

---

**2017/1002**

**Applicant:** Mr Martyn Carnell, C/o Wm. Saunders Partnership LLP

**Description:** Erection of 15 no. industrial units in 8 blocks (Classes B1, B2 and B8) with associated car parking.

**Site Address:** Capitol Close, Dodworth, Barnsley

---

One representation has been received from the owner of one of the existing units on Capitol Park.

### **Site Location and Description**

The site is located to the North of Capitol Close within Capitol Park, close to Dodworth and Junction 37 of the M1 motorway. Of an elongated and irregular shape, and measuring circa 2.7Ha it shares a boarder to the north east by the M1 motorway and its associated cutting/landscaped verge. To the South West of the site is Capitol Close, and an associated roundabout with spurs into the site. To the North West are a number of smaller business/industrial units forming an earlier phase of the Capitol Park development. To the South East sits an 'L' shaped office block 'Capitol Court' with a hotel and pub beyond accessed of Whinby Road.

The site is comprised of scrubland grass with more mature vegetation to the boundaries. There is a verge which runs centrally across the site which supports a tree/hedge belt and effectively splits the site in two. The levels of the site to the East of the Verge are lower than those to the West.

The first phase of the Capitol Park development, comprising a hotel and pub/restaurant was built out in 2006. Those parts are located to the east at the Whinby Road roundabout. Later phases of Capitol Park comprising a mix of office and incubator units are located to the north and east beyond Capitol Close, which is the principal estate road. Higham Road marks the western boundary of Capitol Park beyond which there is a woodland and Whinby Road is located immediately to the south. Further phases of the park are currently underway to the South and two additional permissions have also recently been granted for further development. The site lies within the Sheffield City Region Enterprise Zone.

### **Planning History**

B/04/1998/DO – Outline employment development proposal comprising B1, B2 and B8 uses, Hotel, Park and Ride site and associated work. With Environmental Impact Statement. Approved 23<sup>rd</sup> February 2005.

B/04/2272/DO - Phase 1 employment development site – Reserved Matters details. Erection of Class B1/B2 hi-tech units, spine road, landscaping and levelling. Approved 23<sup>rd</sup> February 2005.

2005/2073 – Erection of industrial unit with office space (Reserved Matters). Approved 23<sup>rd</sup> April 2006.

2006/0334 – Variation of condition 1 of planning consent B/04/1998/DO relating to expiry dates for the Reserved Matters application. Approved 5<sup>th</sup> April 2006.

2016/0713 - Outline planning application including means of access for general industrial (B2) use and storage and distribution(B8) use with ancillary office (B1) use. Approved 7<sup>th</sup> October 2016.

2017/0248 - Proposed 7,225 sqm (gross external area) industrial unit at Plot A for general industrial (B2) and storage and distribution use (B8) with ancillary office (B1) (Reserved Matters pursuant to outline planning permission 2016/0713 - appearance, landscaping, layout and scale – Approved 20<sup>th</sup> April 2017.

2017/0987 – Erection of 7,200sqm NHS blood centre comprising laboratory and administrative/support functions – Approved at PRB on 24<sup>th</sup> October 2017.

2017/1109 – Reserved matters of 2016/0713 – erection of general industrial (B2) use and storage and distribution (B8) use with ancillary office (B1) use – Approved 25<sup>th</sup> October 2017.

### **Proposed Development**

The proposal consists of the construction of 15 industrial units which are intended for B1, B2 and B8 uses. These would be housed within 8 separate buildings. The units would range of sizes from 3,000sq.ft up to 10,500sq.ft. In addition the plans detail all associated external works including service yards, car parking, cycle areas and brick built bin stores.

The site layout has been dictated by the existing topography of the overall site in that there are two separate areas/plateaus separated by a substantial tree lined bank, a higher area to the West and a lower area to the East. The lower plateau would be accessed directly from the existing roundabout and spurs serving the existing road network (Capitol Close). The Higher plateau would have an internal access road up the banking accessed via the Western spur of the roundabout.

The two plateaus have also allowed the site to be separated for unit size, with the top plateau having the smaller units (3000-6275sq.ft) with combined service/parking yards. The bottom plateau would accommodate the larger units and afford them separate service/parking yards, albeit units 5 and 6 would have a shared access point.

As noted above a range of units are to be provided from 3,000sq.ft up to 10,500sq.ft, with the smaller units being sited on the top plateau, which are essentially single storey but are to be designed to allow possible first floor accommodation. Units 4 – 7 have a height to underside of steel frame haunch of 7.2m (dual pitched roof), with the other units having a height of 6.0m to underside of haunch (mono-pitched roof).

