no mezzanine floors are proposed within the building.

5.4 The proposed use of the barn for B2/B8 purposes along with the covered store would be served by 16 parking spaces. There is an existing parking area around the barn which currently serves the equestrian uses along with the lawful carpenter's workshop. Some of the existing parking would be allocated to the proposed B2/B8 use and there would be no extension to the existing parking area by way of new hardstanding given there is sufficient on site parking for both the proposed uses and existing uses.

5.5 Soft landscaping in the form of new hedging is proposed close to the parking areas to provide screening.

5.6 For clarification, the existing workshop building (adjoining Unit 1 and the lean to store) benefits from lawfulness under LDC ref: 08/00012/LDC as a carpenter's barn and workshop and is not subject to this application. Further, the existing mobile home/portacabin to the rear of the carpenter's workshop benefits from lawfulness under LDC ref: 14/00501/LDC and is not subject to this application.

6. REPRESENTATIONS RECEIVED

Warfield Parish Council

6.1 Recommend refusal for the following reasons:

The proposed development exceeds the accepted level set out in BFC policy GB4 (re-use and change of use of buildings within the Green Belt) specifically:

- 4.57 (v) the proposed change of use results in a net increase of more than 500 square metres of floorspace under classes B1 to B8
- 4.57 (vi) the Parish Council believe that the change of use will cause significant environmental, road safety and traffic generation problems.

Other representations

6.2 11no. letters of objection have been received which can be summarised as follows:

- Inappropriate development in the Green Belt
- The site will be turned into an industrial park
- Site is visible in autumn/winter so harmful to the Green Belt
- Exceeds 500sqm for change of use of buildings
- Surrounding lanes not wide enough for large vehicles to pass safely, damaging road and grass verges
- Increase in vehicular movements and size of vehicles connected to use
- Increased risk to other users of the surrounding lanes such as cyclists, horse riders, walkers, etc. due to vehicle traffic
- Application increases probability of serious injury/death due to vehicle traffic
- Increased noise/pollution/emissions in the Green Belt due to proposed uses
- Urbanising impact
- Shortage of stabling in the Green Belt
- No mains drainage
- If allowed, limits should be imposed on weight and size of vehicles

6.3 1no. letter of support has been received which can be summarised as follows:

- Will bring jobs and revenue to the area, enabling the area to prosper.

7. SUMMARY OF CONSULTATION RESPONSES

Highways Officer

7.1 No objection subject to conditions.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The primary strategic planning considerations applying to the site and the associated policies are:

	Development Plan	NPPF
--	-------------------------	-------------

General policies	CP1 of SALP, CS1 & CS2 of CSDPD	consistent
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP	consistent
Parking	CS23 of CSDPD, Saved policy M9 of BFBLP	Consistent NPPF refers to LA's setting their own parking standards for residential development, this policy is considered to be consistent.
Green Belt	CS9 of CSDPD, Saved Policy GB4 of BFBLP	CS9 is consistent GB4 is more descriptive, not entirely consistent with NPPF
Biodiversity	CS1 and CS7 of CSDPD	Consistent
Supplementary Planning Documents (SPD)		
Parking standards SPD		
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)		
Community Infrastructure Levy (CIL)		

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i. Principle of development
- ii. Residential amenity
- iii. Impact on character and appearance of the area
- iv. Impact on highway safety
- v. Impact on trees
- vi. Impact on biodiversity
- vii. Community Infrastructure Levy

i. Principle of development

9.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise, which is supported by the NPPF (paras. 2 and 12).

9.3 Site Allocations Local Plan (SALP) Policy CP1 refers to the presumption in favour of sustainable development as outlined in the National Planning Policy Framework (NPPF). SALP Policy CP1 states that the Council will act proactively and positively with applicants to seek solutions which mean that proposals can be approved wherever possible, and to improve the economic, social and environmental conditions within the area. Planning applications that accord with the Development Plan for Bracknell Forest Council shall be approved without delay unless material considerations indicated otherwise. Where there are no policies relevant to the application or the relevant policies are considered to be out of date, then permission shall be granted unless material considerations indicate otherwise. It further states that where there are no policies relevant to the application or relevant policies are out-of-date at the time of making the decision, then permission will be granted unless material considerations indicate otherwise, taking into

account whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, or where specific policies in the NPPF indicate that development should be restricted.

9.4 The site is located within the Green Belt, as shown on the Bracknell Forest Borough Policies Map (2013).

9.5 As the site is located within the Green Belt, the main considerations from a policy perspective are:

1. Whether the proposed development constitutes inappropriate development in the Green Belt;
2. The effect of the proposal on the openness of the Green Belt.

