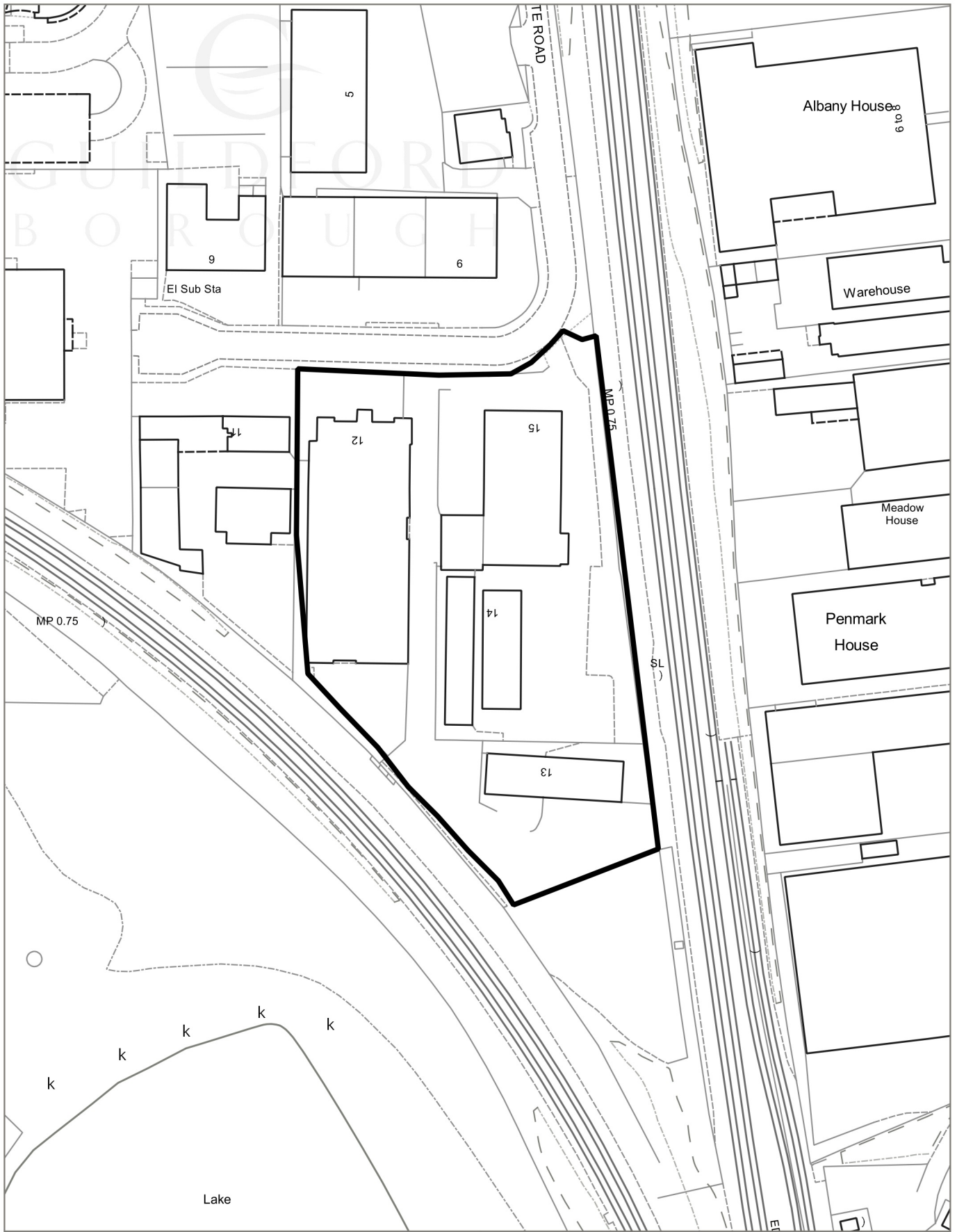


19/P/02195 - 12-15, Midleton Industrial Estate Road, Guildford



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Print Date: 10/07/2020



Not to Scale



GUILDFORD
BOROUGH

19/P/02195 - 12-15 Midleton Industrial Estate Road, Guildford



Not to scale



App No: 19/P/02195
Appn Type: Full Application
Case Officer: Becky Souter

8 Wk Deadline: 31/07/2020

Parish: Onslow
Agent : Ms J. Horwood
Wilson Mason
8 New Concordia Wharf
Mill Street
London
SE12BB

