

Registration Date: 26-Feb-2016
Officer: Mr. J. Dymond

Applic. No: P/16493/000
Ward: Cippenham Green
Applic type: Major
13 week
date: 27th May 2016

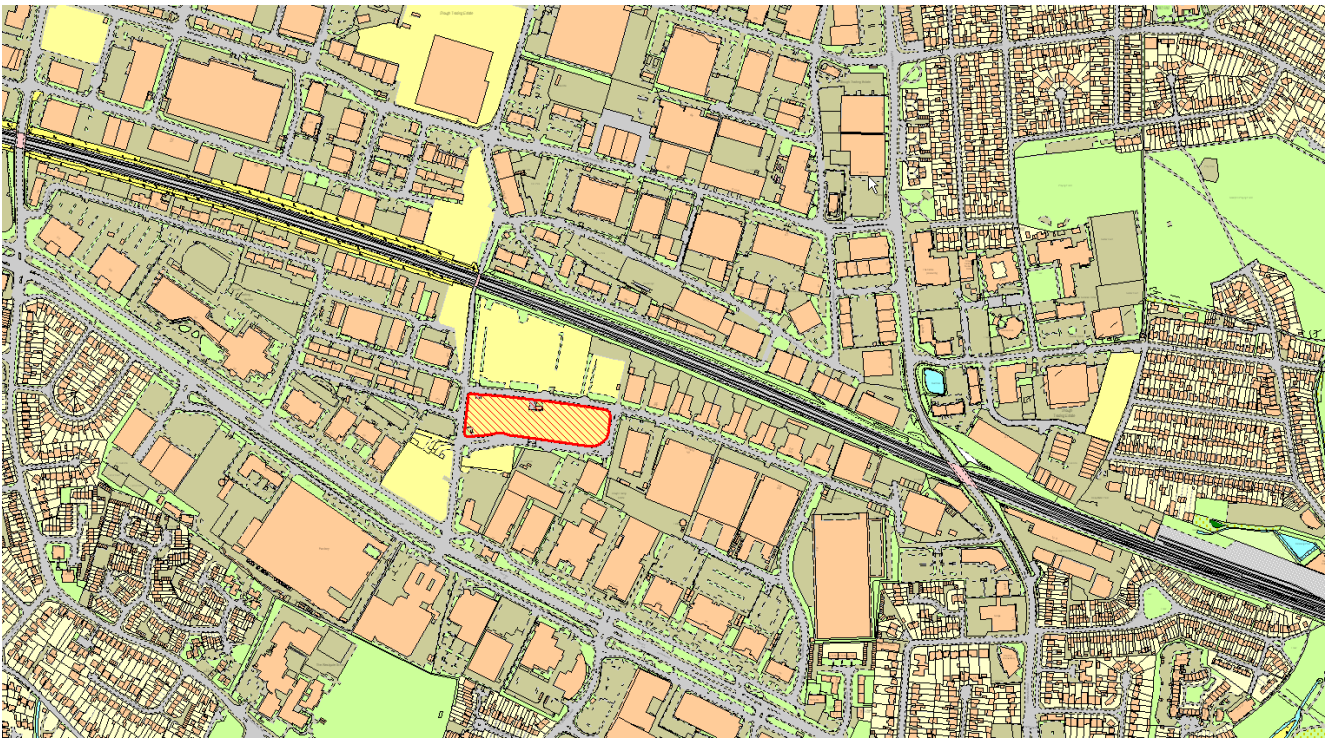
Applicant: Slough Trading Estate Limited

Agent: Mr. Ben Taylor, Barton Willmore Regent House, 4, Horner Road, Solihull, West Midlands, B913QQ

Location: 816 Leigh Road, Slough, SL1 4BD

Proposal: Construction of a motor vehicle dealership (Sui Generis) to include vehicle showroom, used vehicle display and/or aftersales facility, sale of new and used motor vehicles, service centre, workshop, vehicle preparation and valet centre, MOT testing centre, pre-delivery inspection centre, smart repairs, bodyshop, parts and accessories sales, distribution and store, sales and administration offices, car parking, vehicle display, vehicle storage or such other purpose within uses classes B1, B2 or B8.