The main structure of the building is to be steel portal frames of either duo or mono pitch, depending on the size of the building. The buildings will also incorporate a brick plinth at low level to provide robustness in trafficked areas, as well as providing a material contrast. The roofs will be factory finished steel cladding.

### **Policy Context**

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The development plan consists of the Core Strategy and the saved Unitary Development Plan policies. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

The Council has submitted our emerging Local Plan to the Secretary of State but we are at an early stage in the examination process. It establishes policies and proposals for the development and use of land up to the year 2033. The document is a material consideration and represents a further stage forward in the progression towards adoption of the Local Plan. As such increasing weight can be given to the policies contained within the document although, in accordance with paragraph 216 of the NPPF, the extent of this will depend on:

- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given) and;
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

### Unitary Development Plan (UDP)

UDP Notation: Employment Proposal DO3  
ED4 – Economic Development and Residential Amenity.

### Core Strategy (CS):

CSP 1 – Climate Change  
CSP 2 - Sustainable Construction  
CSP 5 – Including Renewable Energy in Developments  
CSP 8 - Location of growth  
CSP11 – Providing strategic employment locations  
CSP12 – Distribution of new employment sites  
CSP19 – Protecting Existing Employment Land  
CSP26 – New Development and Highway Improvement  
CSP29 – Design  
CSP36 - Biodiversity and Geodiversity  
CSP40 – Pollution Control and Protection

### NPPF

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

In respect of this application, relevant policies include:

Para 9 Sustainable Development – positive improvements  
Para 17 Core Planning Principles  
Para 32 Transport Assessment  
Para 58 Good design – considerations  
Para 123 Noise  
Para 124 Air Quality

### SPDs/SPGs

Parking

## Emerging Local Plan (Publication Draft 2016)

Identifies the site as part of Employment Policy Area UB8 and lies within the Sheffield City Region Enterprise Zone. Development on the greater site will be expected to retain the woodland planting on the sites northern embankment and the section of hedgerow and associated mature trees running adjacent to Higham Lane.

### **Consultations**

**Enterprising Barnsley** – support the proposal

**Highways England** – no significant impact to the safe operational functioning of the Strategic Road Network.

**Network Rail Property** – No objections

**South Yorkshire Police** – No objections subject to recommendations

**Yorkshire Water** – No objections subject to conditions

**Drainage** – no objections subject to conditions

**Pollution Control** – No objections subject to conditions

**Highways DC** – No objections subject to conditions

**SYMAS** – No objections

**Coal Authority** – No objection subject to condition

**Contaminated Land Officer** – No objections

**Forestry Officer** – No objections subject to conditions

**Ecology** – No objections subject to conditions

**Waste Management** – No comments

**Superfast Broadband programme** – No objections subject to additional provision

**Air Quality Officer** – No objection subject to the development being in accordance with the Air Quality Assessment

### **Representations**

The application has been advertised by way of a press and site notice. In addition, commercial and residential properties close by have been consulted in writing.

One representation has been received from the owner of one of the existing units on Capitol Close. The main points of concern are:-

- **Parking** – It is requested that the development does not result in additional parking within the existing parts of Capitol Park and Capitol Close both during the construction and operational phases.

- The proposed fencing around the perimeter provides reassurance that the effects of the development would be self contained. However it is requested that this fence is put in place from the outset of the construction works to contain the disturbance and prevent it from hindering the operations of existing company's.
- It was queried whether the elevations have been labelled correctly.

## **Assessment**

### Principle of Development

This is an important strategic employment land allocation site which is within the City Region Enterprise Zone. It was originally designated as an Employment Proposal in the Barnsley Unitary Development and this designation is proposed to be continued within the Local Plan. A previous outline planning permission was granted under B/04/1998/DO in 2005. This permission has now lapsed. However the site remains primed for employment development which is reflected in the land use allocation policies.

The Council recognises that there is at present a shortage in the supply/allocation of employment land within the Borough. This is recognised with in the emerging Local Plan which aims to allocate approximately 300ha of land for employment purposes to meet future industry and business needs. This site is in a prime location for such development being within Urban Barnsley and being so close to the M1 and the Trans Pennine road network.

The proposal is therefore fully supported in land use planning policy terms. Consideration however, needs to be given to details of the plans against the aforementioned policy requirements and material planning considerations. These are discussed in more detail below.

### Design, Scale and Layout

The site layout has been dictated by the existing topography of the overall site in that there are two separate areas/plateaus separated by a substantial tree lined bank but linked by an internal road. The two plateaus allow the site to be separated for unit size, with the top plateau having the small units (3,000sq.ft – 6,275sq.ft) with shared/combined service/parking yards. The bottom area has been divided up for the larger units (6,000sq.ft-10,500sq.ft) to allow them to have separate service/parking yards, although with combined access points.

