

**Planning and Rights of Way Panel 10/03/2020**  
**Planning Application Report of the Head of Planning & Economic Development**

<b>Application address:</b> Redbridge Business Park, Old Redbridge Road, Southampton.			
<b>Proposed development:</b> Change of use of units 7, 8, 9 and 10 from B8 (Storage and Distribution) to mixed B8 / B1(c) to allow storage, washing and valeting of vehicles (amended description).			
<b>Application number:</b>	19/01973/FUL	<b>Application type:</b>	FUL
<b>Case officer:</b>	Mat Pidgeon	<b>Public speaking time:</b>	5 minutes
<b>Last date for determination:</b>	21.01.2020	<b>Ward:</b>	Redbridge
<b>Reason for Panel Referral:</b>	Objection from 2 x local ward cllrs and 5 or more objections.	<b>Ward Councillors:</b>	Cllr Spicer Cllr McEwing Cllr Whitbread
<b>Applicant:</b> Mr J Rooker		<b>Agent:</b> Kingston Studio	

<b>Recommendation Summary</b>	Delegate to the Head of Planning & Economic Development to grant planning permission subject to criteria listed in report.
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<b>Community Infrastructure Levy Liable</b>	<b>Not applicable</b>
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**Reason for granting Permission**

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations including the impact on the character of the area and impact on nearby listed buildings have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the National Planning Policy Framework (2012).

Policies - SDP1, SDP7, SDP9, SDP16, SDP17, HE3, REI10 and REI11 of the City of Southampton Local Plan Review (Amended 2015) and policies CS6, CS13 and CS23 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015).

<b>Appendix attached</b>	
1	Development Plan Policies.

2.	Relevant Planning History.
3.	Plan showing approved industrial estate layout and uses.
4.	Decision Notice: 11/01506/FUL.
5.	Minutes of panel meeting (17 <sup>th</sup> January 2012) including 11/01506/FUL.

<b>Table included</b>	
1	Approved layout, uses and hours of operation.
2	Existing layout, uses and hours of operation.

### **Recommendation in Full**

1. Delegate to the Head of Planning & Economic Development to grant planning permission subject to the planning conditions recommended at the end of this report and the submission of a:
  - i. Flood Risk Assessment which demonstrates that the development is safe without increasing risk elsewhere.
  - ii. A plan showing the land where vehicles associated with this business will park.
2. In the event that the parking plan and Flood Risk Assessment are not received within one month from the date of panel, or its contents and recommendations are not acceptable, delegation given to refuse the application on flood risk grounds and lack of information.

### **1. Background**

- 1.1 Planning permission is being sought for the change of use of the land from general storage purposes (Use Class B8) (granted under permission 11/01506/FUL) and associated with the storage of scrap metal and scaffolding on units 7, 8, 9 & 10 to vehicle valeting use and associated vehicle storage and offices (mixed B8 / B1 use). The application has been submitted in tandem with Local Planning Authority Application reference 19/00545/FUL which is also on this agenda.
- 1.2 The canopy is being used in association with the vehicle valeting business (Pit Stop Service).
- 1.3 This change of use application was requested after receiving the canopy application and following an investigation by the case officer which identified that the use of the land for a car valeting business was also unlawful. At the time of writing the applicant has been asked to explain their business and number of vehicles involved and an update will be given at the meeting. Given the retrospective nature of the business and Local Planning Authority should give the applicant the opportunity to explain their operation as a refusal would lead to enforcement action.

### **2. The site and its context**

- 2.1 The application site lies on the western edge of Southampton approximately 5km from the city centre. The site is located on the southern side of Old Redbridge Road between the Totton bypass and the Redbridge Causeway (flyover). The wider area is characterised by a broad mix of residential and industrial uses although the site itself is industrial in nature.
- 2.2 The entrance to the site lies at a point on the Old Redbridge Road where the Redbridge Flyover over sails the road. The southern boundary of the site lies immediately adjacent to a railway line, beyond which is the River Test. Immediately adjacent to the north eastern boundary are residential properties and the car park

of the Ship Inn. Adjacent to the eastern end of the site are more residential properties (flats) in Tate Court. The boundaries of the site comprise of 2.2m high steel palisade fencing.

