Application Number : S/2017/2626/MAF  Parish : Evenley  Brackley
Application expiry date : 29 January 2018
Case Officer : Wayne Campbell

Applicant : Mercedes Benz Grand Prix Ltd
Location : -  Description : -
Mercedes-benz Grand Prix Ltd  Alteration and extensions to join Unit 5A and
Reynard Park Brackley NN13 7BD  5B at Reynard Park, Brackley. The new floor
area will form a new flexible workshop with
office accommodation at mezzanine level.

RECOMMENDATION – DELEGATE TO THE HEAD OF DEVELOPMENT
MANAGEMENT TO GRANT PERMISSION, SUBJECT TO THE CONDITIONS SET
OUT AT THE END OF THIS REPORT (AND ANY AMENDMENTS TO THOSE
CONDITIONS AS DEEMED NECESSARY)

S/2017/2626/MAF

WARD : Brackley East
WARD MEMBER : Cllr Peter Rawlinson & Cllr Tony Bagot-Webb
REASON FOR REFERRAL TO COMMITTEE: Major application

1. APPLICATION SITE

1.1 This application relates to the existing Unit 5A and 5B at applicant’s site in Brackley. The applicant states that unit 5A currently comprises 10,300m² (GIA) of floorspace and is of contemporary appearance associated with Mercedes-Benz Grand Prix Formula 1 Team and houses the applicant’s main reception. Unit 5B comprises 1600m² (GIA) of floorspace and is located to the rear of 5A and currently houses a wind tunnel which is due to be relocated to another site.

1.2 The area of the application site occupied by Unit 5A and 5B is stated by the applicant as being approximately 1.33 hectares. The two units the subject of this application are located at the far eastern end of the applicants site and due to the existing mature landscaping and site levels is largely hidden from general views from outside the site. The northern boundary to this part of the site is marked by the dismantled railway which is maintained as a dense treed area.

1.3 The eastern edge of the site is also maintained as a dense landscape belt with trees and hedgerows. This part of the site is also at a lower level than the adjacent road with a steep landscaped embankment provided within the applicant’s site.

1.4 The nearest neighbouring properties are two dwellings located along Herrieffs Farm Road and are approximately 78m to the immediate north of the edge of the applicants site. These neighbouring properties are located at a higher level than that of the application site and as such the applicants’ buildings sit at a lower level.
2. **CONSTRAINTS**

2.1 The site is located within the town confines of Brackley and the ward of Brackley East. The site lies within an Archaeological interest area and within 2km of a Local Wildlife Site. The front of unit 5A fronts onto the water course which runs through this part of the applicant’s site although the proposed extensions are not positioned within any of the higher risk Flood Zones.

3. **PROPOSAL**

3.1 This proposal seeks permission for an extension to allow unit 5A and 5B to be joined as one single building. The development provides 2125m² of additional floorspace which is mostly ground floor accommodation and a small area of mezzanine on the southern side of 5B and within 5A. All new development will either be to match existing roof heights or to tie in below existing eaves levels.

3.2 The ground floor of Unit 5A is home to the existing manufacturing facilities for Mercedes, however this area of the site has evolved over many years and is now unsuitable in its current format for the demands of the Formula One team. The first floor houses the Design Office and this area will remain largely unchanged as part of this application.

3.3 Unit 5A is at full capacity in terms of storage space and manufacturing equipment and therefore this planning application seeks to utilise the vacant space in 5B and join the two buildings to become a more flexible manufacturing facility. The applicant states that this development will facilitate the demands of a successful Formula One team and help to secure their longevity in Brackley.

3.4 The extensions to the buildings will be located to the rear elevations of the existing buildings. This area of the site is currently used as a service area, parking spaces, and areas where storage crates accumulate as well as being where the waste bins are located. The proposal to extend the buildings includes plans to address this ad-hoc approach to waste storage and service yard, tidy the site appearance, and improve the function of the applicant’s use of the site.

