

Committee Date	29 / 10 / 2020		Agenda Item:
Address	Cablesheer House Murray Road Orpington BR5 3QY		
Application number	20/01444/FULL1		Officer: Jessica Lai
Ward	Cray Valley West		
Proposal	Demolition of the existing office and warehouse building and erection of 10 industrial units to provide 1,637.7sq.m industrial and employment floorspaces (Use Class Order Class E) with associated on-site parking facilities.		
Applicant	Agent		
Mr Richard Carter Cablesheer Construction Ltd. Cablesheer House, Murray Road Orpington, BR5 3QY	N/A		
Reason for referral to committee	Major housing application / Outside delegated authority	Councillor call in	No

RECOMMENDATION	APPROVE SUBJECT TO PLANNING CONDITIONS
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KEY DESIGNATIONS

Biggin Hill Safeguarding Area
Areas of Archaeological Significance
Open Space Deficiency
London City Airport Safeguarding

Land use details		
	Use Class	Floor area (square metres/sq.m)
Existing	Industrial office and warehouse/storage (Use Class B1 and B8)	2,443.9sq.m
Proposed	Industrial office, light/general industrial and warehouse/storage (Use Class E)	1,637.7sq.m

Vehicle parking	Existing number of spaces	Total proposed including spaces retained	Difference in spaces (+ or -)
Standard car spaces		36	+36
Disabled car spaces	0	2	+2
Cycle	0	26	+26
Electric car charging points		16 spaces (8 active and 8 passive)	

Representation summary	Neighbour letters were sent on 04/05/2020. A site notice was placed, and a press notice was placed in the News Shopper on the 22/04/2020.
Total number of responses	0
Number of comments	1 (letter from the RSPB Bromley Group)

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle to redevelop the site to provide more industrial and business units is considered acceptable and would make more efficient use of the land. The proposal would provide 10 industrial units with adequate parking and sustainability measures to support the modern need of business requirements.
- The site is located within an area with archaeological significance. Historic England considers that the proposal would be acceptable, subject to a written scheme of investigation to be secured by a planning condition.
- The design of the proposed units is of a modern layout to meet the industrial and business needs. The proposed units are designed with a pitched roof and the material would mainly comprise of metal cladding, aluminium windows and doors. The site is located within an established industrial area and is surrounded by a mixture of single to three storey industrial buildings and office and warehouse units. The siting, design, layout and scale of the proposal is considered acceptable and would not appear out of keeping with its surrounding area.
- The nearest residential accommodation is located approximately 64.5 metres from the site. The operating, servicing and delivery hours would be managed by planning condition and would not have an adverse impact on residential amenities in the area.
- Subject to the planning conditions, it is considered that the proposal would be acceptable in land use, heritage, design and highway terms and planning permission should be granted.

1. LOCATION

- 1.1 The site comprises of a part single and part two storey industrial office and warehouse with ancillary parking spaces. The application site measures approximately 230 metres in area and is surrounded by a mixture of industrial office, light industrial and warehouse buildings. The site is located on the eastern side of Murray Road. The SGN gas holder station is adjoining to the east of the site.



Fig 1 Aerial photo.