Recommendation: Delegate to the Planning Manager for approval



1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.
- 1.2 Having considered the relevant policies set out below and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for approval following consideration of any further consultation responses, consideration of amended plans and further information, completion of Section 106 Agreement, and finalising conditions.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the redevelopment of the site at 816 Leigh Road to provide a vehicle dealership with service, MOT and workshop facilities. The use would be classified as a sui generis use. Permission is also sought for the use of the site for other purpose within uses classes B1, B2 or B8.
- 2.2 The approximate Gross External Areas are stated as being as follows:

Car Showroom	Ground floor	1,706m ²
	Mezzanine	724m ²
	Total	2,430m ²
Workshop	Ground floor (incl valet bays)	1,309m ²
	Mezzanine	303m ²
	Stair enclosure	20m ²
	Total	1,632m ²
	Combined Total	4,062m ²

- 2.3 It is understood that the proposed unit would be occupied by Lancaster PLC (part of the Jardine Motor Group) who currently operate an existing Jaguar Land Rover franchise at 367 Bath Road. The applicant has advised that 367 Bath Road cannot meet the operational or design requirements associated with Jaguar Land Rover's vision and growth strategy.
- 2.4 The applicant, Segro, will construct the proposed buildings as shells only. Internal fit out, including all mechanical and electrical services, will be carried out by the occupier.
- ## 3.0 Application Site
- 3.1 The site is 1.18 hectares in area and is situated within Slough Trading Estate.
- 3.2 The site is currently vacant and was formerly occupied by buildings 640/641 and

642/643 Ajax Avenue. These buildings were demolished as part of the proposals to develop the extension to Lonza and the Ajax Avenue South road. 816 Leigh Road occupied the Leigh Road frontage but was dismantled and relocated to 9 Cambridge Avenue in 2014. It is understood that these buildings had an estimated GEA of 3,543m², 2,448m² and 3,252m² respectively albeit the extent of building 640/641 in particular extended beyond the current boundaries of the site into areas that now comprise Ajax Avenue South.

- 3.3 The site is relatively flat. Ground levels slope slightly north to south and east to west.
- 3.4 To the north of the site is a building under construction of 11,028m² which would be used for B1(b), B1(c), B2, B8 and Colocation purposes at 812 Leigh Road. This building is being constructed under the Simplified Planning Zone scheme.
- 3.5 To the south of the site is 230 Bath Road. A planning application for a hotel and ancillary restaurant is currently under consideration (planning application reference P/01573/010).
- 3.6 To the east of the site is 638 Ajax Avenue and to the west of the site is 275 Leigh Road, occupied by Ferrari and Maserati.
- 3.7 The application site is located with Slough Trading Estate Existing Business Area and within the area covered by the Slough Trading Estate Simplified Planning Zone Scheme. The development however falls outside the scope of this Scheme and requires planning permission.
- 3.8 The site is located within Flood Zone 1 and the site therefore is considered to comprise land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).
- 3.9 There appear to be no listed buildings on or near the site and the site is not located within a Conservation Area.

4.0 **Site History**

- 4.1 The site is currently vacant following the demolition of the industrial/commercial building formerly occupying the site.

816-817 Leigh Road

T/00049/000 ERECTION OF A TWO STOREY OFFICE/WAREHOUSE UNIT WITH A FLAT ROOF

Permission Not Required 14-May-2001

This development was permitted under the Simplified Planning Zone scheme.

Leigh Road Commercial Core

P/14515/007 SUBMISSION OF DETAILS PURSUANT TO CONDITION 6 (DETAILS OF THE NEW BRIDGE) OF OUTLINE PLANNING PERMISSION P/14515/003 DATED 18/06/ 2012 FOR OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION, ACCESS AND RE-ALIGNMENT OF LEIGH ROAD, AND CHANGES TO AND NEW ROADS OFF LEIGH ROAD, CHANGES TO IPSWICH ROAD/BATH ROAD, GALVIN ROAD/BATH ROAD AND SERVICE ROAD AND EDINBURGH AVENUE/FARNHAM ROAD JUNCTIONS AND ACCESS), DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTELS (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAY (A5), CONFERENCE FACILITIES, SKILLS AND LEARNING CENTRE, CRÈCHE (ALL D1) HEALTH CLUB/GYM (D2), TRANSPORT HUBS, NEW LEIGH ROAD BRIDGE, PARKING, HARD AND SOFT LANDSCAPING , CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS.