4. **RELEVANT PLANNING HISTORY**

4.1 S/1997/0123/P - Erection Of Buildings For General Industrial/high Technology Purposes (Class B2/b1) Food And Drink (Class A3) And Car Showroom/ Workshop And Ancillary Car Parking – APPROVAL

4.2 S/2005/0093/P – 3 storey hotel and associated parking – APPROVAL

4.3 S/2008/0718/P – three storey infill building between 3a and 3b. Addition of a second floor to unit 3b. Unit 6 change of use from restaurant to offices. Unit 7 change of use from hotel to office and reception and new race support building extension – APPROVAL

4.4 S/2013/1134/NMA - Non material amendment to (S/2008/0718/P Three storey infill building between 3a and 3b. Addition of a second floor to unit three B. Unit 6 change of use from restaurant to offices. Unit 7 change of use from hotel to office and reception and a new race support building extension) to allow the areas
previously marked as race support on the ground and second floor of Unit 7 to be used for B2 industrial use – REFUSED

4.5 S/2014/1647/MAF - Change of use of land on plot 7 to temporary car park and new access. Perimeter fence around plot 7 and remainder of site – APPROVAL

4.6 S/2015/1493/FUL - Erection of a prefabricated enclosure containing support equipment to the adjacent building. (Retrospective) - APPROVAL

4.7 S/2017/1286/FUL - Replacement of existing gravel carpark to form new surfaced car park at plot 7, new lighting, entry gates, swing gate and pedestrian turnstile - APPROVAL

4.8 S/2017/1702/MAF - Multi storey car park to provide 251 spaces with bicycle storage and landscaping - APPROVAL

5. PRE-APPLICATION ADVICE

5.1 None sought prior to the submission of this application.

6. KEY ISSUES

6.1 Principle of development;
6.2 Design and Impact on street scene;
6.3 Impact on neighbouring properties;
6.4 Highway impact;
6.5 Drainage;
6.6 Ecology.

7. RELEVANT PLANNING POLICIES

7.1 Planning law requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

The Development Plan

7.2 SOUTH NORTHAMPTONSHIRE LOCAL PLAN (SNLP): G3 (general design, access, crime prevention and residential amenity), EV1 (context), EV29 (landscaping) and E3 (employment sites)

7.3 WEST NORTHAMPTONSHIRE JOINT CORE STRATEGY (JCS): Policies S10 (sustainable development) and E1 (employment areas)

Material Considerations

7.4 NATIONAL PLANNING POLICY FRAMEWORK (NPPF): Sections 1 (building a strong, competitive economy), 7 (good design) and 10 (climate change and flooding).

7.5 SOUTH NORTHAMPTONSHIRE COUNCIL SPG: Design Guide

7.6 COUNCIL CORPORATE PRIORITIES: The Council’s 2017/18 Business Plan sets out the council’s three strategic priorities which form our overarching five-year
business strategy. Below these are the key actions for the year 2017–18. This is a plan which looks to the future taking into account the priorities and aspirations of the communities who live and work in the district.

The corporate priority of most significance to the determination of planning applications and appeals is to “Protect the District”. It seeks to do this via the key objectives of: (1) ensuring the character of the district is preserved; (2) protect the built heritage; (3) preserve the environmental quality of the District; (4) mitigate the effects of High Speed 2 construction; (5) deliver affordable housing.

The remaining corporate priorities are of significance to the determination of planning applications and appeals via the key objectives of delivering the Brackley, Towcester and Silverstone Masterplans, increasing tourism and employment in the District, providing enhanced leisure facilities, safeguarding the vulnerable, increasing a return on assets and delivering a high quality service.

The above corporate priorities are considered to be fully compliant with the policy and guidance contained within the National Planning Policy Framework and National Planning Practice Guidance.

8. CONSULTATIONS

8.1 EVENLEY PARISH COUNCIL: No OBJECTION.

8.2 BRACKLEY TOWN COUNCIL: No Comments RECEIVED.

8.3 NCC LEAD FLOOD AUTHORITY: NO OBJECTIONS subject to conditions.

8.4 NCC HIGHWAY ENGINEER: COMMENT. Whilst the site may not have significant traffic generation impacts, this should be demonstrated through a trip generation exercise within the Transport Statement. With regards to the loss of parking, the applicant would need to carry out a parking survey and accumulation exercise to demonstrate whether the loss of parking can reasonably be accommodated. Alternatively there may be a need to condition the proposal against the delivery of the previously permitted extension/s to the car parking at the site.

8.5 ENVIRONMENTAL PROTECTION OFFICER: COMMENT. Would make no adverse comment in principle with respect to these proposals but it is important that a noise assessment is undertaken to ensure that the proposals will meet the requirements of any of the existing permissions that may apply in respect of noise.