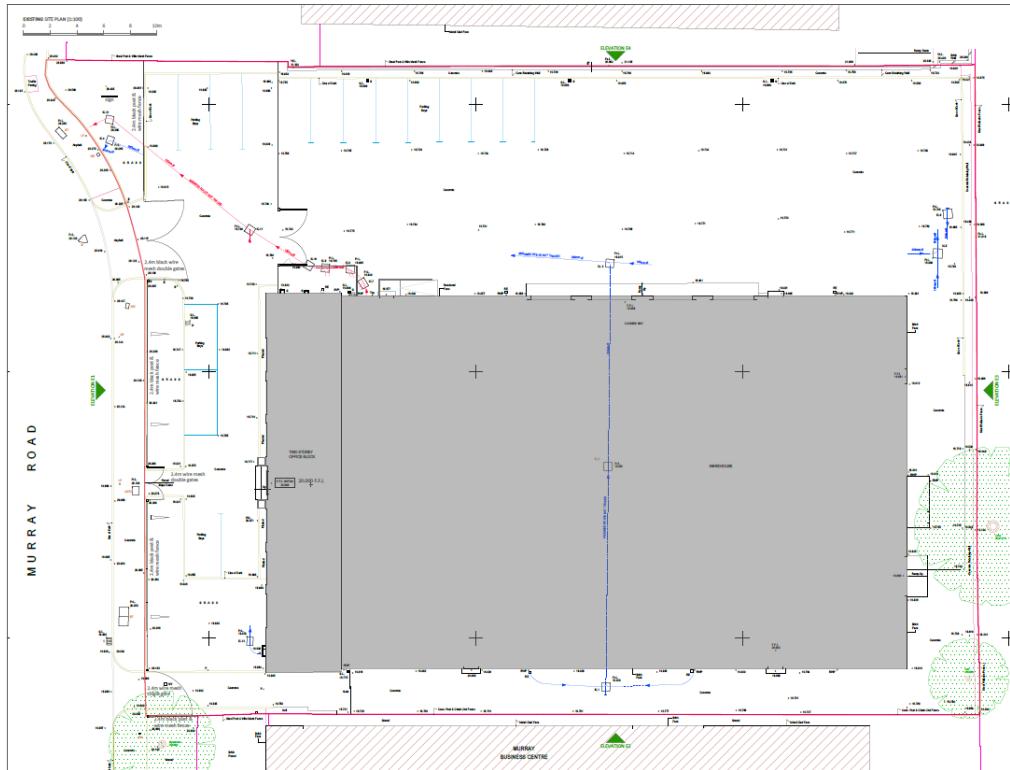


Fig 2. Existing site plan

- 1.2 The nearest residential properties are located on Vernon close approximately 64.5 metres north from the site.
- 1.3 The site is located within Flood Zone 1 and is subject to low to medium surface water flooding. The site is located within an Area of Archaeological Significance. The public transport accessibility of the site is rated at 3, on a scale between 0 to 6b where 0 is worst and 6b is best.
- 1.4 The site is designated as a Strategic Industrial Location and Cray Valley Renewal Area in the Bromley Local Plan. The application property is not listed and is not located within a conservation area. There is no tree protection order within or adjacent to the site.

2. PROPOSAL

- 2.1 The existing part single and part two storey building, industrial office and warehouse would be demolished and replaced by 10 industrial units.
- 2.2 The proposed industrial units would be broadly arranged in two rows within the site. The combined width of Unit 1 to Unit 3 would measure 30.4 metres wide, 15.2 metres deep, 7.6 metres high to its front and 6 metres to its rear. The combined width of Unit 4 and Unit 5 would measure 24.4 metres wide, 15.2 metres deep, 7.6 metres high to its front and 6 metres to its rear. The combined width of Unit 6 to Unit 10 would measures 60.4 metres wide, 15.2 metres deep, 7.6 metres high to its front and 6 metres to its rear.

- 2.3 A new central vehicular access would be created. Thirty-eight parking spaces including 2 disabled parking spaces would be provided.
- 2.4 A dedicated cycle parking area with 16 cycle storage spaces and a waste storage area would be provided.
- 2.5 Eight active and Eight passive electric charging points would be provided.

3. RELEVANT PLANNING HISTORY

3.1 16/01990/FULL1 – granted on 14.06.2016

Full planning permission was granted for the roof alterations to incorporate removal of gable to front, alterations to fenestration layout, replacement canopy, elevational alterations and addition of disabled ramp.

3.2 19/01543/FULL1 – granted on the 18/08/1999

Full planning permission was granted for the provision of a pitched roof over the front section of the building.

3.3 94/02902/FULL - granted on the 02.02.1995

Full planning permission was granted for the demolition of the existing building comprising a of a two storey office building and warehouse.