The intention is that all buildings will have their main office entrance facing the car parking areas. This allows the building entrances to be readily seen, which will be reinforced by a canopy and distinctive wall finishes at these points.

Units 4 – 7 have a height to underside of steel frame haunch of 7.2m, while the other units have a height of 6.0m to the underside of lower haunch of the mono-pitched roof. These heights allow the buildings to have a usage to suit their overall size.

The existing industrial buildings to the north of the site are constructed of flat panel cladding with mono pitched roofs. The office buildings to the south also have flat panel cladding, with some rendered walls. The new buildings have been designed to complement the existing buildings but also to stand on their own elevationally, with a mixture of brickwork at low level. Factory finished steel cladding, both composite flat panel and trapezoidal, and contrasting boarding acting as the focal point for the office areas. These differing areas of cladding and boarding provide varying shadow lines to the buildings providing additional interest.

Each unit will have a factory finished loading door to the warehouse/workshop area or the unit, together with polyester coated double-glazed entrance doors and screens. Additional windows will be incorporated to the office areas.

The main structure of the building is to be steel portal frames of either duo or mono pitch, depending on the size of the building. The roofs will be factory finished steel cladding fully insulated to meet today's design standards.

The site is proposed to be enclosed by a 2.4m high galvanised steel palisade fencing to the rear, with the fencing to the front of the site to be 2.4m high green paladin fencing.

Overall it is considered the scale of the development, both in terms of size and height is appropriate to the local context. Especially given that the site sits within a business park and would be surrounded by business/industrial units which have either already been built out or recently granted permission.

Having full consideration to the design merits of the proposal and the layout of the scheme it is considered that the development would deliver high quality buildings of modern design and layout appropriate for an employment use.

It is therefore, considered that the proposal adheres to the objectives of CSP Policy 29 which stresses the importance of achieving high quality design.

#### Residential Amenity

The closest residential property is located to the West of the site, some 60m from the red line boundary. The residential property in question is a standalone farmhouse (Lane Head Farm) which is located in far closer proximity to the existing units (35m) than the proposed ones.

The closest settlement is Dodworth which is located over 140m to the South of the site. The Outskirts of Pogmoor are also to the North of the site separated by the M1 motorway and a distance in excess of 180m. As a result of the above separation distances the proposed units would not lead to any direct harm affecting residential amenity. In addition, as the site sits within an existing park, surrounded by similar units the proposal would be generally compatible with neighbouring uses. The Ibis Hotel is located nearby to the south but this is severed from the site by the railway line. Regulatory Services have been consulted on the application and not raised objections subject to conditions that would limit the ability of the development to cause harm through noise during the construction and operational periods.

#### Highway Safety

The site is adjacent to junction 37 of the M1 with its cutting bordering the north-east of the site. Existing business units border the north-west and the south of the site as well as Capitol Close to the south-west. There is a rail line running immediately south of the entrance to the business park.

The site is currently accessed from a roundabout off the A628 Whinby Road where there is an existing junction into Capitol Court. The A628 connects the site with Penistone and the Woodhead Pass to the west. To the east the A635 connects Doncaster to Barnsley. Capitol Park and Capitol Court are private, two-way single carriageway roads.

Given the proximity of the site to junction 37 and the potential cumulative impact, combined with the previous approvals, Highways England was consulted on the application. They concluded '*in this instance the model results do not indicate levels of queuing along the M1*

*slip roads and on to the mainline that would be of concern, and it is not considered that remedying the issues identified in our review would alter this outcome, therefore we are satisfied the assessment demonstrates no severe impact to the operation and safety of the SRN in 2022 or 2027.*

*Given that the material impact will be minimal, it is not considered of significance to the safe operational functioning of the SRN'.*

The proposed units would be accessed via the existing roundabout and spurs on Capitol Close. The proposed development is supported by a Transport Statement, and an allowance for some development on this site was made when the VISSIM modelling was carried to assess the impact of development sites on both sides of the M1 Junction 37. Some of the highway network in the vicinity is at or approaching capacity which resulted in the model being created to inform how much development could be permitted prior to the need for off-site highway interventions.

The development currently proposed is less than that allowed for in the model. The specifics of this proposal have been assessed and fall within acceptable parameters before off site mitigation is required, although it will be necessary to control the number of vehicle trips on the network in both the am and pm peak hours. Consequently, there are no objections to the proposed development in a highway context, subject to conditions.