Conditions Complied With 23-Dec-2013

P/14515/006 SUBMISSION OF DETAILS TO DISCHARGE CONDITION 16 OF PLANNING PERMISSION P/14515/003, DATED 18/06/2012 RELATING TO ARCHAEOLOGICAL EVALUATION

Conditions Complied With; Informatives 05-Aug-2013

P/14515/005 RESERVED MATTERS (LAYOUT, SCALE, APPEARANCE AND LANDSCAPING) PURSUANT TO CONDITION 3 OF PLANNING PERMISSION P/14515/3, DATED 18 JUNE 2012, FOR THE CONSTRUCTION OF B1(A) OFFICES (PLOT OB01) DECKED AND SURFACE LEVEL CAR PARK (PLOT CP01) CYCLE PARKING, LANDSCAPING AND ANCILLARY WORKS.

Approved with Conditions; Informatives 10-Sep-2013

P/14515/004 NON-MATERIAL AMENDMENTS TO AMEND THE APPROVED PARAMETERS PLAN PL/01/03, LISTED IN CONDITION 4 OF PLANNING PERMISSION P/14515/003, DATED 18TH JUNE 2012 (OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION, ACCESS AND RE-ALIGNMENT OF LEIGH ROAD, AND CHANGES TO AND NEW ROADS OFF LEIGH ROAD, CHANGES TO IPSWICH ROAD/BATH ROAD, GALVIN ROAD/BATH ROAD AND SERVICE ROAD AND EDINBURGH AVENUE/FARNHAM ROAD JUNCTIONS AND ACCESS), DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTELS (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAY (A5), CONFERENCE FACILITIES, SKILLS AND LEARNING CENTRE, CRÈCHE (ALL D1) HEALTH CLUB/GYM (D2), TRANSPORT HUBS, NEW LEIGH ROAD BRIDGE, PARKING, HARD AND SOFT LANDSCAPING, CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL

ENABLING AND ANCILLARY WORKS).

Approved with Conditions; Informatives 23-Jan-2013

P/14515/003 OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION, ACCESS AND REALIGNMENT OF LEIGH ROAD, AND CHANGES TO AND NEW ROADS OFF LEIGH ROAD, CHANGES TO IPSWICH ROAD/BATH ROAD, GALVIN ROAD/BATH ROAD AND SERVICE ROAD AND EDINBURGH AVENUE/FARNHAM ROAD JUNCTIONS AND ACCESS), DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTELS (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAY (A5), CONFERENCE FACILITIES, SKILLS AND LEARNING CENTRE, CRÈCHE (ALL D1) HEALTH CLUB/GYM (D2), TRANSPORT HUBS, NEW LEIGH ROAD BRIDGE, PARKING, HARD AND SOFT LANDSCAPING, CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS.

Approved with Conditions; Informatives 18-Jun-2012

P/14515/000 OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION AND ACCESS AND REALIGNMENT OF LEIGH ROAD), DEMOLITION OF EXISTING BUILDINGS AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTEL (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAYS (A5), CONFERENCE FACILITY, SKILLS AND LEARNING CENTRE, CRÈCHE (ALL D1), HEALTH CLUB/GYM (D2), TRANSPORT HUB, NEW LEIGH ROAD BRIDGE, PARKING HARD AND SOFT LANDSCAPING, CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS.

Approved with Conditions; Informatives 30-Sep-2010

5.0 **Neighbour Notification**

- 5.1 Slough Estates Plc, 234, Bath Road, Slough, SL1 4EE, Autotech, 649-650, Ajax Avenue, Slough, SL1 4BG, 275, Leigh Road, Slough, Berkshire, SL1 4HF, 638, Ajax Avenue, Slough, SL1 4BG, 647-648, Ajax Avenue, Slough, Berkshire, SL1 4BG, 645, Ajax Avenue, Slough, Berkshire, SL1 4BG, 812-815, Leigh Road, Slough, Berkshire, SL1 4BD, 230, Bath Road, Slough, SL1 4DX, 640, Ajax Avenue, Slough Trading Estate, Slough, Berkshire, SL1 4BG, 250, Argyll Road, Slough, Berkshire, SL1 4HA

In accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2015, a site notice was displayed at the site and the application has been advertised in a local newspaper.