9.6 The NPPF stresses the fundamental aim of Green Belt policy being to prevent urban sprawl by keeping land permanently open, and the essential characteristic of Green Belts is their openness and permanence (para. 79). The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances (para. 87), and that 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations (para 88). The construction of new buildings in the Green Belt should be regarded as inappropriate, subject to certain exceptions (paras. 89 and 90)

9.7 The following paragraphs of the NPPF relating to the Green Belt are of specific relevance to this application, especially as Green Belt development plan policies are not entirely consistent with the NPPF and therefore carry limited weight:

Para 79 - the Government attaches great importance to Green Belts. The fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Para 87 - makes it clear that inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances.

Para 88 - substantial weight should be given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations.

Para 90 lists forms of development that are not inappropriate in the Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land within the Green Belt. The re-use of buildings provided that the buildings are of permanent and substantial construction is included on the list of development that may not be inappropriate.

9.8 Core Strategy Policy CS9 refers to the need to protect the Green Belt from inappropriate development and seeks to protect land outside the defined settlements for its own sake, particularly from development that would harm the character, appearance or function of the land.

9.9 Saved Policy GB4 of the BFBLP allows for the re-use and change of use of buildings within the Green Belt. "Within the Green Belt, the change of use and adaptation of existing buildings will only be acceptable where:

- (i) the impact of the proposal on the existing open, rural, and undeveloped character of the Green Belt will not be materially greater than that of the present use; and
- (ii) strict control is exercised over the extension of re-used buildings, and the associated land around them which might conflict with the existing open, rural, and undeveloped character of the Green Belt; and
- (iii) the building is of permanent construction and its scale, design, bulk and form are in keeping with its surroundings; and

- (iv) the proposed change of use or adaptation would not be detrimental to the character of the building, its surroundings and landscape setting; and
- (v) the proposed change of use, within any individual building or complex of buildings within a close proximity, would not result in a net increase of more than 500 square metres of business, industrial, distribution or storage (use Classes B1 to B8) floorspace; and
- (vi) the proposal would not cause significant environmental, road safety or traffic generation problems; and
- (vii) the proposed change of use of the building is small scale and appropriate to a rural area."

9.10 The NPPF allows for the re-use of buildings provided that the buildings are of permanent and substantial construction, however GB4 goes further than the NPPF and provides the 7 criteria listed above that the proposal should be assessed against. As this policy is not entirely in conformity with the NPPF, the approach set out within the NPPF carries greater weight. [officer note: this addresses the objection comments from both the Parish Council and other objectors in relation to the application proposing a change of use of more than 500sqm floor area given limited weight is afforded to Saved Policy GB4 given it is not entirely consistent with the NPPF].

9.11 Section 3 of the NPPF refers to supporting a prosperous rural economy. Para 28 states that the expansion of all types of business and enterprises in rural areas should be supported; both through the conversion of existing buildings and well designed new buildings.

- 1) Whether the proposal constitutes inappropriate development within the Green Belt

9.12 The application proposes the re-use of an existing equestrian/livery barn for B2/B8 uses. The proposal must be tested against the criteria contained in the Bracknell Forest Borough Local Plan Policy GB4 and Policy CS9 in the Core Strategy Development Plan Document in so far as they are consistent with the NPPF to assess if it is appropriate development in the Green Belt.

9.13 Paragraph 90 of the NPPF states: "Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are... the re-use of buildings provided that the buildings are of permanent and substantial construction;" The existing buildings are considered to be of "permanent and substantial construction" given that they are constructed from brickwork, cladding and corrugated roof sheeting. The proposal therefore constitutes appropriate development in principle in the Green Belt.

9.14 The proposed change of use of the barn to B2/B8 purposes is considered to be in general accordance with 'Saved' Policy GB4 as follows (although limited weight is given to this policy given it is not entirely consistent with the NPPF):

- As the proposal does not increase the built form on site it is considered that there is no greater impact upon the open undeveloped character of the Green Belt than at present.
- There are no extensions or alterations proposed to the building to facilitate the change of use to B2/B8.
- The proposed change of use would result in a net increase of more than 500 square metres of business, industrial, distribution or storage (use Classes B1 to B8) floorspace given the total floor area of the buildings subject to this application equates to 579sqm, however Saved Policy GB4 of the BFBLP is more restrictive than the requirements set out in the NPPF (the caveat for the re-use of buildings in the Green Belt in accordance with the NPPF is solely that the building should be of permanent and substantial construction as per para. 90) and therefore limited weight is given to Saved Policy GB4 given it is not in compliance with the NPPF.
- The buildings are of sound, substantial construction due to their design. The buildings were insulated in 2015 internally with blockwork (not requiring planning permission as internal

alterations) and no further alterations are required to the building externally to facilitate the change of use to B2/B8 uses.