- 2.3 The industrial estate itself extends approximately 0.374 hectares and comprises three main buildings, a single-storey pitched roof building adjacent to the north-east boundary (used mostly as offices), a large single-storey warehouse building adjacent to the southern site boundary and a smaller warehouse building also positioned on the southern boundary behind the larger one and obscured from view from the entrance.
- 2.4 Planning permission was granted in 2012 for a change of use from the previous use of the site for manufacture & sale of timber sheds to use for painting contractor's premises, vehicle repair & MOT testing & storage purposes together with the retention of 3m high close boarded fencing to the eastern site boundary & siting of a portable building. The companies which operated from the site were diverse in nature and in planning terms were a mixture of Use Class B1 (offices), Use Class B2 (General Industrial) and Use Class B8 (Storage and Distribution). The 2012 permission included a condition specifying the uses and hours of operation allowed; these are summarised below. A plan showing the previously approved industrial estate layout, including uses, is also included as **Appendix 3**:

**Table 1: Approved layout, uses and hours of operation (11/01506/FUL).**

Unit No.	Business operator/type	Use Class	Hours of operation
1	Office	B1 (Business [including office])	Monday – Friday: 8am – 6pm.
2	MOT and car repairs (restricted by condition)	B2 (General Industry)	Saturday 9am – 1pm.
3	TJM recyclers	B8 (Storage and Distribution)	No time on Sundays or Bank Holidays.
4 - 6	Sheet metal/acoustic panel manufactures		
7 - 9	Scrap Metal and scaffolding storage		
10	Commercial vehicle storage		

- 2.5 It is however noted that following a site visit there are other breaches of the permission occurring on the site and the table below reflects the actual business operation existing on site. Please also note that the breaches of permission have been referred to the planning Enforcement Team for further investigation.

**Table 2: Existing layout, uses and hours of operation.**

Unit No.	Business operator/type	Use Class	Hours of operation
1	Office	B1 (Business [including office])	Monday – Friday: 8am – 6pm.
2	Our Soles (Safety and work place supplies)	B2 (General Industry)	Saturday 9am – 1pm.
3	JPS Scaffolding	B8 (Storage and Distribution)	No time on Sundays or Bank Holidays.
4 - 5	Pit Stop Service - Paint Shop	B1(c)	
6	Our Soles (Safety and work place supplies)	B8 (Storage and Distribution)	
7 - 9	Pit Stop Service (Vehicle Storage and ancillary office)	B8 (Storage and Distribution)	
10	Pit Stop Service (Valeting)	B1(c)	

2.6 The application site itself is formed of units 7 - 10 of the Redbridge Business Park and measures approximately 920 sq.m.

2.7 There are five grade II listed buildings near to the application site: 65 Test Lane, 63 Test Lane (Store Cottage) and the Anchor Hotel are all to the north of the site on the other side of Redbridge Flyover/Causeway; and 45 and 47 Old Redbridge Road (Formerly Ivy House, No.45) and the Ship Inn, Old Redbridge Road are located to the east.

2.8 The site is within Flood Zone 2 and 3

### **3. Proposal**

3.1 Retrospective planning permission is sought to retain the use of units 7, 8, 9 and 10 for activity defined by the Use Classes Order as B1(c) and B8. It is noted that class B1 (c) covers industrial process which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. The B8 element relates to the storage of vehicles on site prior to and following the valeting operation.

3.2 The business currently operating from the site does not offer valeting to the general public rather the vehicles which are valeted are being prepared for resale. Vehicles are on site for a minimum of 4 hours. Vehicles are pressure washed within the boundary of units 7 & 8 (previously retained as a vehicle turning area by application 11/01506/FUL) before detailed internal and external valeting takes place (including

waxing and polishing) within the area covered by the canopy structure (unit 10). Unit 9 is currently being used to accommodate ancillary parking of vehicles and office accommodation. A total of 26 vehicles can be parked on site and typically six are valeted per day.