4. CONSULTATION SUMMARY

a) Statutory

4.1 Historic England (Archaeology) – no objection subject to condition

The site lies in an area of archaeological interest. The Heritage impact Assessment indicates that a significant are of the site has been historically quarried. It is not clear if the final extent of the quarrying was greater in area than recorded. There is a moderate potential for prehistory and Roman period archaeology for the area of the site that has not been historically quarried. It is therefore recommended that any geotechnical site survey works is archeologically monitored, and such survey work is to occur post possible planning permission. It is recommended that the archaeological interest be secured by the following planning conditions:

Condition

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authorly in writing. For land that is included within the WIS, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

- A. The programme and methodology of the site investigation and recording and the nomination of a competent person(S) or organisation to undertake the agreed works.
- B. The programme for post- investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material, this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Informative

The pre-commencement condition is necessary to safeguard the archaeological interest of this site. Approval of WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 199. The Archaeological work should include:

An archaeological field evaluation invites exploratory fieldwork to determine if significant remains are present on site and if so to define their character, extent quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted. As alluded to above, the first step would be to archaeologically monitor any planned geotechnical site survey work. In the event that no such work is to occur then a limited programmed of archaeological trial trench evaluation would be required to inform any on-going archaeological interest and how it can be mitigated.

4.2 Drainage – No objection

Should planning permission be granted, a planning condition requiring the detailed design measures as outlined in the submitted Surface Water Drainage Strategy Report shall be provided prior to the commencement of works on site.

4.3 Thames water – No objection

Waste water comments

There are public sewers crossing or close to the site. The applicant is advised to read the guide below for works near to the site. No objection to waste water network and sewage treatment works infrastructure capacity.

Surface water comment

Thames Water would advise that if the developer follow the sequential approach to the disposal of surface water we would have no objection.

Water comment

Based on the information provided, Thames Water would have no objection. Thames Water recommends the following informative be attached to this planning application.

Thames water will aim to provide customer with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litre/minute at the point where it leaves Thames Water pipes. The development should take account of this minimum pressure in the design of the proposed development. If main water is used for construction purposing, it is important to let Thames Water know in advance to avoid potential fines for improper usage.

4.4 Health and Safety Executive (HSE) – no objection

HSE do not advise against the proposal on safety ground.

4.5 Highway – no objection

The existing floor area measures 2,444sq.m and there are 16 parking spaces provided. The proposed floor area measures 1,638sq.m and 38 parking spaces would be provided. The proposal would represent an overall reduction of 800sq.m in terms of floor area. The public transport accessibility of the site is rated at 3. The parking standards the London Plan for B1 use is one space per 100 to 600sq.m and this would give a range of 3 to 17 spaces for the proposed development. The over-provision of parking spaces is not considered unacceptable given the PTAL rating of the site and there is already a high demand for parking in the area. Delivery vehicles up to 3.5 tonnes could reverse up to the doors of the proposed units and a turning head would be provided. Should planning permission be recommended, an application to highways to stop up the existing accesses and creation of a new access would be required. The following should also be secured by planning conditions:

- parking and cycle spaces be provided prior to occupation (OC03 and AG12)
- hardstanding for wash down area (ND16)
- arrangements for construction period (PC16)

b) Local groups:

4.6 The RSPB Bromley Local Group

Should planning permission be recommended for approval, the RSPB recommends that 5 integral swift net bricks or boxes should be secured by planning condition.

C) Adjoining Occupiers:

4.7 None received.

5. POLICIES AND GUIDANCE

National Planning Policy Framework (NPPF) 2019

- 5.1 Section 6 of the NPPF sets out the planning considerations to build a strong and competitive economy. Planning decisions should help create the conditions in which business can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wide opportunities for development.
- 5.2 Section 11 of the NPPF states planning decision should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and health living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or “brownfield” land.
- 5.3 Section 12 of the NPPF also sets out the planning considerations to achieve well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities

London Plan 2016

- 2.7 Outer London: economy
- 2.8 Outer London: transport
- 2.17 Strategic industrial locations
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.13 Sustainable drainage
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.14 Improving air quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.19 Biodiversity and access to nature
- 8.3 Community infrastructure levy

Draft London Plan 2020

- GG5 Growing a good economy
- D11 Safety, security and resilience to emergency
- D14 Noise
- E5 Strategic Industrial Locations (SIL)
- HC1 Heritage conservation and growth

- G7 Trees and woodlands
- SI-1 Improving air quality
- SI-2 Minimising greenhouse gas emission
- SI-3 Energy infrastructure
- SI-13 Sustainable drainage
- T5 Cycling
- T6 Car parking
- T6.2 Office parking
- M1 Monitoring

