



Report to: Planning Committee, 18th April 2019

Report of: Deputy Director – Economic Development and Planning

Subject: APPLICATION 19/00056/FUL: ERECTION OF B1C, B2 AND B8 EMPLOYMENT UNITS WITH SERVICE YARDS, ACCESS, PARKING, LANDSCAPING AND ASSOCIATED WORKS AT LAND AT NUNNERY PARK, NUNNERY WAY

1. Recommendation

1.1 The Deputy Director – Economic Development and Planning recommends that the Planning Committee be minded to grant planning permission subject to the agreement of the LLFA to the updated Flood Risk Assessment and to delegate authority to issue the decision to the Deputy Director – Economic Development and Planning in consultation with the chairman of the Planning Committee, subject to the conditions set out in section 10 to this report and any additional conditions as may be required.

2. Background

- 2.1 The application was received on 15th February 2019 and the target date for determination is 17th May 2019.
- 2.2 The application is referred to the Planning Committee for determination as it does not fall under the schedule of delegation.

3. The Site and Surrounding Area

3.1 The application site comprises land at Nunnery Park that forms the southern-most part of the wider Nunnery Park development and is flanked by Nunnery way to the west, the A44 to the south and the M5 motorway to the east. To the north is the remainder of the Nunnery Park development, including a KFC restaurant, public house, petrol filling station (under construction) and a number of units in B1/B2/B8 use. The site has been cleared and levelled to a plateau. A number of existing attenuation ditches lie to the east of the site.

4. The Proposals

- 4.1 The submitted proposal seeks consent for the erection of three commercial warehouses which will be accessed from Horn Hill Road to the north of the site. Each of the three warehouses will have associated loading and parking areas.
- 4.2 Three warehouses of different sizes are proposed with the largest sited to the west of the site addressing two smaller units. The units would be surrounded by green space on all sides and the existing green buffer which surrounds the site retained.

The units would face a central access road and service yard and the layout allows for the segregation of HGVs and cars. The units would be accessed from an existing spine road servicing all the units to the north, which itself is accessed from the A4440.

- 4.3 The units would be similar in design, scale and colour to the existing industrial units at Nunnery Park. Lighter shades of cladding are incorporated to the upper parts of the units to reduce the scale and mass of the buildings and the incorporation of render provides articulation and interest to the public-facing façade and delineation of building entrances which will aid site legibility. Each unit would incorporate a signage zone (advertisement consent not subject of this application) to identify the end user. As the end users are speculative at this stage this does not form part of this application.
- 4.4 All of the units would be of a similar design and vary in ridge height between 11.7 and 13.7 metres. The largest of the three units would be sited to the west. This unit would measure 4,459 sq.m. and would address the two smaller units which would measure 2,560 sq.m. and 1765 sq.m. Each of the units provides 8 metres clear internal height and an office which would run to the second floor as a mezzanine level.
- 4.5 The units would be used within the B1c (business), B2 (general industrial) and B8 (storage and distribution) use classes, providing a total of 8784 sq.m. across the development. Each unit would have separate car park entrances and would make provision for secure cycle storage and motorcycle stands adjacent to the main office block for each unit.
- 4.6 In accordance with Article 15 (7) of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), full details of the application have been published on the Council's website. As such, Members will have had the opportunity to review the submitted plans and documents in order to familiarise themselves with the proposals prior to consideration and determination of the application accordingly.

5. Planning Policy

- 5.1 The determination of a planning application is to be made pursuant to section 38(6) of the Planning and Compulsory Purchase Act 2004, which is to be read in conjunction with section 70(2) of the Town and Country Planning Act 1990. Section 38(6) requires the local planning authority to determine planning applications in accordance with the development plan, unless there are material circumstances which 'indicate otherwise'. Section 70(2) provides that in determining applications the local planning authority "shall have regard to the provisions of the Development Plan, so far as material to the application and to any other material considerations."
- 5.2 The Development Plan for Worcester now comprises:
 - The South Worcestershire Development Plan (SWDP), which was adopted on 25th February 2016, and;
 - The Worcestershire Waste Core Strategy, which was adopted on 15 December 2012

South Worcestershire Development Plan

5.3 The policies of relevance to this development proposal include:

SWDP 1	Overarching Sustainable Development Principles
SWDP 2	Development Strategy and Settlement Hierarchy
SWDP 3	Employment, housing and retail provision requirement and delivery
SWDP 4	Moving Around South Worcestershire
SWDP 5	Green Infrastructure
SWDP 8	Providing the right land and buildings for jobs
SWDP 21	Design
SWDP 22	Biodiversity and Geodiversity
SWDP 27	Renewable and Low Carbon Energy
SWDP 29	Sustainable Drainage Systems
SWDP 43	Worcester City (allocations)*

*The wider Nunnery Way site is allocated under allocations policy SWDP 43/20 for 8 hectares of mixed use B1, B2, B8 employment, vehicle showrooms, public house and restaurant.