9. REPRESENTATIONS

9.1 One letter of objection raised by a local resident. Objector states their property is a few hundred metres to the north of the application site and is already very badly affected by continual excessive noise from these units. Objector confirms that they have a current ongoing noise complaint about this, with the council. They consider the proposal will affect their property value in the future, and they request that there is provision for some sort of noise control/reduction to be included in the planning permission.
10. OFFICER’S REPORT

10.1 PRINCIPLE OF DEVELOPMENT: As this is an employment site saved Policy E3 and JCS Policy E1 need to be taken into account. Saved Policy E3 confirms that: planning permission will normally be granted for the extension or intensification of an existing industrial or commercial use within the reasonable curtilage of the site except where the proposal is in conflict with the criteria set out under policy G3. Policy E1 covers the issue of development on existing employment sites and states that: to help support a vibrant, successful and developing local economy existing and allocated employment sites and industrial estates across west Northamptonshire will be retained for uses within use classes B1, B2, B8 and appropriate non-B employment generating uses. The Policy continues by stating that: new commercial floorspace at the rural service centres of Towcester and Brackley and other smaller settlements will be of a scale that is commensurate with their function.

10.2 In terms of this application the proposal is for an extension to link two separate buildings on the site which will allow for the applicant to improve and support their use of the work place area. The extension will all be contained within the applicant’s site area and as such the development is considered to comply with both Saved Policy E3 and the JCS Policy E1. For this reason the proposal is considered acceptable in terms of the principle.

10.3 DESIGN AND IMPACT ON STREET SCENE: The position of the extensions is located to the rear of buildings 5A and 5B. The design of the extensions on the back of the existing buildings will be to the same height and appearance as that of the existing buildings and as such the proposal will appear as a natural part of the existing buildings on the site.

10.4 The extensions and link building will not be visible from the main entrance elevation of 5A. All new build construction will be at the rear of 5A and due to the surrounding mature tree line will not be prominent in public views. As the extensions are located to the rear of the existing buildings there is no public view of this part of the site and with the extensions being of a similar height to the existing buildings there will be no significant impact on the street scene or from any public vantage point.

10.5 IMPACT ON NEIGHBOURING PROPERTIES: With regards to the issue of neighbouring properties it is clear on site that this area of the site is positioned at a lower point than that of the neighbouring properties located to the immediate north of the application site. This area of the site is bound by a bank of dense and mature trees and a steep embankment up to the line of the disused railway line. There is then a distance of approximately 79m between the edge of the application site and that of the rear elevation of the nearest residential property. As such in terms of visual / daylight impact caused by the extensions the proposal is not considered to result in any adverse impact.

10.6 Members will see from the representations section of the report that an objection to the proposal has been received from one of the owners of the dwellings located to the north of the application site. This objection relates to the issue of noise emanating from the site and the objector states that there is an on-going complaint regarding this with the Council. From the site visit officers could hear the noise from the site which could have one of two sources although it is understood that the main
issue is with the vents associated with applicant’s auto clave which is located at the rear elevation of 5A.

10.7 The applicant is aware of the noise coming from these vents and is working to address the issue. However this application will result in this area of the site being built over and the proposal includes the provision of a new auto clave which will be located in a slightly different area of the site, although still to the rear of building 5A. It is considered by the applicant that the new auto clave will be of a higher specification and as such will result in a reduced level of noise. Notwithstanding this point the Council’s Environmental Protection Officer has requested further information is provided in terms a noise assessment and that any proposal complies with the noise requirements as covered by previous planning conditions on this site. Any additional information and / or comments relating to the issue of noise will be brought to the member’s attention as part of the officers update report for this committee meeting.

10.8 HIGHWAY IMPACT: This application will result in the loss of an area of car parking located to the rear of the existing buildings 5A and 5B as well as the loss of an area of service / delivery yard. Members will note from the comments of the County Highway Engineer that although no objection to the principle of the development is raised it is requested that further information in terms of the trip generations to and from the site are provided. Furthermore the County Engineer has also requested that the applicant provide a parking survey to assess the impact of the development on the level of parking on the site.