Bromley Local Plan 2019

- 13 Renewal Areas
- 30 Parking
- 33 Access for All
- 37 General Design of Development
- 46 Ancient Monuments and Archaeology
- 73 Development and Trees
- 81 Strategic Industrial Locations (SIL)
- 116 Sustainable Urban Drainage Systems
- 119 Noise Pollution
- 120 Air Quality
- 124 Carbon Dioxide Reduction, Decentralised Energy Networks and Renewable Energy

Mayor Supplementary Guidance

5.12 Relevant SPGs:

- Accessible London: Achieving an Inclusive Environment (2014)
- Sustainable Design and Construction (2014)
- Shaping Neighbourhoods: Character and Context (2014)

Intend to Publish London Plan

- 5.15 The emerging London Plan (Intend to Publish London Plan (IPLP) 2019) is at an advanced stage of preparation, and the Secretary of State has directed the areas where changes must be made. However, details of the way in which the Plan will deliver the aims set out in the Secretary of State's directions are not yet finalised. The Secretary of State considers that policies in the emerging Plan where no modifications have been directed (which includes the above policies), carry significant weight (as seen in a recent SoS call-in decision in the Royal Borough of Kensington and Chelsea). Where specific draft London Plan policies have been given particular weight in the determination of this application, this is discussed in this report.

6. ASSESSMENT

- Principle of Development
- Impact on Heritage

- Design and Layout
- Transportation and Highway
- Residential Amenities
- Sustainability (Surface water, tree and energy)

Principle of Development

- 6.1 The application site is located within the Cray Business Corridor and Renewal Area and is designated as Strategic Industrial Land in the Bromley Local Plan and London Plan. The site is one the main industrial and business areas within the Borough providing accommodation for a full range of businesses and improving the offer to modern business. Bromley Local Plan Policy 17 (Renewal Area) states that proposals within the Cray Valley Renewal area will be expected to provide maximum opportunities:
- a: to create a successful economic “growth area” along the Cray Valley, including the Cray business Corridor, supporting the health and wellbeing of the community and.
 - b: to protect and enhance the green wildlife corridor along the River Cray, integrating with the public realm, along highways and open spaces and through commercial and industrial areas by creative design, and
 - c. to support Orpington Town Centre in its role, as a Major Town Centre, serving the east of the Borough in respect of retailing and community services and development of a thriving retail, office and leisure economy.
- 6.2 This approach is supported by Bromley Local Plan Policy 80 (Strategic Economic Growth). Policy 81 (Strategic Industrial Location - SIL) states development in the SIL will be permitted and safeguarded for Class B1 - office, B2 - general industrial and B8 – warehouse uses. Paragraph 6.1.12 of the Local Plan states the Cray Business Corridor is one of the three major employment areas within the Borough that could accommodate significant growth over the next fifteen years. This policy supports the intensification and upgrading of the area to meet expected future business needs.
- 6.3 The proposal would provide 10 industrial office, light industry and warehouse units (Use Class Order Class E) formally B1 within the designated industrial site. As such, there is no land use issue arising from this proposal and it would accord with the designated allocation of the land in the Local Plan and London Plan.
- 6.4 The site is occupied by a local construction company with office and warehouse and storage accommodations. It is the applicant's intention to occupy two of the proposed units and continue their current business within the site. Whilst the proposed floor area would result in an overall reduction of 800sq.m floor area when compared with the existing, it should be noted that the proposal would make more efficient use of the land to provide 10 industrial units, enabling and attracting more business and employment opportunities to this site. The proposed floor area of Unit 1 would measure approximately 82.1sq.m. The floor area of Unit 2 to Unit 10 would each measure approximately 168.9sq.m.