Material Considerations

1. National Planning Policy Framework (NPPF)

- 5.4 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It constitutes guidance for local planning authorities and decision takers and is a material planning consideration in determining planning applications.
- 5.5 An updated version of the National Planning Policy Framework (NPPF) was published and came into effect on 24th July 2018. The terminology and paragraph numbers may differ somewhat but the broad objectives of the revised NPPF is consistent with that of the previous original NPPF. All the policies in the NPPF constitute Government's view of what sustainable development in England means in practice: an economic role, contributing to a strong, responsive, competitive economy; a social role, supporting vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations and by creating a high quality built environment with accessible local services that reflect the community's needs; and an environmental role, protecting and enhancing our natural, built and historic environment. Economic, social and environmental improvement should be sought jointly and simultaneously.
- 5.6 Paragraph 38 of the NPPF encourages Local Planning Authorities to approach decision taking in a positive way and to foster the delivery of sustainable development. Local Planning Authorities are advised to approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

2. National Planning Practice Guidance (NPPG)

- 5.7 On 6th March 2014 the Government also published National Planning Practice Guidance (NPPG) to complement the NPPF.

This has also been revised and updated in the meantime and comprises, amongst other matters, air quality, design, housing and economic land availability assessment, noise, travel plans, transport assessments and statements in decision-taking, flood risk and coastal change, use of planning conditions, flexible options for planning permissions, and planning obligations.

3. Supplementary Planning Documents

5.8 The following Supplementary Planning Documents are relevant to the application proposals:-

- Design Quality SPD
- Planning for Health in South Worcestershire SPD

5.9 The South Worcestershire Design Guide SPD (SWDG SPD), was adopted by the City Council on 6th March 2018. The key aim is to encourage a higher standard of design in all aspects of the built environment across south Worcestershire. The guide does not set prescriptive standards; rather it identifies principles of good design that are considered to be best practice. The SWDG SPD has been prepared to supplement policies in the SWDP, in particular SWDP 21 Design. As such, it is a material consideration for the decision taker in the determination of planning applications and planning appeals.

5.10 The Planning for Health SPD primarily focuses on the principal links between planning and health. It provides guidance and interpretation of the SWDP from a public health perspective. The SPD addresses the following nine health and wellbeing principles:

- Sustainable development
- Urban form - design and the public realm
- Housing and employment
- Age-friendly environments for the elderly and those living with dementia
- Community facilities
- Green infrastructure and play spaces/recreation
- Air quality, noise, light and water management
- Active travel
- Encouraging healthier food choices

The Design Quality SPD was adopted on 5th March 2018 and replaces the previous Supplementary Planning Guidance Note 3: Design (SPG3). Both documents encourage high standards of design for development proposals in accordance with the aims and interests that the NPPF seeks to protect and promote in this regard. The Design Quality SPD is consistent with the planning policies in the SWDP.

4. Worcestershire's Local Transport Plan (LTP4) 2018 – 2030

5.11 LTP4 set out issues and priorities for investment in transport infrastructure, technology and services, focussed on supporting travel by all modes. In accordance with national and local objectives, a series of local transport-specific objectives are identified in the LTP4:

- "To support Worcestershire's economic competitiveness and growth through delivering a safe, reliable and efficient transport network.

- To limit the impacts of transport in Worcestershire on the local environment, by supporting enhancements to the natural environment and biodiversity, investing in transport infrastructure to reduce flood risk and other environmental damage, and reducing transport-related emissions of nitrogen dioxide, particulate matter, greenhouse gases and noise pollution. This will support delivery of the desired outcomes of tackling climate change and reducing the impacts of transport on public health.
- To contribute towards better safety, security, health and longer life expectancy in Worcestershire, by reducing the risk of death, injury or illness arising from transport and promoting healthy modes of travel.
- To optimise equality of opportunity for all of Worcestershire's citizens with the desired outcome of creating a fairer society.
- To enhance the quality of life for Worcestershire's residents by promoting a healthy, natural environment, for people, wildlife and habitats, conserving our historic built environment and preserving our heritage assets."