5.2 No representations received.

6.0 **Consultation**

6.1 Environmental Protection

6.2 Contaminated land comments received, conditions recommended.

6.3 Environmental Quality

6.4 Conditions recommended regarding contamination.

6.5 Transport and Highways

6.6 No comments received. An update will be provided on the Committee amendments sheet.

6.7 Thames Water

6.8 Comments received, no objections.

6.9 Environment Agency

6.10 No comments received. An update will be provided on the Committee amendments sheet.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The following policies are considered most relevant to the assessment of this application:

The National Planning Policy Framework and the Planning Practice Guidance

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, 2008

- Core Policy 1 – Spatial Strategy
- Core Policy 5 – Employment
- Core Policy 6 – Retail, Leisure and Community Facilities
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 10 – Infrastructure
- Core Policy 11 – Social Cohesiveness
- Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

- Policy EN1 – Standard of Design

- Policy EN3 – Landscaping Requirements
- Policy EN5 – Design and Crime Prevention
- Policy T2 – Parking Restraint
- Policy T8 – Cycling Network and Facilities
- Policy T9 – Bus Network and Facilities
- Policy EMP2 – Criteria for Business Developments
- Policy EMP7 – Slough Trading Estate

Composite Local Plan – Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

The Council has also formally announced its intention to prepare a Local Plan Development Plan Document.

7.2 The main planning issues relevant to the assessment of this application are considered to be as follows:

- 1) Principle of development;
- 2) Design, impact on the street scene and landscaping;
- 3) Potential impact on amenity; and
- 4) Parking and highway safety.

8.0 **Principle of Development**

8.1 The site is located with the Slough Trading Estate Existing Business Area.

- 8.2 One of the aims of the Spatial Strategy as set out in the Core Strategy is to regenerate Slough Trading Estate. The proposal is considered to be an acceptable employment generating use in this context.
- 8.3 Core Policy 5 of the Core Strategy relates to employment. There is a general presumption against the loss of employment generating uses within the Existing Business Areas. This policy sets out that the continued success of the Trading Estate as an employment centre is of great importance to the local economy and the prosperity of the town as a whole.
- 8.4 Site allocation SSA4 of the Site Allocations Development Plan Document relates to the regeneration of the trading estate and Leigh Road Central Core to provide a mixture of uses, including offices, research and development, light industrial, general industrial, storage and distribution, residential, retail, food and drink, hotels, conference facilities, educational facilities, recreation and leisure uses.
- 8.5 The reason for the allocation was to ensure that the comprehensive regeneration of the Trading Estate takes place in accordance with the Masterplan.
- 8.6 The operator of the proposed dealership and workshop is currently based at 367 Bath Road. It is understood that their existing facility is no longer fit for purpose to meet the operational or design requirements associated with Jaguar Land Rover's vision and growth strategy.
- 8.7 The applicant has stated that the proposal would safeguard 50 jobs, as well as creating up to 25 additional jobs through the expansion and operational efficiencies that the development provides.
- 8.8 The proposed use is considered to be acceptable in principle and it is noted that the proposal would bring employment benefits through the safeguarding and creation of a significant number of jobs. A currently vacant site would be brought back into employment use and the continued success of the Existing Business Area would be supported. The proposed development would be acceptable in terms of employment and compliant with Core Policy 5 of the Core Strategy.

9.0 **Design, Impact on the Street Scene and Landscaping**

- 9.1 Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy requires that the design of proposed residential development should be of a high standard of design and reflect the character and appearance of the surrounding area.
- 9.2 The site is effectively divided into two parts; the showroom, customer parking and vehicle display to the west (front of house area) and the workshop vehicle storage and staff parking to the east (back of house area).

Design and Appearance of Showroom

- 9.3 The proposed car showroom would be rectangular in shape and would measure approximately 48 metres in length. It would be 36 metres in depth and would have

height of 8.2 metres. The proposed workshop would measure approximately 33 metres in length, 49 metres in depth and would have a height of 10 metres.