Ward: Onslow
Applicant: Mr D. Burgess
Guildford Borough Council
Millmead House
Millmead
Guildford
GU24BB

Location: 12-15 Midleton Industrial Estate Road, Guildford, GU2 8XW
Proposal: Redevelopment of part of existing industrial estate to form 15 new units following demolition of plots 12 - 15.

Executive Summary

Reason for referral

This application has been referred to the Planning Committee because this is a major application and the applicant is Guildford Borough Council.

Key information

- Demolition of five buildings (all benefitting from consented prior-notification applications for demolition)
- Creation of 15 new industrial (B1(c), B2 and B8) units
- 3023 square metres of floor area to be demolished, 3034 square metres of floor area to be created, net increase of 11 square metres.

Summary of considerations and constraints

The principle of development has been found to be acceptable. The proposal would not have any materially harmful impacts on the character of the area, neighbouring amenity, surface water flood risk, highways and parking or trees and vegetation. Matters of contamination and sustainability have been appropriately addressed. The proposal is in compliance with both local and national planning policy and as such is recommended for approval.

RECOMMENDATION:

Approve - subject to the following condition(s) and reason(s) :-

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004./ In pursuance of Section 196D of the Town and Country Planning Act 1990 and Sections 74 and 75 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

- PL(2-)22 Rev P1 (Proposed Sections); PL(2-)01 Rev P1 (Existing Elevations); PL(1-)01 Rev P1 (Existing Ground Floor Plan); PL(1-)22 Rev P1 (Proposed First Floor Plan) and PL(00)01 Rev P1 (Block Plan) received on 18/12/19
- PL(1-)21 Rev P2 received on 23/12/19
- PL(00)01 Rev P2 (Site Location Plan) received on 06/01/2020
- PL(1-)23 REV P4 (Proposed Roof Plan) received on 30/03/2020
- AC19209-CIV-001 REV T2 (Engineering Layout Sheet 1) and AC19209-CIV-002 REV T1 (Engineering Layout Sheet 2) received on 08/07/2020
- 6823-L(2-)21 Rev T1 (Proposed Elevations Sheet 1) and 6823-L(2-)22 Rev T1 (Proposed Elevations Sheet 2) received on 10/07/2020.

Reason: To ensure that the development is carried out in accordance with the approved plans and in the interests of proper planning.

3. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non- Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development. Associated discharge rates and storage volumes shall be provided using maximum discharge rates as identified in Table 4 of the Surface/Foul Water Drainage Strategy Report, R2, Rev A, Abstruct Consulting, July 2020.

b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).

c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.

d) Details of drainage management responsibilities and maintenance regimes for the drainage system.

e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

4. No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) measures to prevent the deposit of materials on the highway
 - (e) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

5. No development related works shall take place on site until an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), in accordance with BS 5837:2012 Trees in Relation to Design, Demolition and Construction, are submitted to and approved in writing by the Local Planning Authority (LPA). The approved Arboricultural Method Statement must be adhered to in full, and may only be modified subject to written agreement from the LPA. No development shall commence until tree protection measures, as set out in the AMS and TPP, have been installed and a site meeting has taken place with the site manager, the retained consulting arboriculturalist and the LPA Tree Officer.

Reason: To protect the trees on site which are to be retained in the interests of the visual amenities of the locality.