5. Worcestershire County Council Streetscape Design Guide (2018)

- 5.12 The 'Streetscape Design Guide' (SDG) was produced to aid architects, engineers, planners, developers, designers and other professionals in preparing transport infrastructure related to new developments. It is to be considered in conjunction with Manual for Streets 1 and 2, as well as the Design Manual for Roads and Bridges.
- 5.13 Chapter 4 relates to 'Planning for Parking' and seeks to provide an approach as to how car parking in Worcestershire should be provided to support development in a manner which embraces the NPPF. It is considered that if the applicant is the end user that they are well placed to assess operational demands but all sites must be considered against a planning use class to ensure they equally address the needs of future users. Therefore applications should provide a suitable evidence base to ensure vehicles are not displaced onto the highway to ensure highway safety is not compromised and maintain the free flow of traffic to the benefit of the local economy. This document only reflects a small part of managing vehicle demands and therefore should be read alongside the Local Transport Plan (above) which contains policies to promote sustainable travel through the provision of physical infrastructure and travel planning initiatives.
- 5.14 Car and cycle parking standards are provided within the SDG which replace those contained in WCC's Interim Car Parking Standards (2016). However, car parking standards for commercial and non-residential development proposals are not provided within the SDG, which states that operators should have a good understanding of their needs and will determine how land under their control could be managed. Provision for car parking will be determined based on operational need:

"Car parking need is a subjective matter particularly in the mind of neighbours; the applicant should provide a minimum parking provision for each development along with an evidence base to demonstrate the appropriateness of the provision. Trip rates accumulation should either be derived from first principles or from existing data, for example; TRICS or comparison to facilities of similar size and geographic circumstance.

Adequate space for heavy goods, delivery and public service vehicles must be made within the site boundary, which should not conflict with the proposed parking arrangements."

6. Planning History

6.1 The application site has been the subject of the following applications:

- Planning application P08Q0652 was considered by the Planning Committee at the meeting on 5th January 2012 for the comprehensive redevelopment of the site for a scheme described as:

"Full details approval of the erection of a sports stadium for Worcester City Football Club with commercial activities (use classes A1/A2/A3/A4/A5/B1/D1/D2 and function suite), with car parking and associated works, and; outline planning permission, including reserved matter of access, for the erection of an hotel, class B1 offices, public house/restaurant, car showroom, motorcycle showroom, car parking and associated works on land east of Nunnery Way, Worcester"

The Planning Committee resolved that it was minded to grant planning permission, subject to a Section 106 Agreement. The Section 106 Agreement was completed and planning permission was granted in a decision dated 27 April 2012. The permission has a seven year lifespan, i.e. through to 2019.

This was a "hybrid" planning permission and had the effect of granting full planning permission for the stadium and associated car parking in the south eastern corner of the site (the part of the site subject of this application). It also approves details of the vehicular access to the site, comprising a new left in, left out junction with Nunnery Way, and the internal estate road extending into the site and down to the stadium. It also has the effect of granting outline planning permission across the rest of the site for the development of offices at the northern end of the site and in the south western corner, with the central section of the site including vehicle showrooms, a hotel, and pub/restaurant space.

- Outline planning application P14Q0023 for a mixed use commercial development comprising employment (B1(c), B2, B8), vehicle showroom (sui generis), and pub and restaurant uses (A3 / A4 / A5) was considered by the Planning Committee at the meeting on 21st May 2015. The Planning Committee resolved that it was minded to grant planning permission, subject to a Section 106 Agreement. The Section 106 Agreement was completed on 1st June 2015 and planning permission was granted accordingly.

The key elements of the permitted scheme include:

- A range of new employment premises (B1(c), B2, B8);
 - A new left in, left out access off Nunnery Way to serve the development;
 - Further commercial development, comprising vehicle showroom, pub and restaurant uses, and;
 - An appropriate and comprehensive programme of landscaping and other works across the site.
- At the meeting of the Planning Committee on 16th July 2015 authority was also granted to proceed with the diversion of bridleway no. 571. An Order to divert the bridleway was confirmed on 14th March 2016 but will not take effect until the new route has been completed to the satisfaction of the City Council.