#### **4. Relevant Planning Policy**

- 4.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015) and the City Centre Action Plan (adopted 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 4.2 The National Planning Policy Framework (NPPF) was revised in February 2019. Paragraph 213 confirms that, where existing local policies are consistent with the NPPF, they can be afforded due weight in the decision-making process. The Council has reviewed the Development Plan to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

#### **5. Relevant Planning History**

- 5.1 The planning history of the site is set out at **Appendix 2**. The site has historically been used for commercial activities, although the exact planning uses are not clear, it is considered that general and light industrial type uses have operated from the site since at least the 1960’s.
- 5.2 Most recently planning permission 11/01506/FUL was approved for the overall site in January 2012. The consent also restricted the use of each of the units on site to the following:

Unit 1: Office accommodation (Use Class B1)

Unit 2: Vehicle repairs and MOT testing (Use Class B2)

Units 3, 4, 5, 6, 7, 8, 9, 10: General Storage purposes (Use Class B8)

#### **6. Consultation Responses and Notification Representations**

- 6.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, and erecting a site notice 20.12.2019. At the time of writing the report **15** representations have been received from surrounding residents including two local ward Councillors. The following is a summary of the points raised:

Ward **Cllr Whitbread** has commented: *I wish to object to the application. There are already a number of businesses operating at this location and the pressure imposed on the highway outside the Redbridge Business Park is already causing significant difficulties in terms of navigating the bend under the Redbridge causeway.*

*Highways colleagues are currently consulting on installing double yellow lines to mitigate the problems at this location but it would be reasonable to conclude that parking problems would be displaced further down Test Lane and Old Redbridge Road.*

*The small roads are already at capacity and this pressure is clear for anybody to see.*

*I am also concerned about the impact of noise pollution emanating from industrial pressure washers operating in close proximity to residential properties.*

Ward **Cllr Spicer** has commented: *I wish to object to the application. There are already a number of businesses operating at this location and the pressure imposed on the highway outside the Redbridge Business Park is already causing significant difficulties in terms of navigating the bend under the Redbridge causeway.*

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*The small roads are already at capacity and this pressure is clear for anybody to see.*

*I am also concerned about the impact of noise pollution emanating from industrial pressure washers operating in close proximity to residential properties.*

**6.2 *The business generates additional parking on the adjacent public highway which is causing highway safety issues.***

Response

The legality of parking vehicles on the public highway is covered by separate legislation. The Applicant is aware that overspill parking is a problem and that local residents are impacted by the storage of commercial vehicles on the highway. Some overspill parking occurs during the day when the business is in operation. It is not in the interests of the business not to park vehicles outside of the site compound overnight. Unit 9 is also used for ancillary parking and office accommodation (retrospectively) and can accommodate 26 vehicle parking spaces.

**6.3 *Highways Safety.***

Response

The Highways Team have confirmed that ward members have secured funding through the community infrastructure levy for double yellow lines on a section of highway in front of the site in order to improve highways safety. The installation of the double yellows have been delayed due to poor weather, however it is intended to install them within a month. The Highways Team have confirmed that there no recent recorded accidents associated with the site access.

**6.4 *Additional parking restrictions will only push the problem further along the road.***

Response

This is an amenity issue that needs to be assessed against the positive aspects of the development including employment opportunities and economic growth. The business should however be able to accommodate its own needs within its own land. A plan has been requested to show where parking will take place.

6.5 ***Operating outside of the business hours allowed for the business park.***

Response

As the development is unauthorised, there are currently no planning controls over the hours of operation. The proposal provides the opportunity to control the hours of operation. The hours sought are:

08.00 – 17.00 Mon – Fri.

08.00 – 13.00 Sat.

And at no time on Sundays.

6.6 ***Overdevelopment.***

Response

The site can accommodate the equipment needed for the valeting of vehicles. The overspill of vehicles prior to or following the valeting service onto the public highway is difficult for the Local Planning Authority to control with planning conditions as it is not illegal to park vehicles on the public highway provided that other non-planning legislation is satisfied. Where applicable planning conditions will be added following receipt of more information regarding parking.

6.7 ***Noise; previous applications have been refused on the basis of noise impact so should the current application.***

Response

A previously refused scheme (11/00199/FUL) had a different noise source (namely that generated by movement of scaffolding equipment and scrap metal parts around the site) which was deemed unacceptable and each application must be judged on its own merits. The Council's Environmental Health Team have not objected to the application on the basis of noise and have visited the site to witness the activity.