The site is located within acceptable walking and cycling distances of residential areas, and benefits from good pedestrian links. Further to this the site is located within walking distance of regular bus and rail services which provide a link between the site and residential areas further afield.

With regard to parking arrangements the car parking layout and scale is considered appropriate. The development will be self-contained, with each unit having allocated car parking spaces including disabled bays, 120no. in total. These will be designated to specific units. Cycle parking will be provided for the development, in 6 blocks spaced around the site providing approx. 30 stands.

Overall the proposal is considered to comply with Core Strategy Policy CSP 26 and para 9 of the NPPF.

### Ecology

A Phase 1 Habitat report has been submitted alongside the application and has also been revised during the course of the application at the request of the Councils Biodiversity Officer.

Habitats within the site are predominantly comprised of amenity grassland, species poor semi-natural grassland, rough/coarse grassland, marshy grassland, ornamental tree/shrub planting, scattered scrub, hardstanding, tree belts of mixed plantation woodland and sparsely vegetated bare earth. There are no statutory sites and four non-statutory sites within 2km of the proposals site, none of which are anticipated to be affected by the proposed development due to the nature/scale of the proposals, distance, intervening land uses and lack of complimentary habitats.

The main loss of habitat will be the scattered scrub and grassland, which is generally of low ecological value. Tree belts and shrub borders will be retained. The report sets out a number of recommendations that the Councils Biodiversity Officer is in agreement with. These recommendations include, but are not limited to, inclusions of areas of wildflower grassland, inclusion of a pond, clearance work to be undertaken outside nesting bird season, working

methods to minimise impacts on hedgehogs, badgers and amphibians and installation of bird and bat boxes. As such, the Biodiversity Officer has raised no objections to the proposal, subject to the full details of the mitigation measures being submitted and approved in writing prior to the commencement of the development.

## **Conclusion**

The principle of allowing the site to be development for employment purposes has already been established as a result of the allocations in the Unitary Development Plan Proposals Maps and the Local Plan allocations. Furthermore there has been a previous outline application for employment use on the site and there are numerous built out and approved Employment Sites within the immediate area.

The development would be set within part of the remaining Capitol Park employment area and the units are of high quality modern design and materials and fit into the quantum of development anticipated for Capitol Park.

It is considered that there are no other material considerations to indicate that a decision should be made at variance to the above policies. There are no significant or demonstrable adverse impacts associated with the development that would be sufficient to outweigh the planning policy merits in support of the application. Therefore it is recommended to the Board that the application is granted approval subject to the identified conditions.

## **Recommendation**

Grant planning subject to conditions:-

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
**Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.**
- 2 The development hereby approved shall be carried out strictly in accordance with the plans (Nos 11548-(D)01-K, 11548-(D)02-C, 11548-(D)03-C, 11548-(D)04-D, 11548-(D)05-C, 11548-(D)06-C, 11548-(D)07-C, 11548-(D)08-C, 11548-(D)10-A, LL01-E & LL02-E) and specifications as approved unless required by any other conditions in this permission.  
**Reason: In the interests of the visual amenities of the locality and in accordance with LDF Core Strategy Policy CSP 29, Design.**
- 3 No development shall take place unless and until full foul and surface water drainage details, have been submitted to and approved in writing by the Local Planning Authority. Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development unless otherwise agreed in writing with the Local Planning Authority.  
**Reason: To ensure the proper drainage of the area.**

- 4 No development or other operations being undertaken on site shall take place until the following documents in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations have been submitted to and approved in writing by the Local Planning Authority:

Tree protective barrier details

Tree protection plan

Arboricultural method statement

**Reason: To ensure the continued wellbeing of the trees in the interests of the amenity of the locality in accordance with Core Strategy Policy CSP 36 Biodiversity and Geodiversity.**

- 5 The erection of barriers and any other measures specified for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced off in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

**Reason: To safeguard existing trees, in the interest of visual amenity.**

- 6 The development shall incorporate and implement the air quality mitigations as detailed in paragraphs 5.3.19 and 5.3.20 of the supporting air quality assessment, and retain for the life of the development.

**Reason: In the interests of minimising the impact of the proposal on local air quality in accordance with Core Strategy policies CSP 40 (Pollution Control and Protection) and CSP25 (New Development and Sustainable Travel).**

- 7 Prior to the occupation of unit 6, full details of the proposed use and opening/operating hours shall be submitted to, and approved by, the Local Planning Authority. The approved details shall be adhered to throughout the life of that unit.

**Reason: In the interests of the amenities of hotel guests and in accordance with Core Strategy Policy CSP 40.**

- 8 The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material ( ie not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.