- Application for Approval of Reserved Matters P15Q0465 for matters of appearance, landscaping, layout and scale for the entire site, excluding plots D, E and F was granted by the Planning Committee at the meeting on 21st January 2016.
- Application for approval of reserved matters P16Q0413 for matters of appearance, landscaping, layout and scale for plots E and F for the development of an amenity restaurant and drive-thru takeaway was granted by the Planning Committee at the meeting on 16th October 2016.
- Planning application P18G0042 for amendments to the site layout of Units 1-4 approved under Ref. P15Q0465 to include the provision of 34 new car parking spaces; revised landscaping and alterations to the external appearance of Units 1 & 2 was granted under delegated powers on 23rd March 2018.
- Planning application P18Q0091- petrol filling station with car wash (sui generis); shop (use class a1); car parking, access, landscaping and associated works was granted by the Planning Committee at the meeting on 28th June 2018.
- There have been a number of applications for signage at various units within the wider site which do not specifically relate to this application.

7. Consultations

- 7.1 Formal consultation, including the display of site notices has been undertaken in respect of the application. The following comments from statutory and non-statutory consultees have been received in relation to the proposal:-

Worcester City Council Landscape and Biodiversity Adviser: No objections

Worcester City Council Economic Development Officer: No objections

Worcester City Council Planning Policy Officer: No objections

West Mercia Constabulary: No objections

South Worcestershire Land Drainage Partnership: No objections

Highways England: No objection

Severn Trent Water Ltd: No objection subject to condition

Natural England: No objection

Lead Local Flood Authority: Holding objection - an updated FRA to demonstrate that surface water can be balanced for the 1 in 100 year + 40% allowance for climate change has been requested.

- 7.2 **Neighbours:** No letters of representation have been received from neighbouring residents.

- 7.3 Members have been given the opportunity to read all representations that have been received in full. At the time of writing this report no other consultation responses have been received. Any additional responses received will be reported to members verbally or in the form of a late paper, subject to the date of receipt.

7.4 In assessing the proposal due regard has been given to local residents and other interested parties comments as material planning considerations. Nevertheless, I am also mindful that decisions should not be made solely on the basis of the number of representations, whether they are for or against a proposal. The Localism Act has not changed this, nor has it changed the advice that local opposition or support for a proposal is not in itself a ground for refusing or granting planning permission unless it is founded on valid planning reasons.

8. Comments of the Deputy Director – Economic Development and Planning

8.1 In assessing the merits of this proposal I consider the following to be the main issues for consideration in the determination of this application:

- Principle of development;
- Design and layout of the proposed development;
- Impact on the highway network;
- Sustainability; and
- Flood Risk.

These will now be considered in turn.

Principle of development

8.2 The NPPF is underpinned by a presumption in favour of sustainable development with significant weight afforded to the need for the planning system to support economic growth. The NPPF places great weight on delivering sustainable economic development, building a strong and competitive economy.

8.3 This site is allocated in the SWDP for B1, B2, B8 and other employment uses. This application is for B1c, B2 and B8 uses and is therefore in accordance with the allocation of this site in the adopted Local Plan. As such, there is a planning policy presumption in favour of the approval of this application. The application is supported by the planning policy and economic development teams and it is considered that the proposal meets these wider aims of the NPPF and will deliver employment land in an appropriate location.

8.4 Planning application P14Q0023 was considered by the Planning Committee at the meeting on 21st May 2015 and incorporates the site subject of this application. Planning application P14Q0023 was granted consent for the comprehensive redevelopment of the site including employment (B1(c), B2, B8), vehicle showroom (sui generis), and pub and restaurant uses (A3 / A4 / A5); access and car parking; landscaping; associated works (outline, including reserved matter of access). The land subject of this application was shown as employment use. The current proposal accords with the site allocation and is consistent with this outline consent and compatible with the wider redevelopment of the site. In this regard the proposal is welcomed.

Design and layout of the proposed development

8.5 In terms of design, scale, massing and location of the proposed development it is considered that the proposed buildings would accord with the existing and consented units within the wider site (between 10 and 15 metres in height) and the detail within the parameters plan for the outline application (which showed building heights of up to 15 metres) and would not detract from the wider site area.

A landscape buffer will be maintained around the units and, as such, the relationship between the proposal and the adjoining uses is considered to be acceptable.