6. No development shall commence on site until a detailed Phase One survey, including historic investigation and detail on ground conditions shall be submitted to ascertain whether the site supports any soil or water contamination. If the LPA consider that further investigation of the site is necessary, a detailed site investigation must be carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology. The investigation shall include relevant subsurface, soil gas and groundwater sampling together with the results of analysis and a risk assessment of the impact to receptors. Any remediation required shall be fully detailed to restore the site to a standard suitable for use, including works to address any unsuspected contamination.

Reason: To ensure any contamination of the site is remediated and to protect existing/proposed occupants of the applicant site and/or adjacent land.

7. Any remediation scheme submitted in accordance with Condition 6 (above) shall be carried out as detailed in the applicants submission. Documentary proof shall be provided to the Local Planning Authority together with a quality assurance certificate to show that the works have been carried out in full accordance with the approved remediation strategy. Details of any post remediation sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste material has been removed from the site before the development hereby permitted is occupied by any person not directly involved in constructing the development.

Reason: To ensure any contamination of the site is remediated to a 'suitable for use' standard and to protect existing/proposed occupants of applicant site and/or adjacent land.

8. Prior to the occupation of the development a Travel Plan Statement shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework and Surrey County Council's "Travel Plans Good Practice Guide". And then the approved Travel Plan Statement shall be implemented prior to first occupation and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason: To encourage travel by means other than private motor vehicles.

9. No part of the development shall be first occupied unless and until the proposed vehicular access to Middleton Industrial Estate Road has been constructed in accordance with the approved plans, in reference with page 6 of the design and access statement, and thereafter shall be permanently maintained.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

10. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plan, Drawing No.6823-PL(1-)-21 , for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

11. No development shall take place site until details of secure cycle parking facilities have been submitted to and approved in writing by the local planning authority. These facilities shall be fully implemented and made available for user prior to the occupation of the development hereby permitted and shall thereafter be retained for such use at all times.

Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles.

12. The development hereby approved shall not be occupied unless and until at least 20 of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: To encourage the use of electric cars in order to reduce carbon emissions.

13. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the Drainage System is designed to the National Non-Statutory Technical Standards for SuDS.

14. Prior to any above slab level works, details and samples of the proposed external facing and roofing materials including colour and finish have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and samples.

Reason: To ensure that the external appearance of the building is satisfactory.

15. No construction shall take place within 5m of the water main. Prior to the commencement of development, information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.

16. The proposed development is located within 15m of a strategic water main. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

17. The premises shall be used for B1(c), B2 and B8 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: To ensure the use of the land is retained in an employment use in accordance with Policy E3 of the LPSS, 2015-2034.

18. The proposed development shall be carried out in accordance with the recommendations and measures set out in the submitted Energy and Sustainability Statements. A minimum 20% carbon reduction will be achieved through the implementation of the measures specified in the Energy Statement. The use of materials, waste management, water demand reduction measures and measures that enable sustainable lifestyles shall be implemented in accordance with the Sustainability Statement. The required measures shall be put in place prior to the first occupation of the development and retained in perpetuity.

Reason: To ensure sustainability measures are met.

Informatives:

1. This statement is provided in accordance with Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Guildford Borough Council seek to take a positive and proactive approach to development proposals. We work with applicants in a positive and proactive manner by:

- Offering a pre application advice service
- Where pre-application advice has been sought and that advice has been followed we will advise applicants/agents of any further issues arising during the course of the application
- Where possible officers will seek minor amendments to overcome issues identified at an early stage in the application process

However, Guildford Borough Council will generally not engage in unnecessary negotiation for fundamentally unacceptable proposals or where significant changes to an application is required.

Pre-application advice was not sought prior to submission and the application was acceptable as submitted subject to the submission of further supporting information.

2. If you need any advice regarding Building Regulations please do not hesitate to contact Guildford Borough Council Building Control on 01483 444545 or buildingcontrol@guildford.gov.uk

3. Surrey County Council Highways:

The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see:

www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-cross-overs-or-dropped-kerbs.

The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see:

<http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>.

The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see:

www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.