6.8 ***Run off contamination.***

Response

Run off contamination is covered by separate legislation. The Environment Agency do not object for this reason. Southern Water require the drainage associated with vehicle washing to be connected to the public foul sewer upon receipt of trade effluent discharge license.

**Consultation Responses**

6.9 **SCC Highways – No Objection.** Recent accident statistics show no evidence of any pattern or indication that this particular site access has resulted in any accidents. Double yellow lines are intended to be added as part of member minor works on the curve of Old Redbridge Road and Test Lane to improve highways safety. Parking pressure is an amenity issue rather than a safety issue.

6.10 **SCC Environmental Health (Pollution & Safety) – No Objection.** There are no noise complaints on record in relation to the car valeting and washing operation on the site. Taking account of the back ground noise levels and subject to the limiting of the vehicle washing and valeting operation to day time hours (when background noise levels are at their loudest) the business operation is considered acceptable.

6.11 **Environment Agency - Objection.** The application site lies within Flood Zones 2 and 3, which is land defined by the Planning Practice Guidance for the National

Planning Policy Framework (NPPF) for Flood Risk and Coastal Change as having a high and medium probability of flooding. The NPPF (paragraph 163, footnote 50) states that an FRA must be submitted when development is proposed in such locations. A FRA is vital to making informed planning decisions. In its absence, the flood risks posed by the development are unknown. This is sufficient reason for refusing planning permission. To overcome our objection, the Applicant should submit an FRA which demonstrates that the development is safe without increasing risk elsewhere. Where possible, it should reduce flood risk overall.

#### Response

Both the storage of vehicle parts and scaffolding equipment and the vehicular valeting/storage use are not dissimilar in operational terms. It is therefore anticipated that the Environment Agency's objection will be removed once a flood risk assessment is received and delegation is sought to resolve this issue. In the unlikely event that it can't delegation is sought to refuse.

- 6.12 **Southern Water – No Objection:** Southern Water requires a formal application for any new connection to the foul sewer to be made by the applicant or developer. The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development  
Areas used for vehicle washing should only be connected to the public foul sewer upon receipt of trade effluent discharge license.

## **7 Planning Consideration Key Issues**

- 7.1 The key issues for consideration in the determination of this planning application are:
- The principle of development;
  - Character of the area;
  - Local amenity;
  - Highways safety; and
  - Employment and economic growth.

#### Principle of development

- 7.2 The site is not allocated for a specific use within the development plan; however the principle of retaining employment uses on this previously developed site which has been historically used for commercial purposes, is acceptable. Furthermore, a previous refusal of residential development on this site indicates that the site is not necessarily suitable for non-commercial use (particularly as it is within Flood Zone 2 and 3).
- 7.3 Although the site lies within an area of high flood risk; the proposed uses are not defined as 'sensitive' to a flood event. Furthermore, since no significant external changes or alterations are proposed other than the porta cabin the development would not increase the likelihood of a flood event occurring and the proposal accords with Core Strategy policy CS20.
- 7.4 That said the Environment Agency have required a Flood Risk Assessment which will need to be submitted and agreed prior to planning permission being granted. Delegation is sought to secure this.



### Character of the area

- 7.5 The physical changes to the site include the retention of a single storey porta cabin. The porta cabin and the use of the site itself for vehicle valeting and storage is considered to have a minimal impact on the character of the area; this is also taking account of the previous use of the site which also included a porta-cabin and storage areas for vehicle, scrapped vehicle parts and scaffolding equipment. That said, the business activity is retrospective and residents complain that it has outgrown the site as evidenced by the need for off road parking. Further details of the business needs to have been sought and an update will be given at the meeting.