**Reason: to ensure that satisfactory off street parking/manoeuvring are provided, in the interests of highway safety and the free and safe flow of traffic and in accordance with Core Strategy Policy CSP26, New Development and Highway Improvement.**

- 9 All surface water run off shall be collected and disposed of within the site and shall not be allowed to discharge onto the adjacent highway.

**Reason: In the interests of highway safety in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.**

- 10 Prior to any works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.  
**Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.**
- 11 Vehicular and pedestrian gradients within the site shall not exceed 1:12.  
**Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.**
- 12 Within six months of the site becoming operational, a detailed travel plan shall be submitted to the Local Planning Authority and once approved, it shall be fully implemented and retained as such thereafter.  
**Reason: In the interest of promoting use of public transport, in accordance with Core Strategy Policy CSP 25.**
- 13 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:-  
- The parking of vehicles of site operatives and visitors;  
- Means of access for construction traffic;  
- Loading and unloading of plant and materials;  
- Storage of plant and materials used in constructing the development;  
- Measures to prevent mud/debris being deposited on the public highway.  
**Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.**
- 14 The development shall not be brought into use until a service yard management plan has been submitted to and approved in writing by the Local Planning Authority, once approved it shall be strictly adhered to at all times. The plan shall include for the management of all delivery vehicles, customers vehicles, pedestrians, the use of banksmen, and shall provide a regular monitoring regime and a system for identifying and correcting issues at each delivery.  
**Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.**
- 15 The development will have a maximum floor area 7,477.81sq.m and must not result in greater than 34 and 31 two way vehicle trips in the weekday am peak hour (8.00-9.00) and the weekday pm peak hour (1700-1800) respectively.  
**Reason: To limit the effects of the development on the highway network in accordance with policy CSP26.**

- 16 Prior to the commencement of the development full details of the recommendations/mitigation measures set out in the Ecology Report - Phase 1 Habitat Survey and Protected Species Assessment - Revision B (SF2660), including a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and retained throughout the life of the development.  
**Reason: To conserve and enhance biodiversity in accordance with Core Strategy Policy CSP 36.**
- 17 The proposed development shall achieve BREEAM standard of 'very good' or equivalent. Upon completion of the development, an energy performance certificate shall be provided to the Local Planning Authority demonstrating that the required standard has been achieved and the measures provided to achieve the standard shall be retained as operational thereafter.  
**Reason: In the interest of sustainable development, in accordance with Core Strategy Policy CSP2.**
- 18 Upon commencement of development details of measures to facilitate the provision of high speed broadband for the dwellings/development hereby permitted, including a timescale for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.  
**Reason: In order to ensure compliance Core Strategy policy CSP 42, policy I1 in the emerging Local Plan and in accordance with paragraphs 42 and 43 of the National Planning Policy Framework.**
- 19 Prior to the commencement of development further rotary borehole ground investigations shall be undertaken by a suitably qualified person as set out in the stage 2 Geo-environmental report undertaken by ARP Geotechnical Ref LYH/01r2. The investigation should be carried out in compliance with CIRIA publication 32 'Construction Over Abandoned Mine Workings'. A report detailing the findings of the investigation and any recommended mitigation shall be submitted for approval in writing by the Local Planning Authority. Thereafter the development shall carried out in accordance with the approved details.  
**Reason: In the interest of Land stability NPPF sections 120 & 121.**
- 20 Prior to occupation of the individual units, full details of any externally mounted plant or equipment for heating, cooling or ventilation purposes, nor grilles, ducts, vents for similar internal equipment, shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details  
**Reason: In the interest of visual and residential amenity in accordance with Core Strategy Policy CSP 40.**
- 21 Prior to the development being brought into use a scheme shall be submitted to and approved by the Local Planning Authority which shall specify the provisions to be made for the control of noise emanating from the site. Thereafter the development shall be carried out in strict accordance with the approved scheme.  
**Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40.**

22 Prior to the occupation of development, details of a scheme to reduce the developments carbon dioxide emissions by at least 15% by using decentralised, renewable or low carbon energy sources or other appropriate design measures shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and upon completion of the development a report shall be submitted to and approved by the Local Planning Authority demonstrating that at least a 15% reduction in carbon dioxide emissions has been achieved. In the event that the use of other decentralised, renewable or low carbon energy sources or other appropriate design measures are also required to achieve a 15% reduction in carbon dioxide emissions, full details of such proposals and a timetable for their implementation shall be submitted to and approved in writing by the Local Planning Authority prior to installation. The approved details shall be implemented in accordance with the approved timetable and all the approved measures shall be retained as operational thereafter.

**Reason: In the interest of sustainable development, in accordance with Core Strategy policy CSP5.**

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100022264. (2015)