The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to:

<http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

4. Thames Water Informatives:

The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

5. Lead Local Flood Authority Informatives:

If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website.

If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.

Officer's Report

Site description.

The application site relates to 12-15 Midleton Industrial Estate and comprises five buildings. The site is bounded by railway track to both the eastern and south-western boundaries, with the northern section of the site fronting on to the access road for the Industrial Estate. At the rear of the site is an area of rough ground currently used for parking which culminates in unkept vegetation which buffers the railway tracks.

Plot 12 is a large unit with a 3 storey brick front section with flat roof and a long double storey steel frame structure with a central ridge to the back.

Plot 13 is situated towards the 'toe' of the site, it is a 2 storey brick and concrete structure which is part build into the site due to the existing change in levels and topography of the site at this point. Plot 14 & 15 sit at the front and middle of the site. They comprise a mixture of buildings, brick built, brick and concrete and steel frame. The buildings are a mixture of 1 and 2 storey with the largest 3 storey building at the front of the site facing the road.

The surrounding area is comprised of light industrial units which make up the Midelton Industrial Estate which is designated as an Industrial Strategic Employment Site (for uses B1c, B2 and B8).

Proposal.

Redevelopment of part of existing industrial estate to form 15 new units following demolition of plots 12 - 15.

Relevant planning history.

Reference:	Description:	Decision Summary:	Appeal:
19/P/01833	Prior Notification under Schedule 2, Part 11 of the Town and Country Planning (General Permitted Development) Order 2015 for the demolition of a light industrial building.	Approve 09/11/2019	N/A
13/P/01391	Change of use from existing Class B1 (office) and Class B8 (warehouse/storage) to Class D2 leisure use as a trampoline park with associated reception/office, shop and cafe areas with changing and toilet facilities and external parking (as amended by plan received 04/11/2013 and 06/03/2014).	Approve 18/03/2014	N/A
19/P/01836	Existing Unit 12, Airhop House is a large building with a brick 3 storey facade and flat roof, and a long 2 storey brick and metal clad rear structure. There is private road access along the side elevation to a parking area at the rear. Redevelopment of the site for new Light Industrial Units Non explosive, total mechanical demolition. Light industrial units Spoil/rubbish will be removed from site, sorted and recycled where possible.	Withdrawn 25/10/2019	N/A

Consultations.

Statutory consultees

County Highway Authority:

- No objection. Conditions required to secure access, vehicular and cycle parking, provision of fast-charge sockets, Construction Transport Management Plan and Travel Plan.

Lead Local Flood Authority:

- The proposed drainage scheme meets the requirements of the NPPF, its accompanying PPG and the Non-Statutory Technical Standards for sustainable drainage schemes. Conditions are required to secure the submission of a surface water drainage scheme and later a verification report.

Network Rail:

- Due to the close proximity of the proposed demolition and construction of the industrial units to Network Rail land, it is strongly recommended that the developer contacts Network Rail's Asset Protection team prior to any works commencing on site, with a view to enter into an Asset Protection Agreement to enable approval of detailed works.

Thames Water:

- Waste water network and sewage treatment works - No objection based on the information provided.
- Surface water drainage - if the developer follows the sequential approach to the disposal of surface water then no objection.
- The proposed development is located within 15m of a strategic water main and as such a condition is requested to cover the submission of a piling method statement.
- The proposed development is located within 15m of an underground water asset and an informative is requested.

Internal consultees

Environmental Health:

- This application is to redevelop part of the existing industrial estate to form 15 new units following the demolition of plots 12-15. Given the nature and use of the existing site, conditions are recommended regarding contaminated land and the submission of a detailed Phase One survey and remediation scheme.

Third party comments:

None received.

Planning policies.

National Planning Policy Framework (NPPF), 2019:

Chapter 2: Achieving sustainable development.
Chapter 6: Building a strong, competitive economy.
Chapter 8: Promoting healthy and safe communities.
Chapter 9: Promoting sustainable transport.
Chapter 11: Making effective use of land.
Chapter 12: Achieving well-designed places.
Chapter 14: Meeting the challenge of climate change, flooding and coastal change.
Chapter 15: Conserving and enhancing the natural environment.