Fig 3. The proposed site layout and floor area

Impact on Heritage

- 6.5 The NPPF requires the applicant to describe the significance of any heritage assets that would be affected by new proposed development. The level of details should be proportionate to the asset's importance and no more than sufficient to understand the potential impact of the proposal on their significance. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation. This is consistent with London Plan Policy 7.8,
- 6.6 The application property is not listed and there are no listed buildings in the vicinity. The site lies within an area of archaeological significance and a heritage impact assessment is submitted which concluded that there is a low archaeological interest given the historic quarry use recorded here and subsequent infilling in the past. However, there is a moderate archaeological potential for the Palaeolithic and Roman periods and possibility that the north eastern corner of the site may potentially have in-situ archaeological potential, although this is uncertain without further assessment. Any further assessment and/or archaeological works should be agreed through consultation with the statutory authorities and it is recommended that a watching brief would be appropriate given the archaeological significance of the area generally.

- 6.7 Historic England was consulted and raised no objection to the proposal subject to a planning condition requiring a written scheme of investigation be submitted to and approved by the Local Planning Authority. Subject to the planning condition, it is considered that the proposal would not have an adverse impact on the heritage and would comply with the NPPF, London Plan Policy 7.8 and Bromley Local Policy 46.

Design and Layout

- 6.8 The site is located within an established modern industrial area and is surrounded by a mixture of single to three storey industrial offices, general industrial and warehouse uses to the north, south and east. To the east of the site is a gas holder site currently occupied by Scotia Gas Networks (SGN).
- 6.9 The proposed units would be laid out in two rows within the site and set away from its north, east and south boundary by approximately 1 metre. A central vehicular access would be created leading to the front doors of the proposed units. Each of the proposed units would be provided with parking spaces. A dedicated cycle storage area and waste storage area would also be provided. A step-free disabled toilet would be provided in each unit. Solar panels would be installed on the roof area of the proposed units. It is considered that the proposed layout is well designed providing more efficient use of the land. The proposal would also provide new accommodation meeting the needs of future businesses.
- 6.10 The proposed units are designed with a pitched roof which measures approximately 7.6 metres to its front and dropping down to 6 metres to its rear. The external finishes of the proposed building would be made of profiled metal cladding and dark/mid grey in colour. The fascia and soffits would be made of metal and dark grey in colour. The roofing material would be made of metal sheet and silver/light grey in colour. The doors and windows would be made of aluminium and dark grey in colour. The rainwater goods would be made of metal light grey/silver in colour. The roller shutter would be made of metal mid-green in colour.



Fig 4. Front elevations of the proposed units



Fig 5. Proposed section and side elevations

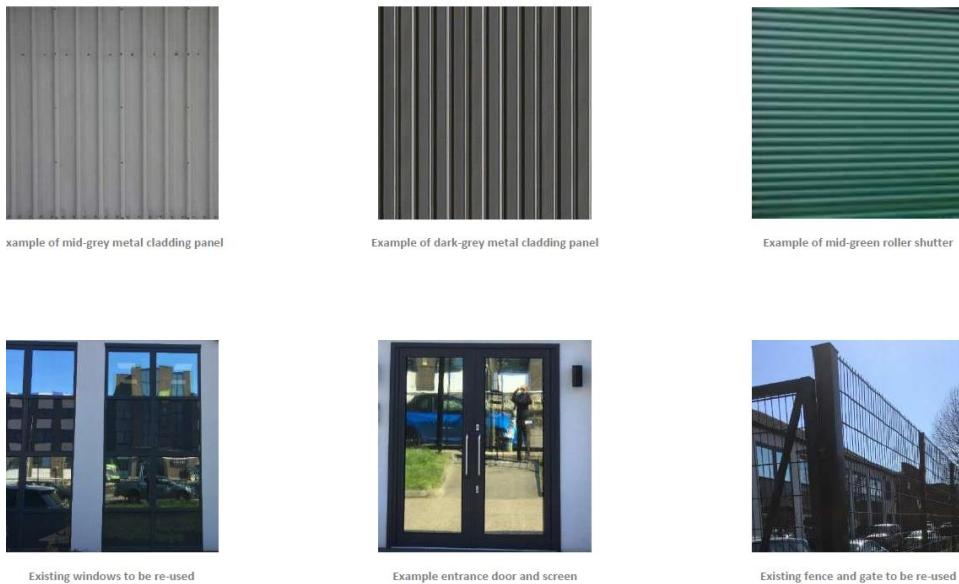


Fig 6. proposed external finishes

- 6.11 The proposed building would not be higher than the existing three storey building located to the west of the site (approximately 10.8 metres to the flat roof excluding lift shaft). Given that there is a mixture of buildings that range between single to three storeys in height and there is a mixture of buildings constructed in metal cladding and bricks, it is considered that the proposal would be acceptable in terms of its design and appearance and would not appear out of keeping within the industrial area.