- 8.6 As proposed, it is considered that the current proposal accords broadly with this landscape strategy and wider site objectives set out in host permission P14Q0023, which set out the wider design and landscape objectives for the wider development. A significant landscape buffer to the site boundary will remain and, as such, it is considered that the application site will benefit from a good quality landscaped setting and would retain an appropriate balance between built development and green space.
- 8.7 Whilst the aesthetics of a proposal can be very subjective I consider that the design and appearance of the proposal is appropriate to the site and its wider setting. I am satisfied that the design (including scale, layout, footprint and appearance) is appropriate for this sensitive site and has been developed to a degree where the principles of massing and siting can be shown to be both realistic and well located in terms of the surrounding development and landscape setting.

Impact on the highway network

- 8.8 64no. car parking spaces, 8no. motorcycle parking spaces and secure cycle storage are proposed to serve the development. The submitted proposal makes adequate provision for car parking and the access to the site and general layout are considered to be acceptable, as confirmed by the lack of objection from Worcestershire County Council Highways Team. As such the proposal is considered to accord with all relevant national and local planning policy in this regard.

Sustainability

- 8.9 Policy SWDP 27 requires all new developments over 100 square meters gross or one or more dwellings to incorporate energy generation from renewable or low carbon sources equivalent to at least 10% of predicted energy requirements, unless it has been demonstrated that this would make the development unviable. Whilst the proposal sets out to minimise energy and water use this application is not supported by an energy statement which sets out how that requirement would be met and it is therefore recommended that a condition be attached to the permission requiring the submission and approval of a renewable technologies statement.

Flood Risk

- 8.10 The submitted proposal is the subject of a holding objection from the Lead Local Flooding Authority who has commented on the proposal as follows:

"The LLFA places a holding objection on this application. The following information is required before the LLFA will be satisfied to remove the holding objection on this application.

- The attenuation ponds are sized to balance surface water for the 1 in 100 year + 20% additional allowance for climate change. In line with the Environment Agency's Climate Change Allowances Guidance 2016, the LLFA require to see that surface water can be balanced for the 1 in 100 year + 40% allowance for climate change.

- Following the decision from Government on the non-commencement of Schedule 3 of the Flood and Water Management Act 2010 Worcestershire County Council (WCC) did not become a SuDS Approving Body (SAB). WCC's current policy is to not adopt SuDS on new developments. It is therefore recommend that suitable and adequate private arrangements are put in place for the maintenance of all SuDS on the site for the lifetime of the development. Minimum 3.0m easements should be provided to and around all SuDS features and a 8.0m easement around any other blue infrastructure such as watercourses for maintenance access. These easements will also protect the amenity and biodiversity function of the features. The LLFA are happy to recommend this as a condition once the information required in the first point has been received.

The LLFA is unable to support the submitted scheme for surface water drainage for the site until further information is supplied by the applicant.”

- 8.11 The applicant has provided the information relating to the SUDS, however the modelling of the attenuation ponds to balance surface water for the 1 in 100 year + 40% additional allowance for climate change has not taken place and, as such, the LLFA retain their holding objection to the proposal.
- 8.12 In accordance with the provisions of planning application P14Q0023 the attenuation ponds were designed to satisfy a climate change event of 20% that was the requirement at that time and have been constructed accordingly. However, guidance adopted by the LLFA in the meantime is such that climate change allowances have now increased from 20% to 40%. As such, this represents a material consideration in the assessment of this application. The applicant has therefore been asked to provide an updated FRA to allow for this 40% calculation and this is underway. Consequently, it is recommended that authority is delegated to the Deputy Director – Economic Development & Planning in consultation with the chairman of the Planning Committee to issue the permission once this updated FRA has been submitted to the satisfaction of the LLFA, subject to the conditions set out in the schedule to this report and any additional conditions as may be required by the LLFA. Given that there is currently a drainage strategy for this site which has been approved and implemented (for a development larger than that subject of this application) it is your Officers opinion that it would be unreasonable to refuse the application on grounds of the LLFA holding objection. Regardless, the updates to the FRA in light of the change to the LLFA’s guidance has been sought and will be reflected in an updated drainage strategy for the site.

9. Conclusion

- 9.1 Planning balance weighs strongly in favour of the support of this application which will deliver uses for which the site is allocated and which in turn will generate jobs to the benefit of the local economy. The objection of the LLFA is noted, however in light of the similarities between the consented scheme and that subject of this application it would in your officer’s opinion be unreasonable to resist the application on these grounds. Subject to this information coming forward to the satisfaction of the LLFA it is recommended that this application is approved.