- 9.4 With regard to design and appearance, the applicant has advised that the proposed showroom must adhere to the strict corporate guidelines imposed by Jaguar Land Rover to reinforce the brand.
- 9.5 The proposed showroom building will comprise of dark metallic grey rain screen cladding panels with feature champagne metallic panels to glazed areas and customer entrances. Showroom glazing and pedestrian entrances will be formed from frameless structural glazing.
- 9.6 The proposed materials are considered to be acceptable and generally in keeping with the pallet of materials found within the trading estate. No objections are raised to the height and size of the proposed showroom.
- 9.7 The proposed appearance of the showroom building has been described as 'clean and striking' and would include features such as the bold symmetrical design of the cladding, chamfered corners around glazed areas and frameless structural glazing. The overall appearance would not appear out of keeping with the general character of the area and as such no objection is raised to the design and appearance of the showroom building.

Siting of Showroom and Landscaping

- 9.8 The proposed showroom building would be positioned prominently to the western most part of the site.
- 9.9 The proposed showroom would be orientated such that the front of the building faces south towards Ajax Avenue South. One of the side elevations of the building would face Leigh Road. The rear of the showroom building would face Ajax Avenue North.
- 9.10 Officers raised concerns initially at pre-application stage regarding the orientation of the showroom, impact on views from Leigh Road and the impact on the street scene.
- 9.11 The side elevation of the building is partially glazed to the south western corner, but solid to the north western corner. The rear of the building facing Ajax Avenue North is also predominantly solid.
- 9.12 The applicant has responded to these concerns in their submission with the following:

"[T]he layout as proposed is necessary to achieve the operational requirements of the end user in terms of visibility, transparency, the customer journey, the amount of showroom display space and linkages between the showroom and parking and car display areas. From a design point of view, the layout ensures the visual impact of the main showroom elevation is maximised by positioning it with the widest field of view on the approach from the Bath Road. This elevation must remain

unobscured by landscaping and therefore the proposed orientation allows trees to be incorporated along Leigh Road.

Rotating the building to 'face' Leigh Road would diminish the visual impact of the building on the key approach into the Slough Trading Estate and diminish prominence for both the Jaguar Land Rover brands due to the more oblique views of the Leigh Road frontage. Given the narrow site dimensions it would not be possible to accommodate the proposed building dimensions which provides the quantum and spacing of car showroom space that is required. Creating a further access into the Site from Leigh Road is not considered feasible from a Highways perspective and therefore rotating the building would also prevent customer parking in relation to the showroom entrance which is a critical requirement. The showroom sales areas would also become physically and visibly disconnected from the external vehicle display area. Rotating the building would also prevent the planting of any trees to the Leigh Road frontage in line with SPZ aspirations for a tree lined route."

- 9.13 The applicant has also submitted a layout plan showing proposed landscaped areas. This plan indicates that trees are proposed in a landscaped area adjoining Leigh Road.
- 9.14 The landscaping proposed by the applicant would comprise of a strip of grass with shrubs. It would appear that the proposed trees would be planted a distance of 2 metres from the back edge of the existing footway.
- 9.15 High quality landscaping is considered to be important in the interests of screening the solid flank wall elements of the building, to mitigate the potential street scene impact when viewed from the north and to support the enhancement of Leigh Road as a tree lined boulevard.
- 9.16 Two key components of the Masterplan referred to in the 'Principle of Development' section above related to a rationalised primary and secondary route network, and the Leigh Road Boulevard. Leigh Road is identified as a Primary Boulevard on the Masterplan.
- 9.17 The Simplified Planning Zone scheme is also considered to be material. Leigh Road forms part of the Arterial Road Landscape Sub-Zones under this scheme as an area identified in the Masterplan for boulevard planting, providing the opportunity for a strong linear feature.
- 9.18 It is understood that the applicant supports the principle of this as they have stated: *"Trees have been proposed to strategically complement the nature of the development and contribute to the aspirations for a tree lined route to Leigh Road."*
- 9.19 In light of the highway and transport comments received, the landscape strip adjoining Leigh Road has been widened from 2.8m to 3.6m with a consequential reduction in the width of the circulation route to the west of the showroom. It is considered that this would allow for adequate screening of the solid flank wall elements of the building together with the landscaping of Leigh Road as a tree lined boulevard.