Transportation and Highway

Parking provision

- 6.12 London Plan Policy 6.13 sets a maximum parking standard for industrial office and 1 parking space should be provided per 100 to 600sq.m. There is no maximum required for industrial light office and warehouse uses. The draft London Plan Policy T6.2 states “For industrial sites, the role of parking – both for workers and operational vehicles varies considerably depending on location and the type of development proposed. Provision should therefore be determined on a case-by-case basis, with the starting point for commuter parking being the standards in Table 10.4 with differences in employment densities considered. Flexibility may then be applied in light of site-specific circumstances as above. Operational

parking should be considered and justified separately". Table 10.4 of the draft London plan states the maximum parking provision for offices in outer London is up to 1 space per 100sq.m.

- 6.13. The proposal would provide 38 parking spaces and would be above the maximum policy requirement set out in the London Plan and the draft London Plan. However, consideration should be given to its public transport accessibility and the nature of the proposed use would include office, light industry and warehouse. It should also be noted that there is a number of cars on Murray Road during the business hours. The proposal is designed to ensure the parking demand associated to the intensification of the proposed site can be accommodate within the site. The Council's Highway division was consulted and raised no objection to the proposal. As such, it is considered that the level of parking spaces would be acceptable, given the location of the site is not within an area highly accessible by public transport.
- 6.14 London Plan Policy 6.13 requires 20 percent of parking spaces be provided for both active and passive electric charging points. Draft London Plan requires 20 percent of residential parking spaces be provided with active electric charging points and the remaining be provided passive electric charging points. There is no maximum or minimum for office use. Whilst the location of the electric charging points is not indicated on the proposed plan, it is considered that the requirement to provide 20 percent active and 20 percent passive electric charging points can be secured via a planning condition.
- 6.15 London Plan Policy 6.3 sets out the long stay and short stay cycle parking standards for office, light and general industry uses based on the proposed floor area. The requirements are as follows:

Use	Long Stay	Short stay
Bussiness office	1 per 150sq.m	First 5,000sq.m: 1 space per 500sq.m Thereafer: 1 space per 5,000sq.m
Light industry, research and development	1 space per 250sq.m	1 space per 1,000sq.m
General industry, storage or distribution	1 space per 500sq.m	1 space per 1,000sq.m

- 6.16 The cycle storage requirement for offices is the greatest when compared with the light and general industry uses. It is noted that the uses for each industrial unit cannot be specified at this stage. However, it should be noted that the proposal is designed to ensure adequate spaces can be provided for cycle storage and meet the demand of the future occupiers. Based on the requirement for office, a minimum 11 long stay and 2 short stay spaces would be required. The proposal would provide 16 cycle storage spaces within the site and this is considered acceptable.

Servicing and Delivery

- 6.17 The transport assessment indicates that the servicing and delivery would be in front of each of the proposed units or utilising the proposed parking spaces associated to the proposed units. It will be up to individual business to ensure that access for goods delivery or collection is facilitated in the proposed parking spaces provided or within the site. It is anticipated that the operating and servicing hours would be limited to 8am to 6pm Monday to Friday, and 8am to 1pm on Saturday. Given the site is located within an established industrial area, the proposed layout and proposed operating, servicing and delivery hours are considered to be acceptable and would not have an adverse impact on highway safety. The Council's highway division was consulted and no objection is raised.

Residential Amenities

- 6.18 The nearest residential properties are located on Vernon close approximately 64.5 metres north from the site. Due to this distance, it is considered that the proposal would not have an adverse impact on the residential amenities.