- Adequate space exists on site to provide on-site parking and turning required connected to the proposed use of the building for B2/B8 purposes. No additional hardstanding would be required to provide the required parking provision connected to both the proposed and existing uses and additional soft landscaping is proposed on site.

9.15 Further, the proposal would support economic growth in a rural area by the conversion of existing buildings to create B2/B8 uses in accordance with para 28 of the NPPF.

9.16 In summary, it is considered that the scale and nature of the development connected to the change of use of the buildings to B2/B8 uses is not inappropriate development within the Green Belt and would support economic growth in a rural area.

2) Effect of the proposal upon the openness of the Green Belt

9.17 Para. 79 of the NPPF indicates that 'openness' is an essential characteristic of the Green Belt. The term openness is not defined in the NPPF, however given the lack of definition; it could reasonably be interpreted as the absence of built development. Openness can be harmed by (among other things) new built form, external storage, extensive hard standing, car parking and boundary walls or fencing. Landscapes are very important to the openness and amenity of the Green Belt. The visual impact on landscape forms part of the consideration of harm, and is not just associated with views from public vantage points.

9.18 The NPPF states that certain forms of development are not inappropriate in the Green Belt provided that they preserve the openness of the Green Belt and do not conflict with the purpose of including land within the Green Belt.

9.19 It is not considered that the scale and nature of the development proposed would impact upon the purposes of including land within the Green Belt. There are no extensions or additions proposed to the building which ensures that the proposal would not harm the open undeveloped character of the Green Belt. The building is already in situ and the application is for its conversion only.

9.20 In relation to vehicular movements connected to the former livery use, it is estimated by the applicant/agent that this generated around 100 vehicular movements per day given the number of horses that were on site connected to the livery use. The proposed B2/B8 uses could generate in the region of 30-40 two way vehicular movements (a total of 60-80 vehicular movements) per day which would be less than that of the former livery use which would also be beneficial to the openness of the Green Belt.

9.21 No additional hardstanding would be required on site to provide the required level of parking provision. The areas where on site parking is proposed to serve the proposed B2/B8 uses would be screened by soft landscaping.

9.22 To further protect the openness of the Green Belt, a planning condition is recommended to ensure no external storage of machinery, equipment, materials, etc, occurs outside of the buildings. A condition is also recommended in relation to operational hours of the proposed B2/B8 uses which would restrict when the proposed uses could operate. The former livery operated 365 days a year without any restriction on hours. The proposed B2/B8 uses could be restricted by condition in relation to operational hours which would control movements to and from the site.

9.23 To summarise, the re-use of existing buildings which are of permanent and substantial construction within the Green Belt are acceptable in principle in accordance with para 90 of the

NPPF. No extensions are proposed to the existing buildings to facilitate their changes of use to B2/B8 uses. There would be a reduction in vehicular movements associated with the proposed B2/B8 uses when compared to the former livery use on site. The proposal is therefore not considered to have a detrimental impact upon the openness of the Green Belt. Further, the proposal would support economic growth in a rural area, in accordance with paragraph 28 of the NPPF. The proposal therefore accords with Policy CS9 of the CSDPD, Saved Policies GB1 and GB4 of the BFBLP and the NPPF, subject to assessing other material planning considerations including impact on residential amenity, highway safety, etc.

ii. Residential amenity

9.24 The nearest residential dwellings to the application site outside of the ownership of the applicant is Old Whitelocks, approximately 10m away to the north of the barn subject to the proposed change of use (unit 3). The use of the 3no. barns for B2/B8 use could generate some noise due to the nature of the proposed uses, however a planning condition is recommended to ensure all activities connected to the proposed uses are restricted to inside the building and further, a condition is recommended in relation to operational hours of the proposed uses. The equestrian/livery use that has taken place on site since the 1990s has not been restricted by condition and therefore people could attend the site at any time, on any day, 365 days a week, with up to an estimated 100 vehicular movements per day connected to the former livery use. Restricting the operational hours of the proposed B2/B8 uses would be of benefit to the residential amenities of adjoining properties.

9.25 Further, the buildings subject to the change of use have been relined with blockwork insulation which would further mitigate potential for noise. Therefore, subject to appropriate conditions, it is not considered that the level of noise and disturbance to surrounding properties would be detrimental to their residential amenities to a level that would warrant refusal of the application. If the level of noise were to become unacceptable to residential amenity, it could be considered a Statutory Nuisance and could be dealt with by the Council's Environmental Health department under their statutory powers.