### Local amenity

- 7.6 The retrospective porta-cabin is located away from boundaries with residential neighbours and as such does not have a significant impact on residential amenity. The closest residential property is 36m from the application site and the porta-cabin does not create a sense of enclosure or have an overbearing impact on residential neighbours. The structure would also not cause any shadowing of neighbouring residential properties. It is concluded that the porta-cabin does not have a significant direct impact on neighbouring residential amenity.
- 7.7 The other issues for consideration, in terms of impact on local amenity, are noise and parking pressure. Both the noise and overspill parking impacts need to be balanced against the previous uses of units 7, 8, 9 and 10 which are outlined in **table 1**.
- 7.8 The businesses that previously operated from units 7 – 10 were associated with the open storage of scrapped (disassembled) vehicles, scaffolding equipment and commercial vehicles. The act of storage itself is not considered unduly harmful to residential amenity and where applicable planning conditions were previously used to control this use and included a maximum height storage, limitation preventing the use of forklift trucks and a limitation of the areas of the site where storage could take place (refer to **Appendix 4**). The noise associated with the sorting and movement of scaffolding materials and scrapped vehicle parts was also considered and the application was supported subject to planning conditions restricting the hours of operation along with the compliance of a management plan. The application was approved by the Council in January 2012. It is also noted that a noise assessment had been provided and the Council's Environmental Health Team had supported the application on the basis of the information included.
- 7.9 Notwithstanding the lack of submitted noise survey for the existing operation use of units 7 – 10 for valeting and vehicle storage it is not considered likely that a significant increase in noise has resulted as a consequence of the business. The opinion is taken having regard to the existing equipment used to clean and vehicles which are not likely to generate a greater volume of noise than previous uses. Furthermore there have been no noise complaints submitted by members of the public to the Council's Environmental Health Team in relation to the business.

- 7.10 Use of the public highway to access the site also has a potential impact on local residents in terms of noise and pollution.
- 7.11 Generally speaking it is anticipated that larger vehicles were required to serve the previous use of the site for delivery and transportation of scrapped vehicle parts and scaffolding equipment. These vehicles are likely to be louder and more polluting (more likely to use diesel fuels) than the vehicles that are driven to and from the site for valeting purposes and thus the previous use of the site is more likely to have been harmful to human health. The Pit Stop Service business carries out a valeting service for a range of vehicles and Officer's have witnessed the valeting and storage of commercial vans as well as domestic/private vehicles.
- 7.12 The existing frequency of vehicles arriving at and departing from the site is however an unknown as a transport survey/assessment has not been submitted. It is therefore difficult to take account of the cumulative noise effect of traffic driving to and from the site. It is also noted that the Transport Assessment submitted to support application 11/01506/FUL, calculated 174 daily vehicle trips associated with the businesses park.
- 7.13 Notwithstanding the lack of noise survey or traffic survey data the proposal is judged to be less intensive and is expected to have resulted in a lower noise impact on neighbouring residential amenity.
- 7.14 Objectors have also raised overspill parking pressure as a reason to oppose the development. Overspill parking pressure is however not likely to be a significantly harmful impact given that it is not in the businesses interest to store vehicles on the public highway outside of business hours. This is because damage due to road accidents and vandalism will negatively impact the economics of the business.
- 7.15 Further details have however been sought and an update will be given at the meeting.
- 7.16 In summary it is judged that the impact caused by Pit Stop Service's valeting and vehicle storage operation is not likely to be having a greater impact on local residents, in terms of noise, pollution and on-street parking pressure, than the previously approved uses (storage of scaffolding equipment and scrapped vehicle parts). Subject to the receipt of additional information regarding parking a planning condition to restrict parking is considered acceptable.

#### Highways Safety

- 7.17 In the assessment of the previous two applications, it was found that a significant proportion of the HGV movements to and from the site were linked to the operations of TJM recyclers from unit 3. As TJM recyclers have now vacated the site this of HGV traffic has now gone, which will improve the highways safety of the overall site. It is also necessary to clarify that the Pit Stop Service business operation does not require HGVs to service the site and a condition to this effect is recommended.

- 7.18 With the reduction of HGV movements the turning area, negotiated as part of application 11/01506/FUL, is less essential. This is helpful to the operation of Pit Stop Service as the turning area, which was secured by condition 5, is the chosen location for the vehicle jet wash. It is still, however, judged to be important to retain the opportunity for HGVs to turn on site in the rare event that an HGV is required to service one of the other businesses. In which case the storage of vehicles must not take place within the area designated for turning (unless an alternative turning opportunity can be found on site) and a condition will be added accordingly.

### Employment and Economic Growth

- 7.19 The Pit Stop Service business currently employs approximately 15 members of staff on the site and failure to grant planning permission could potentially result in unemployment if an alternative location could not be identified within a reasonable timeframe. Employment also has wider economic benefit and thus must be weighed in the planning balance.