Noise

- 6.19 The proposed operating, servicing and delivery hours would be limited to 8am to 6pm Monday to Friday, 8am to 1pm Saturday. A noise impact assessment including an updated noise survey is submitted which confirm the proposal would not have an adverse impact on the residential amenities. However, the operating hours will need to be secured by planning condition and this is in line with the submitted noise impact assessment. A further condition requiring any plant noise levels not to exceed 10dB below the ambient/background noise level for each unit should also be attached. Subject to the suggested condition, it is considered that the proposal would be acceptable and would not have an adverse impact on residential amenities.

Air Quality

- 6.20 An air quality and air quality natural assessment is submitted which confirms that the proposal would not have a significant impact on air quality in the area. The impact on air quality during demolition and construction stage will need to be managed by a construction management plan. Subject to a construction management plan, it is considered that the proposal would not have an adverse impact on air quality and is considered acceptable.

Sustainability

Surface water

- 6.21 The site is not subject to river flooding (Flood Zone 1) and is subject to a low to medium risk of surface water flooding. A surface water drainage strategy is submitted which indicates that the surface water run-off from the site would be

drained into a new geocellular attenuation tank situated beneath the road surface towards the west of the site. The tank will drain to a flow control chamber which will allow a restricted discharge of 1.5 litres per second into the existing surface water sewer.

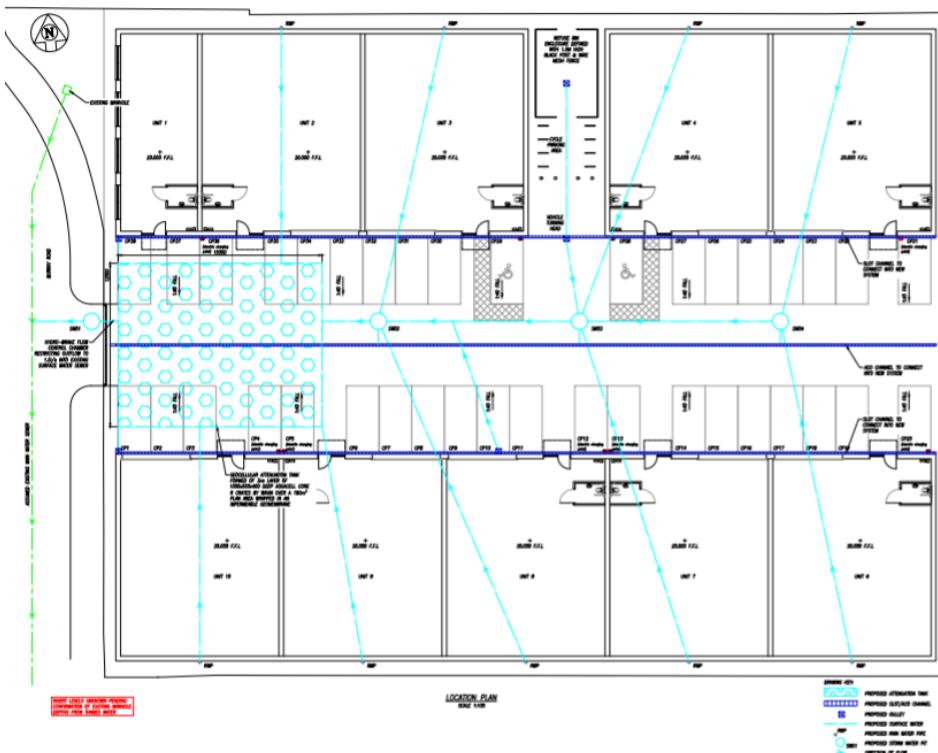


Fig 7. Proposed drainage plan

- 6.22 The Council's highway drainage officer was consulted and considered that the proposed measures would be acceptable, subject to the detailed design of the measures indicated in the surface water drainage strategy report to be submitted and agreed by the Council prior to commencement of the development.