9.26 A planning condition is recommended that requires details of any air ventilation/extraction systems to be submitted and approved by the LPA prior to their installation (if applicable). However, at this stage, the buildings are proposed to be used for flexible B2/B8 uses so such systems may not be required. A condition is therefore recommended should this be necessary.

9.27 The proposed change of use from equestrian/livery to B2/B8 use is predicted to generate in the region of 30-40 two way vehicular movements per day (a total of 60-80 movements per day). The equestrian use on the site is estimated to have generated up to 100 vehicular movements per day with individual owners visiting the site to attend to their horses along with vehicles delivering feed/hay, etc. As such, vehicular movements to and from the site connected to the proposed B2/B8 uses would be similar to or reduced from that connected to the former equestrian/livery use and would not result in a level of noise and disturbance to surrounding properties that would be detrimental to their residential amenities.

9.28 No alterations are proposed to the existing parking area; however soft landscaping is proposed around the parking areas to provide some screening to adjoining residential properties.

9.29 As such, the proposal is not considered to adversely affect the residential amenities of neighbouring properties, in accordance with Saved Policy EN20 of the BFBLP and the NPPF.

iii. Impact on character and appearance of surrounding area

9.30 No external alterations would be required to the existing barn itself or the external parking area to facilitate a change of use to B2/B8 use.

9.31 Soft landscaping is proposed along the eastern and western boundaries of the application site, close to the external parking to provide further screening to the parking and turning area when viewed from outside of the site. A planning condition requiring details of landscaping is recommended to be imposed.

9.32 A planning condition is recommended to prohibit external storage. This would be beneficial to the visual amenities and rural character of the area viewed from outside of the application site.

9.33 As such, the proposal would not adversely affect the character and appearance of the surrounding area and would be in accordance with Saved Policy EN20 of the BFBLP, Policy CS7 of CSDPD and the NPPF.

iv. Highway safety

9.34 The site takes access off Garsons Lane, an unclassified country lane which is currently used for access to working farms, as well as residential properties and by pedestrians, cyclists and horse-riders.

9.35 The site access road and junction are wide enough to accommodate traffic movements, including large vehicles adequately and safely. While Garson Lane is generally a narrow country lane, there are some passing opportunities and the lane widens towards the junction with the A330 Cock Lane. No changes are proposed to access arrangements.

9.36 Adequate access, parking and turning for lorries would be available on the site access road and adjacent to the building.

9.37 16 parking spaces are proposed to comply with the Council parking standards (2016) for 579m² of B2/B8 use. It is advised that parking be secured by planning condition to be provided prior to occupation, as shown on the submitted Parking Plan. No changes are proposed to the existing parking spaces shown on the Parking Plan.

9.38 579m² of B2/B8 workshop and storage use could generate in the region of 30 to 40 two-way vehicle movements per day based on survey data from other sites. The existing equestrian use of the buildings may generate more traffic movements by individual owners visiting/tending horses on a daily basis and larger vehicles delivery feed/transporting horses etc.
[officer note: it has been estimated that the vehicular movements connected to the former livery use were up to 100 movements per day].

9.39 The removal of some equestrian use from the site will in itself reduce some horse-riding on local roads.

9.40 Subject to the imposition of a condition relating to the provision of parking and turning spaces prior to the buildings being brought into B2/B8 uses, the proposal is considered to be in accordance with CSDPD Policy CS23, BFBLP 'Saved' Policy M9 and the NPPF and would not result in adverse highway implications.

v. **Biodiversity**

9.41 Due to the substantial design of the existing barn comprising blockwork, cladding and sheet roofing, the building would not be suitable for bats or birds, including barn owls. As such, an ecological survey is not required.

vi. **Community Infrastructure Levy (CIL)**

9.42 The proposed B2/B8 use are not CIL chargeable as set out in the Council's Community Infrastructure Levy Charging Schedule.

10. CONCLUSIONS

10.1 The proposed change of use from equestrian/livery barns to 3 units for B2/B8 uses would constitute appropriate development within the Green Belt, not adversely impact upon the openness of the Green Belt and would not detract from the character of the area. The proposal would not adversely impact upon the residential amenities of neighbouring properties. Further, the proposal would support economic growth in a rural area, in accordance with paragraph 28 of the NPPF.

10.2 No adverse highway implications would result from the proposal. There would be no ecological implications.

10.3 The scheme is not CIL liable.

10.4 The proposal is therefore considered to comply with CSDPD Policies CS1, CS7, CS9, CS23, Saved Policies EN20, GB4, M9 of the BFBLP and the NPPF. The application is therefore recommended for conditional approval.