10.9 In response to this request the applicant has confirmed that the details of the trip generation of vehicle’s to and from the site has been carried out in association with the recently approved multi-storey car park (S/2017/1702/MAF). The applicant goes on to state that that while the planning application is for an extension to the overall floor area of Unit 5A and 5B, there are no plans to increase staff levels as a result of this development. The increase in floor area is to alleviate current congestion throughout the building, to provide a more efficient facility, as well as further storage areas as the demands of Formula One continue to change. Therefore, there is no increase in parking numbers from this development and this has been outlined in the Transport Statement by Vectos provided in support of this current application. As such the level of comings and goes of vehicles is considered to remain the same and this level of traffic movements has already been agreed by the county Highway Engineer on the previous application.

10.10 With regards to the request for a parking survey, the applicant points out that the last application for the multi-storey car park on the site aims to address the parking problems associated with the applicant’s use of their site. This additional parking will also address the loss of the few parking spaces provided to the rear of buildings 5A and 5B and this current extension and subsequent loss of parking was taken into account in the consideration of the multi-storey car park proposal.

10.11 In terms of timescales the applicant has also advised that work on the multi-storey car park is scheduled to start in the near future and an application to discharge relevant conditions of the permission has been submitted. The works are hoped to be completed early in 2018. The works on the extensions to buildings 5A and 5B are scheduled to commence after this time and as such it is considered by officers that any lost parking spaces as a result of this current application will be absorbed in the new multi-storey car park. For this reason it is considered that a parking
survey is not necessary in this instance and that the proposed extensions to buildings 5A and 5B will not result in any adverse impact on the local highway network.

10.12 DRAINAGE: The application site is located close to a watercourse which runs along the southern boundary of the site between the existing commercial units in St James Road. In terms of the application site for the current application this watercourse runs immediately in front of building 5A although the proposed extensions to the link the two buildings located to the rear are not located within the area of the Flood Zone. Policy BN7 of the JCS states that all new development, including regeneration proposals, will need to demonstrate that there is no increased risk of flooding to existing properties, and proposed development is (or can be) safe and shall seek to improve existing flood risk management. Furthermore this Policy continues by stating that: all proposals for development of 1 hectare or above in flood zone 1 and for development in 2, 3a or 3b must be accompanied by a flood risk assessment that sets out the mitigation measures for the site and agreed with the relevant authority. This watercourse is associated with a flood zone level 2 and 3 and as such the impact of the development on this watercourse is a material consideration.

10.13 The applicant has acknowledged this watercourse and confirms that the surface run-off from these buildings and the adjacent hardstandings drain to this watercourse via a private gravity drainage system. In acknowledging this point the applicant states that the proposed development will only result in a small increase in impermeable area of 215m² as the majority of the building works will be contained within existing hardstandings. However in order to address the concern raised, the applicant has been in direct consultation with the County Lead Local Flood Authority Officer to reach an agreement for a suitable surface water drainage strategy.

10.14 In considering a suitable strategy the applicant accepts that due to the existing site constraints preclude the use of soakage systems, an attenuated connection to the existing drainage system is proposed. This will take the form of cellular storage of approximately 25m³ to be used in conjunction with a flow control device to form an attenuation system. The rate of flow will be controlled using a Hydrobrake or similar flow control device and the rate of flow will be restricted to 5.0 l/s, which is the desirable minimum flow rate to reduce the potential for blockages in the flow control device. The applicant has stated that the cellular storage will be designed to cater for a 1 in 100 return period, including an additional 40% allowance for climate change to comply with the Nation Planning Policy Framework (NPPF), and details of the Microdrainage calculations have been provided in support of this approach.

10.15 The additional information relating to the surface water drainage strategy has been considered by the County Flood Authority Officer and subject to conditions being attached to any permission granted, no objections are raised. The development is therefore considered acceptable in terms of surface water drainage and flooding.

10.16 ECOLOGY: The area of the application site is currently used for a mix of commercial uses and the majority of the site’s curtilage is all hardstanding in use as either car parking, service area, and / or open storage area. The vast majority of the site contains no landscaping features or areas of ecological value. It is however accepted that part of the proposed extension will result in the widening of the service area within the former railway embankment which will allow for a wider area of turning for delivery vehicles. This will result in the loss of a number of trees on the
site and contained within the steep embankment located to the immediate north of the application site.

10.17 The applicant has provided a detailed tree survey with the application which highlights the quality of the trees and identifies which trees are to be lost as part of this application. None of the trees located in this part of the site are covered by any Tree Preservation Orders and it is accepted that the trees to be lost are of a lower quality. It is also accepted that even with the removal of the trees identified by the applicant there will remain a dense bank of mature trees along the length of the disused railway line. Although the loss of any trees on the site is regrettable it is accepted that the lost trees are of a lower quality and that there will remain a mature and dense tree belt along the north boundary edge of the site. For this reason it is not considered that the loss of the trees is a reason to refuse this application and due to the fact that the area of the site contains no ecological features an ecology assessment is not required in this instance.