Tree and Ecology Report

- 6.23 An Arboricultural Impact Assessment, including Tree Protection Plan (AIA) has been submitted in support of the proposal. There are no trees with preservation orders within or adjacent to the site.
- 6.24 A cherry tree (T2) under category C would be removed to facilitate the development. A tree protection plan is also provided which confirms the proposed development would not cause detrimental harm to the retained trees including trees adjacent to the site. The Council's tree officer has advised that the most significant constraint is the London Plane tree (T4) situated at the front of the neighbouring site to the south. This tree has been categorised A and is a good example of the species, making an important contribution to the local street scene. This tree has been reduced in the past and has recovered with a balanced canopy. The proposal will involve excavation of substantial foundations within the tree's Root Protection Area (RPA). London Plane as a

species are tolerant of heavy pruning and are well adapted to the urban landscape. The existing building is already situated within the rooting area/zone of influence. A concrete path crosses the RPA to access the side of the existing building. The arboricultural report addresses this matter and supervision has been put forward and the retained arboricultural consultant will need to witness key stages of the development, especially in respect of excavations within the RPA. The arboricultural submission outlines methods and precautionary tasks to support successful implementation of the proposals. The Council's tree officer was consulted and no objection is raised, subject to the planning condition requiring the approved scheme to be implemented in accordance with the Arboricultural Impact Assessment and Tree Protection Plan (MBA ref.M68) dated 2nd April 2020. As such, it is considered the proposal is acceptable.

- 6.25 An Ecological habitat survey is submitted which confirms the site has a low potential for nesting birds. The habitat on the site was sub-optimal for badgers, and there were no signs of this species. The site should therefore be considered to have a low potential for badgers. There is low potential for bats roosting in external cavities in the south and east sides of the building on the site, and negligible potential for bats roosting in the tree on site, or those in adjacent sites. There is low potential of foraging bats using the site due to the lack of suitable habitat. There is a negligible potential for dormice on the proposed site due to the sub-optimal habitats present. There is a negligible potential for notable invertebrates on the proposed site due to the sub-optimal habitats present. There is a low potential for hedgehogs on the proposed site due to the lack of suitable habitats. No invasive plants were observed during the survey. There are no statutory designated sites such as an SSSI within 1km of the proposed development. As such, it is considered that the proposal would not have an adverse impact on the identified protected species or have an adverse impact on biodiversity.

Carbon reduction

- 6.26 For non-domestic development, a minimum of 35 percent carbon reduction would be required and 15 per cent of the carbon reduction should be achieved via the “Be Lean” (saving from energy demand: building fabric/lighting/ventilation etc) measures among the 35 percent carbon reduction requirement.
- 6.27 An energy statement is submitted which indicates solar panels would be the most feasible renewable technical option for this site as there are no district or heat networks in the area. It is noted that the proposed Be Lean measures would achieve 4 percent reduction. However, it should be noted that a total of 456 solar panels would be installed in the roof area of the proposed units and the proposal would achieve over 100 percent carbon reduction on site. On balance, it is considered that the carbon reduction measures including the overall amount of carbon reduction is acceptable for industrial units.

7. CONCLUSION

- 7.1** The proposal would make more efficient use of this established industrial site providing 10 industrial units for office, light/general industry and warehouse. The site is located within an area with archaeological significance and Historic England considers that the proposal would be acceptable subject to a written scheme of investigation being secured by a planning condition.
- 7.2** The design of the proposed units is a modern layout to meet the industrial and business need. The proposed units are designed with a pitched roof and the material would mainly comprise of metal cladding, aluminium windows and doors. The site is located within an established industrial area and is surrounded by a mixture of single to three storey industrial buildings and offices and warehouses. The siting, design, layout and scale of the proposal is considered acceptable and would not appear out of keeping with its surrounding area.
- 7.3** The nearest residential accommodation is located approximately 64.5 metres from the site. The operating, servicing and delivery hours would be managed by planning condition and would not have an adverse impact on residential amenities in the area.

RECOMMENDATION APPROVAL SUBJECT TO CONDITIONS

CONDITIONS:

Compliance

1. 3 years
2. In accordance with the approved plan
3. External finishes in accordance
4. Tree protection plan
5. Operating, servicing and delivery hours

Pre-commencement

6. Archaeology
7. Slab levels
8. Construction management plan
9. Energy – (be lean measures and solar panel)

Pre-occupation

10. Secured by design
11. Plant noise

12. Five Swift Brick /bird boxes
13. Parking and electric charging points
14. Cycling
15. Waste, servicing and delivery strategy

Any other planning condition(s) considered necessary or requires amendments by the Assistant Director of Planning