9.20 As part of their justification for orientating the building to front Ajax Avenue South and not Leigh Road, the applicant has stated that rotating the building would prevent the planting of any trees to the Leigh Road frontage (which would obscure views of the proposed showroom) in line with aspirations for a tree lined route. Having taken the applicant's comments into account together with the amendment to increase the depth of the landscaping, it is considered that the proposed orientation could be accepted; on the basis that high quality landscaping can be achieved.

Design of Proposed Workshop Building

9.21 Turning to the proposed workshop building, this has been designed to a more conventional industrial style using silver trapezoidal profiled cladding. No objections are raised to the siting, design and appearance of this part of the scheme.

10.0 **Potential Impact on Amenity**

10.1 There are no residential properties in the vicinity of the site and the proposal is therefore not considered have the potential to give rise to potential impacts on the amenity of any residential occupiers.

11.0 **Parking and Highway Safety**

11.1 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

11.2 Policy T2 of The Adopted Local Plan for Slough seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.

11.3 Policy T8 of The Adopted Local Plan for Slough relates to Cycling Network and Facilities. This policy states that permission will not be granted for proposals which do not include suitable cycle access to and through the site and cycle parking racks and other facilities for cyclists as an integral part of the development.

11.4 A Transport Statement has been submitted in support of the proposal. The Council's Transport consultant has been consulted and comments have been received.

11.5 There would be two vehicle accesses from Ajax Avenue North and two accesses from Ajax Avenue South. This results in four access points in total.

11.6 In terms of car parking provision, the submitted Transport Statement sets out that this will be as follows:

Use	Number of Spaces
Customer Parking -	13

Service	
Customer Parking - Sales	13
Disabled Parking	2
Staff / Demonstrator Parking	18
Staff Parking	28
Total	74

- 11.7 Tracking drawings have been provided showing how a car transporter would access the site to undertake loading/unloading.
- 11.8 Turning to cycle parking, 8 secure cycle spaces would be provided for cyclists in the form of 4 Sheffield Stands.
- 11.9 The Council's Transport consultant considered that the scheme is generally acceptable, however a number of amendments were requested. Amended plans and further information has been received. At the time of writing, this is currently under consideration and any further comments will be provided on the amendments sheet.
- 11.10 It is also recommended that the applicant enters into a Section 106 Agreement which will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of highway works. It is also recommended that a travel plan contribution is provided together with shower and locker facilities, travel plan monitoring and updating. Such obligations would be considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010.
- 12.0 **Process**
- 12.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework.

PART C: RECOMMENDATION

- 13.0 **Recommendation**
- 13.1 Delegate to the Planning Manager for approval following consideration of any further consultation responses, consideration of amended plans and further information, completion of Section 106 Agreement, and finalising conditions.

PART D: LIST OF CONDITIONS - HEADINGS

Commencement within three years from the date of this permission;
Development to be carried out in accordance with approved plans;
Submission of materials for approval;
Submission of details of surfaces for approval;
Submission of details of boundary treatment;

Submission of details of landscaping and tree planting scheme;
Submission of details of cycle parking;
Submission of details of bin storage;
No extension, mezzanine floor or sub-division;
Definition of permitted use;
Hours of use;
Hours of deliveries;
Provision of car parking spaces and manoeuvring areas;
Loading/unloading, and turning and circulation areas to remain available for use and free from obstruction;
There shall be no loading or unloading of deliveries for the site from Ajax Avenue South, Ajax Avenue North or Leigh Road. All loading, unloading and servicing shall be undertaken from within the site;
Removal of redundant accesses;
Provision of new accesses;
Vehicle access bollards must be secured in an open position during times when the showroom and service centre is operational;
No vehicle access gate, roller shutters doors or other vehicle entry barriers or control systems without permission;
Visibility splays;
Provision of pedestrian visibility splays;
Submission of details of lighting scheme;
Implementation and maintenance of drainage;
Submission of Working Method Statement;
Submission of measures to control waste during construction;
Renewable energy supply;
BREEAM 'Very Good'.