10. Recommended conditions

- 10.1 In the event that the Planning Committee is minded to grant planning permission the following conditions are recommended:

- 1.) The development must be begun not later than the expiration of three years from the date of this permission.

For the following reason:-

Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

- 2.) The development hereby approved shall be carried out in complete accordance with the submitted plans, except where otherwise stipulated by conditions attached to this permission.

For the following reason:

For the avoidance of doubt and to secure a satisfactory form of development in accordance with policy SWDP21 of the South Worcestershire Development Plan and aims and objectives of the National Planning Policy Framework.

- 3.) The development hereby approved shall not be brought into use until the 5 accessible car parking spaces have been provided in a location to be agreed in writing by the Local Planning Authority and thereafter shall be kept available for disabled users as approved.

For the following reason:-

To provide safe and suitable access for all

- 4.) The development hereby approved shall not be brought into use until sheltered and secure cycle parking to comply with the Council's adopted highway design guide has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority and thereafter the approved cycle parking shall be kept available for the parking of bicycles only.

For the following reason:-

To comply with the Council's parking standards

- 5.) The development hereby approved shall not be brought into use until secure motorcycle parking spaces in accordance with the Council's adopted highway design guide has been provided in accordance with details which shall first be submitted to and agreed in writing by the Local Planning Authority and thereafter shall be kept available for motorcycle parking as approved.

For the following reason:-

To provide safe and suitable access for all

- 6.) The development hereby approved shall not be brought into use until electric vehicle charging spaces in accordance with the Council's adopted highway design guide have been provided in accordance with details which shall first be submitted to and agreed in writing by the Local Planning Authority and thereafter such spaces and power points shall be kept available and maintained for the use of electric vehicles as approved.

For the following reason:-

To encourage sustainable travel and healthy communities

7.) The development hereby approved shall not be brought into use until each element of the proposals has been registered on Starsfor (website) as a sub-site to the existing Nunnery Park Travel Plan. A subsidiary travel plan will need to be agreed with Worcestershire County Council's Travel plan co-ordinator and approved in writing by the Local Planning Authority. This plan will thereafter be implemented and updated in agreement with the Local Planning Authority and thereafter implemented as updated. The travel plan will need to:

- Provide the existing site wide Travel information park to all staff as part of their induction
- Provide a shower and changing facilities for cyclists/ runners
- Provide lockers for cycle equipment
- Provide a noticeboard with walk and cycle maps to the site and bus timetables
- Register to Department for Transport Cycle to Work scheme and promote to staff
- Provide umbrellas for walkers

For the following reason:-

To reduce vehicle movements and promote sustainable access

8.) The development hereby permitted should not commence until drainage plans for the disposal of foul and surface water flows have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.

For the following reason:

This is to ensure that the development is provided with a satisfactory means of drainage as well as to prevent or to avoid exacerbating any flooding issues and to minimise the risk of pollution.

9.) Samples of facing, roofing and surfacing materials shall be submitted to and approved by the local planning authority in writing prior to implementation as part of the development hereby approved. The development shall not be carried out otherwise than in accordance with such approved details.

For the following reason:-

To ensure the satisfactory appearance of the completed development and to comply with policy SWDP 21 of the South Worcestershire Development Plan and the aims and objectives of the National Planning Policy Framework.

10.) All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out by the developer in the first respective planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the landscape planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning

authority gives written consent to any variation, and such new planting shall be similarly maintained for a five year period from its planting.

For the following reason:-

To ensure the satisfactory landscaped appearance and visual and environmental quality of the completed development in accordance with policies SWDP 5 and SWDP 21 of the South Worcestershire Development Plan and the aims and objectives of the National Planning Policy Framework.

- 11.) Full details of the following matters including any details shown on the submitted plans shall be submitted to and approved by the local planning authority in writing prior to installation.

Schedule:-

- External lighting
- Wayfinding signage

The development shall not be undertaken other than in full accordance with such approved details.

For the following reason:-

Insufficient details were submitted for these matters to be fully and properly considered in respect of the approval hereby granted and policy SWDP 21 of the South Worcestershire Development Plan and the aims and objectives of the National Planning Policy Framework.

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Background Papers: 19/00056/FUL