11. CIL LIABILITY

11.1 This application does not relate to any residential or retail development, and as such is not CIL Liable.

12. CONCLUSION

12.1 This proposal seeks permission for an extension to allow unit 5A and 5B to be joined as one single building. The development provides 2125m² of additional floorspace which is mostly ground floor accommodation and a small area of mezzanine on the southern side of 5B and within 5A. All new development will either be to match existing roof heights or to tie in below existing eaves levels.

12.2 The extension will all be contained within the applicant’s site area and as such the development is considered to comply with both Saved Policy E3 and the JCS Policy E1. For this reason the proposal is considered acceptable in terms of the principle.

12.3 The position of the extensions is located to the rear of buildings 5A and 5B while the design will be to the same height and design as that of the existing buildings. The extensions are therefore considered to appear compatible with, and a logical extension of, the existing buildings on the site. As the extensions are located to the rear of the existing buildings there is no public view of this part of the site and with the extensions being of a similar height to the existing buildings there will be no impact on the street scene or from any public vantage point.

12.4 The extensions are located approximately 79m to the south of the nearest neighbouring property. Due to the changes in levels with the application site at a lower level than that of these neighbouring properties there will be no loss of light, outlook or privacy as a result of the extensions. Noise has been raised as an objection to the scheme in terms of neighbours’ amenity and this issue is being addressed by the applicant and the extension is likely to remove a likely source of the noise problem; this can be ensured by condition.

12.5 The extensions will result in the loss of a number of parking spaces on the site however the extensions are not designed to provide for an increase in staff numbers. This plus the fact that the applicant is due to shortly commence work to implement their permission for an on-site multi-storey car park will ensure that the
development results in no adverse impact on the local highway network.

12.6 Confirmation has been received from the County Lead Flood Officer that the drainage and flood risk impacts of the development can be made acceptable, and the loss of a small number of trees from the site is not considered to raise concerns in respect of ecology.

13. HUMAN RIGHTS ACT

13.1 The Human Rights Act 1998 ("HRA") sets out fundamental freedoms which have been laid out by the European Convention on Human Rights ("ECHR"). In making any decisions, South Northamptonshire Council ("the Council") should have due regard to and take into account any implications that may arise under the HRA. As a public authority, it is unlawful for the Council to act in a manner which is incompatible with the ECHR.

13.2 The rights under the ECHR which the Council views as being the most likely to affect planning matters are: Article 6 (the right to a fair trial); Article 8 (right to respect for private and family life); Article 14 (prohibition of discrimination); and Article 1 of the First Protocol (protection of property).

Article 6

13.3 Officers have considered these matters and have resolved that, whilst there are potential rights in play, these will not be affected by the application due to the application being publicised by way of neighbour letter, site notice and in the local press giving affected third parties the opportunity to comment on the application and their views taken into account when considering the application. In this case the comments/concerns raised by third parties are listed above and have been taken into account before determining the application. Third parties were invited to the public meeting of the Planning Committee and had the opportunity to speak. Furthermore should a third party be concerned about the way the application was decided they could complain to the Local Government Ombudsman or if they question the lawfulness of a decision can appeal to the Courts for Judicial Review of the application.

Article 8 and Article 1 of the First Protocol

13.4 Officers have considered the duties under both Article 8 and Article 1 of the First Protocol and have resolved that the application does respect the private and family life of neighbours and does not fail to protect the neighbours’ property.

Article 14

13.5 Officers have considered that, in the event that the application is granted planning permission, there will not be any discrimination (or potential discrimination) on neighbours.

14. DUTY UNDER THE EQUALITIES ACT 2010

14.1 S149 of the Equality Act 2010 ("EA") sets out what is known as the Public Sector Equality Duty ("PSED"). Under the PSED, the Council, as a public authority, must have due regard to the need to, inter alia, advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and has to foster good relations between persons who share a relevant
protected characteristic and persons who so not share it. The protectedcharacteristics to which the PSED refers are: (a) age; (b) disability; (c) genderreassignment; (d) pregnancy and maternity; (e) race; (f) religion or belief; (g) sex;(h) sexual orientation.