Guildford Borough Local Plan: Strategy and Sites (LPSS), 2015-2034:

P4: Flooding, flood risk and groundwater protection zones.
E2: Location for new employment floorspace.
E3: Maintaining employment capacity and improving employment floorspace.
D1: Place shaping.
D2: Climate change, sustainable design, construction and energy.
ID3: Sustainable transport for new developments.
ID4: Green and blue infrastructure.

Guildford Borough Local Plan 2003 (as saved by CLG Direction 24 September 2007):

G1	General Standards of Development
G5	Design Code
NE5	Dev. Affecting Trees, Hedges & Woodlands

Supplementary planning documents:

Vehicle Parking Standards, 2006.

Planning considerations.

The main planning considerations in this case are:

- the principle of development
- the impact on the character of the area
- the impact on neighbouring amenity
- the impact on flooding
- highways/parking considerations
- contamination issues
- the impact on trees and vegetation
- sustainability

The principle of development

The applications site falls within the Middleton Road Industrial Estate which is designated as an Industrial Strategic Employment Site (B1c, B2 and B8 use) within Policy E3 of the 2019 Local Plan.

Policy E3 of the 2019 states:

E3(8) - the Strategic Employment Sites will be protected for either B1a and B1b use or B1c, B2 and B8 use in line with their designation above.

E3 (10) - on Strategic and Locally Significant Employment sites, employment floorspace will be protected and the loss strongly resisted....

This application proposes the redevelopment of the existing industrial site, incorporating the demolition of the existing poor quality buildings and their replacement with three buildings two be divided into 15 units. The demolition of the existing buildings has already been approved under prior notification submissions.

Units 1, 2, 10 and 11 will be of smaller scale measuring 80 square metres, Units 3-8 will be 164 square metres, Unit 9 will be the largest single unit, in its own building, measuring 550 square metres (split over two levels) and Units 12-15 will be 220 square metres. The proposal would therefore deliver a range of modern industrial units at a variety of sizes which will support the functioning, vitality and viability of the industrial estate into the future.

The existing operator of 12 Middleton is not an industrial use and so there is benefit to returning floor space to an industrial use through the redevelopment proposal. The application form states that the overall floor space to be removed is 3023 square metres and that the total new floor space is 3034 square metres, as such the proposal represents an increase in the provision of industrial employment floor space on the site. Therefore, the proposal is in compliance with policy E3 of the LPSS, 2015-2034, and the requirements of the NPPF, 2019. A condition is recommended to ensure the use of the building is B1c, B2 and B8 only, in line with the designation of the site as an Industrial Employment Site.

The impact on the character of the area

The proposal would introduce three new blocks of development to the site to provide 15 industrial units, following demolition of the existing five buildings on site. The overall floor area of the proposed industrial units will be similar to that being demolished. The two largest blocks would be positioned either side of the access road with the smallest block providing an individual unit set at the southern end of the site. The proposed layout and arrangement of the access road and the units themselves will present a more open feel than the existing site, the access road will allow for open views through the site toward the southern boundary.

The two large long rows of units would have a widths of 79 metres (western unit) and 87 metres (eastern unit), the depth would be approximately 13 metres at the front of the site increasing to 15 metres at the rear, the ridge height of both would be 10.3 metres with an eaves height of 6 metres. The single unit in the southern section of the site would have a width of 30 metres, depth of 19.5 metres, ridge height of 8 metres and eaves height on 6 metres. It is of note that the recently approved development at the neighbouring 11 Middleton Industrial Estate proposed a building of 10 metres in height with an eaves height of 8 metres, so the proposed scale of buildings at the application site is considered to be appropriate to its immediate surroundings.