## **8 Summary**

- 8.1 The application is not opposed on the basis of the impact on nearby residential amenity as it is considered, from the information available, that noise and parking pressure impact will be no worse than the impact approved under application 11/01506/FUL when the site was used to store scrap vehicle parts and scaffolding. The visual impact of the proposal is also considered acceptable given the context within an industrial estate/business park. In addition support for the application, with the addition of relevant conditions, will secure employment of 15 staff members.
- 8.2 Taking the above into account on this occasion it is considered reasonable to restrict the use within the B1/B8 use classes so that no other uses can operate without further planning assessments taking place. This is considered reasonable owing to the wide nature of potential uses/business operations which have differing noise generation potential that could operate within B1/B8 use classes.

## **9 Conclusion**

- 9.1 It is recommended that planning permission be granted subject to relevant conditions.

### **Local Government (Access to Information) Act 1985**

### **Documents used in the preparation of this report Background Papers**

1. (a) (b) (c) (d) 2. (b) (c) (d) (e) (f) (g) 4.(f) (g) (vv) 6. (a) (b) 7. (a)

### **MP for 10/03/2020 PROW Panel**

### **PLANNING CONDITIONS**

1.Approved Plans [Performance Condition]

The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule attached below, unless otherwise agreed in writing with the Local Planning Authority.

Reason: For the avoidance of doubt and in the interests of proper planning.

#### 2.Restricted Use [Performance Condition]

Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (as amended) or any Order revoking, amending, or re-enacting that Order, the development hereby approved shall be used only for the purposes indicated in the submitted details, namely vehicle valeting (unit 10), vehicle storage (Unit 7, 8 and 9) including vehicle jet washing (within unit 7) and ancillary office accommodation to the valeting business (Unit 8/9), and not for any other purpose, including any other use within Use Class B8 or B1.

Reason: In the interest of the amenities of neighbouring occupiers and to enable a further assessment should further employment uses seek to operate from this site.

#### 3.Hours of Use [Performance Condition]

The use hereby approved shall not operate outside the following hours:

08.00 – 17.00 Mon – Fri.

08.00 – 13.00 Sat

And at no time on Sundays

Reason: To protect the amenities of the occupiers of existing nearby residential properties.

#### 4. Adequate Turning Space [Performance Condition]

The turning space within unit 7 as shown on the approved plans relating to permission 11/01506/FUL, shall remain clear from permanent structures and shall be made available for turning manoeuvres by 7.5 tonne vehicles (or greater) so that they are able to enter and leave the business park in a forward gear. At no time shall structures or storage of any goods occur on unit 7 other than vehicles relating to the valeting process.

Reason: In the interests of highway safety.

#### 5. On site vehicular parking (26 vehicles) [Performance Condition]

In accordance with the approved plans the business operation on site (Pit Stop Service) to which this application relates shall at no time accommodate more than 26 customer vehicles.

Reason: To avoid congestion of the adjoining highway which might otherwise occur because of overspill parking caused by the business operation.

#### 6. On site vehicular parking (location) [Performance Condition]

Vehicles associated with the business operation hereby approved (Pit Stop Service) shall only park within the red line on the site location plan submitted in connection with this application. Throughout the occupation the development hereby approved the parking areas defined by the approved plans shall not be used for any other purpose.

Reason: To avoid congestion of the adjoining highway which might otherwise occur because the parking provision on site has been reduced or cannot be conveniently accessed.

#### 7. Restricted use of heavy goods vehicles [performance condition]

Unless otherwise agreed in writing by the Local Planning Authority, no heavy goods vehicles shall be used on the site or used to transport vehicles to the site in associated with the business operation hereby approved.

Reason: In the interests of the amenities of the neighbouring residential occupiers.

8. Water management plan/trade effluent discharge (Performance condition)

Within one month of the date of this permission a water management plan showing how compliance with the trade effluent discharge licence regime will be achieved must be submitted to and approved in writing by the Local Planning Authority. Subsequently a Trade Effluent discharge license must be obtained before the connection to the public sewerage network can be approved.

Once approved in writing the water management plan shall be fully complied with within a further month of the date of the Councils approval in writing. Compliance with the water management plan shall thereafter be achieved in perpetuity.

Reason: To ensure no pollution of the water environment.