14.2 Officers have considered the application and resolved that none of theprotected characteristics is affected or potentially affected by the application.

15. CONDITIONS

1. TIME LIMITS AND GENERAL IMPLEMENTATION CONDITIONS

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

Reason: To comply with the provisions of Section 91 of the Town and CountryPlanning Act 1990, as amended by Section 51 of the Planning and CompulsoryPurchase Act 2004.


Reason: To clarify the permission and for the avoidance of doubt.

CONDITIONS REQUIRING LOCAL PLANNING AUTHORITY WRITTENAPPROVAL OR TO BE COMPLIED WITH BEFORE ANY DEVELOPMENTCOMMENCES

3. No development shall take place until full details of the surface water drainage scheme for the site, based on the approved drainage strategy (prepared by Canon Consulting Engineers dated September 2017) have been submitted to andapproved in writing by the Local Planning Authority. The scheme shall subsequentlybe implemented in accordance with the approved details before the development iscompleted.

The scheme shall include,

i) details (i.e. designs, diameters, invert and cover levels, gradients, dimensions andso on) of all elements of the proposed drainage system, to include pipes, inspectionchambers, outfalls/inlets and attenuation structures (if required).

ii) Full WinDES modelling or similar with the details on proposed discharge rates,simulating storms through the whole drainage system, with results of critical storms,
demonstrating that there is no surcharge in the system for the 1 in 1 year, no above ground flooding for the 1 in 30 year, and that any above-ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change

Reason: To reduce the risk of flooding both on and off site in accordance with the NPPF, Saved Policy G3(M) of the South Northamptonshire Local Plan 1997 and Policies BN7 and BN7a of the Joint Core Strategy for West Northamptonshire 2014 by ensuring the satisfactory means of surface water attenuation and discharge from the site.

4. No development shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority. The maintenance and/or adoption proposal for every element of the surface water drainage system proposed on the site should be considered for the lifetime of the development and a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used including details of expected design life of all assets with a schedule of when replacement assets may be required, should be submitted.

Reason: To ensure the future maintenance of drainage systems associated with the development in accordance with the NPPF, Saved Policy G3(M) of the South Northamptonshire Local Plan 1997 and Policies BN7 and BN7a of the Joint Core Strategy for West Northamptonshire 2014.

5. No development shall take place until full details of the retaining wall including details of materials used and cross sections showing earth work and landscaping have been submitted to and approved in writing by the Local Planning Authority. The retaining wall shall be implemented in accordance with the approved details and retained thereafter.

Reason: To ensure the satisfactory appearance of the completed development, and to comply with Policy G3 of the South Northamptonshire Local Plan.

6. No development shall take place until a scheme for the suitable treatment of all plant and machinery against the transmission of sound and/or vibration has been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be installed and operated in accordance with the approved scheme at all times the building is in use for the purposes hereby permitted.

Reason: To ensure the creation of a satisfactory environment free from intrusive levels of noise in accordance with Policy G3 of the South Northamptonshire Local Plan.

CONDITIONS REQUIRING LOCAL PLANNING AUTHORITY WRITTEN APPROVAL OR TO BE COMPLIED WITH BY DEVELOPER BEFORE SPECIFIC CONSTRUCTION WORKS TAKE PLACE
7. The development hereby permitted shall not take place until a timetable for the works on the approved multi-storey car park under planning permission S/2017/1702/MAF has been submitted to and approved in writing by the Local Planning Authority. The phasing of the works shall be carried out in accordance with the approved timetable.

Reason: To ensure satisfactorily planned development in the interest of onsite parking provision and in accordance with saved Policy G3(B).

CONDITIONS REQUIRING LOCAL PLANNING AUTHORITY WRITTEN APPROVAL OR TO BE COMPLIED WITH BY DEVELOPER BEFORE OCCUPATION

8. The materials to be used for the external walls and roof and doors and windows of the development hereby permitted shall match in terms of colour, type and texture those used on the existing building.

Reason: To ensure that the development is constructed and finished in materials which are in harmony with the materials used on the existing building and to comply with Policy G3 of the South Northamptonshire Local Plan.

INFORMATIVES:

1. An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer.

Anglian Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence.

Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991.

2. With regards to condition 4 a maintenance schedule should be accompanied by a site plan to include access points, maintenance access easements and outfalls. Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arising’s generated from the site.