The buildings would be constructed from a steel frame with grey profile external metal cladding with vertical detailing. At roof level there would be a number of roof lights to provide the units with daylight. To the front elevation of each unit would be a single access door and a loading bay roller shutter door. The proposed design and materials would be acceptable and result in the buildings being appropriate for their setting within an existing industrial estate. The parking arrangement, predominantly to the front of the units, would be in keeping with the character and layout of the surrounding industrial premises.

As such, it is concluded that the proposed development would not have an adverse impact on the context or character of the area and therefore is in compliance with policies D1 of the LPSS, 2015-2034, G5 of the saved Local Plan, 2003, and Chapter 12 of the NPPF, 2019.

The impact on neighbouring amenity

The application site is located within an existing industrial estate, the proposed use would remain consistent with the surrounding industrial uses and as such are appropriate to be located on such a site. There are no immediate neighbouring residential properties and as such there would not be any significant materially harmful impact to neighbouring amenity. The proposal is compliant with policy G1(3) of the saved Local Plan, 2003.

The impact on flooding

The application site is located in Flood Zone 1 and as such is at low risk of fluvial flooding. The application, is however, a major application and therefore requires a Sustainable Drainage System.

The Lead Local Flood Authority have assessed the information submitted and initially raised some concern that the proposed drainage scheme does not meet the requirements set out in the NPPF, its accompanying PPG and the Non-Statutory Technical Standards for sustainable drainage schemes because insufficient information has been provided and requested the submission of further information. This further information has been provided and the LLFA are satisfied that the proposed drainage would meet the requirements set out in the aforementioned documents and as such are content with the development proposed, subject to requested conditions.

Therefore, the proposal is acceptable in this regard.

Highways/parking considerations

The proposal includes the creation of a new access from Midleton Industrial Estate Road, the existing site already benefits from several accesses off this road and the proposal would reduce this to two access points. The primary one to serve the front of all 15 units and the secondary one to serve the parking at the rear of Units 10-15. The parking provision on site has been increased from 60 vehicle spaces to 93. The Council's Parking Standards set out a requirement for 91 parking spaces based on the calculation for B2 uses which equates to 1 parking space per 30 square metres of floor area. The proposal exceeds this standard. Parking for light goods vehicles, disabilities and cycles are also included in the proposals additional to the car parking spaces.

The County Highway Authority has considered the proposed scheme and concluded that although the additional 33 parking spaces for cars and 10 spaces for LGV's may increase traffic, it is not considered that the proposed development will result in a significant increase in vehicular trips on the surrounding highway network.

Therefore, the proposal complies with policy ID3 of the LPSS, 2015-2034, the Council's Vehicle Parking Standard SPD, 2006, and the requirements of the NPPF, 2019.

Contamination issues

As a result of the nature and use of the existing site there is a potential for contaminated land, the Council's Environmental Health Officer has recommended a condition be applied to any permission to secure the submission of a detailed Phase One survey to investigate the potential of the site for contaminated land.

The impact on trees and vegetation

There are a number of trees along the boundary of the site, it is intended that these are retained. The Council's Arboricultural Officer has reviewed the submitted Arboricultural Impact Assessment and is satisfied with the detail provided. A condition requiring the completion and submission of an Arboricultural Method Statement is required and will be added to this permission.

Subject to the condition, the proposal would be in compliance with policy NE5 of the saved Local Plan and the requirements of the NPPF, 2019.

Sustainability

The application is supported by the submission of both an Energy Statement and a Sustainability Statement which detail how the development has been designed to be sustainable. Provided the development is carried out in accordance with these details then the proposal will be in compliance with policy D2 of the LPSS, 2015-2034, and the requirements of the NPPF, 2019.

Conclusion.

The principle of development has been found to be acceptable. The proposal would not have any materially harmful impacts on the character of the area, neighbouring amenity, surface water flood risk, highways and parking or trees and vegetation. Matters of contamination and sustainability have been appropriately addressed. The proposal is in compliance with both local and national planning policy and as such is recommended for approval.