11. RECOMMENDATION

That the application be **APPROVED** subject to the following conditions:-

1.The use hereby permitted shall be begun before the expiration of three 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 only in accordance with the approved plans received by the Local Planning Authority on 23 May 2016 and 2 March 2017:

Drawing no. AAN.15.541.1 Rev A

Block plan

Site location plan

REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

3. The units 1-3 (inclusive) hereby approved shall be used for B2 and B8 purposes only and for no other purpose (including any other purpose in Class B of the Schedule to the Town and Country Planning (Use Classes) Order 1987, (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

REASON: In the interests of residential amenities of neighbouring properties, the Green Belt and to ensure the development is provided with adequate car parking to prevent the likelihood of on-street car parking.

[Relevant Policies: BFBLP EN20, M9, Core Strategy DPD CS23]

4.No machinery shall be operated, no processes shall be carried out and no deliveries taken at or dispatched from the site connected to the B2 and B8 uses hereby approved outside the following times:

(a) 08.00 hours to 18.00 hours Monday to Friday; and

(b) 08.00 hours to 13.00 hours Saturdays,

and not at any time on Sundays or public/bank holidays.

REASON: In the interests of the amenities of the occupiers of nearby residential premises.

[Relevant Policies: BFBLP EN20, EN25]

5.The B2 and B8 uses hereby approved shall not take place anywhere on the site except within the buildings as approved.

REASON: In the interests of the amenities of the occupiers of nearby premises.

[Relevant Policies: BFBLP EN25]

6. No goods, materials, plant or machinery shall be stored or operated outside the buildings connected to the B2 and B8 uses hereby approved on site.

REASON: In the interests of the visual amenities of the surrounding area, residential amenities of neighbouring properties and openness of the Green Belt.

[Relevant Policies: CSDPD CS9, BFBLP EN20, GB1, GB4]

7. No air ventilation systems/extraction systems shall be installed in the buildings subject to the B2/B8 uses hereby approved except in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The noise level shall not cause the existing background level (as at the date of this permission) to increase whilst in operation. Any systems shall be installed and operated in accordance with the approved scheme (if applicable).

REASON: To ensure that the proposed development does not prejudice the enjoyment of neighbouring occupiers of their properties.

[Relevant Policies: BFBLP EN25]

8. No additional floorspace, including mezzanine floors, shall be constructed within the buildings connected to the uses hereby approved.

REASON: To prevent an over-development of the site and to ensure adequate parking.

[Relevant Policy: BFBLP M9]

9. The units hereby approved shall not be brought into use for B2/B8 purposes until a scheme depicting hard and soft landscaping, including details of boundary treatment, have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a 3 year post planting maintenance schedule. All planting comprised in the soft landscaping works shall be carried out and completed in full accordance with the approved scheme, in the nearest planting season (1st October to 31st March inclusive) to the completion of the development or prior to the occupation of any part of the approved development, whichever is sooner. All hard landscaping works shall be carried out and completed prior to the occupation of any part of the approved development. As a minimum, the quality of all hard and soft landscape works shall be carried out in accordance with British Standard 4428:1989 'Code Of practice For General Landscape Operations' or any subsequent revision. All trees and other plants included within the approved details shall be healthy, well formed specimens of a minimum quality that is compatible with British Standard 3936:1992 (Part 1) 'Specifications For Trees & Shrubs' and British Standard 4043 (where applicable) or any subsequent revision. Any trees or other plants which within a period of 5

years from the completion of the development, die, are removed, uprooted, are significantly damaged, become diseased or deformed, shall be replaced during the nearest planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved. The areas shown for landscaping shall thereafter be retained as such.

REASON: In the interests of good landscape design and the visual amenity of the area.

[Relevant Policies: BFBLP EN20, CSDPD CS7]

10. The units hereby approved shall not be brought into use for B2/B8 purposes until the associated vehicle and lorry parking and turning spaces have been marked out in accordance with the approved drawing, ref: RHPC/SP/001/B received 12 June 2016 by the Local Planning Authority. The spaces shall thereafter be kept available for parking and turning at all times.

REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.

[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]

Informatives

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

2. No details are required to be submitted in relation to the following conditions; however they are required to be complied with:

1. Time limit
2. Approved plans
3. Restrictions on use
4. Operational hours/days
5. Use contained within buildings
6. No external storage
7. No extraction/ventilation systems (unless details submitted to and approved by LPA)
8. No mezzanine floors
10. Parking and turning

The following conditions require discharge prior to the building being brought into use:

9. Landscaping