



CHARTERED TOWN PLANNERS

**PLANNING AND HERITAGE STATEMENT**  
incorporating **Statement of Community**  
**Involvement**

**Demolition of existing buildings. Construction of replacement business units, ancillary hub and associated external works.**

**Hatch End Industrial Estate, Fir Lane, Middle Aston,  
Bicester OX25 5QL**

**April 2020**

## 1.0 Introduction

1.1 This statement has been produced by JPPC to accompany the planning application by Middle Aston Limited for demolition of existing buildings, construction of replacement business units, ancillary hub and associated external works at Hatch End Old Poultry Farm, Middle Aston. In addition to this Planning and Heritage Statement, which incorporates the Statement of Community Involvement, the application comprises the following:

- PL-001 Existing Site Plan and Location Plan
- PL-002 Existing Site and Topographic Survey
- PL-003 Existing Ground Floor Plan
- PL-004 Existing Building Plans – 1
- PL-005 Existing Building Plans -2
- PL-006 Existing Site Sections
- PL-100 Proposed Site Plan – Overall
- PL-101 Proposed Site Plan – Ground Floor
- PL-102 Proposed Site Plan – Mezzanine Floor
- PL-103 Site Sections 1
- PL-104 Site Sections 2
- PL-105 Building Elevations 1
- PL-106 Building Elevations 2
- PL-107 Building Elevations 3
- PL-110 Proposed Building Plans (South) – Ground
- PL-111 Proposed Building Plans (South) – Mezzanine
- PL-112 Building Plans (North) – Ground
- PL-113 Building Plans (North) – Mezzanine
- PL-125 Unit Numbers Key Plan
- PL-126 Proposed Landscape Plan Overall
- PL-130 Unit Type 1 Plans and Elevations
- PL-131 Unit Type 2 Plans and Elevations
- PL-132 Unit Type 1A Plans and Elevations
- PL-133 Unit Type 2A Plans and Elevations
- PL-134 Unit Type 1B Plans and Elevations
- PL-135 Unit Type 1C Plans and Elevations
- PL-136 Unit Type 3 Plans and Elevations
- PL-137 Hub Unit Plans
- PL-138 Hub Unit Elevations
- PL-139 Ancillary Buildings 1
- PL-140 Ancillary Buildings 2

- Design and Access Statement by Ferguson Mann Architects
- Transport Statement, Travel Plan and draft CTMP by Mode
- Arboricultural Impact Assessment by BJ Unwin Forestry Consultancy
- Preliminary Ecological Appraisal by Windrush Ecology
- Bat Survey Report and Bat Mitigation Strategy by Windrush Ecology
- Flood Risk Assessment and Drainage Strategy by Link Engineering
- BREEAM Assessment Report by Method Consulting
- Services Options Appraisal Report by BJP
- Marketing Support Letter from Carter Jonas

- 1.2 With reference to the character of the application site and surrounding area, an appraisal of the prevailing planning policies and planning history and an assessment of the planning issues raised by the proposal, this statement sets out why the proposed development is deemed to be acceptable.
- 1.3 The application is submitted following pre-application discussions and a site meeting with Cherwell District Council and the scheme has development in line with the advice received. As outlined below, consultations have also taken place with stakeholders within the local community and these have also helped inform the scheme formulation.

**2.0 Site Description, Planning History and Proposals**

- 2.1 Hatch End Business Park is located to the western side of Fir Lane, between Middle Aston and Steeple Aston. To the north of the site is a new dwelling, to the west a further group of commercial buildings in separate ownership and to the south a further commercial building and then the playing field for Dr Radcliffe’s Primary School, separated from the site by a public footpath.



- 2.2 The site consists of a group of former poultry buildings which have been converted to provide rural business units. They are fairly low range and sited in the northern part of the site. The eastern boundary to the road is marked by a line of trees, the western part of the site rises and is used for outside storage and parking associated with the units. There is a scout hut store building in the north western corner of the group of buildings.
- 2.3 The site is not the subject of any specific designation, apart from being situated in the countryside. The trees in the north western corner of the site, that continue the avenue leading south from Middle Aston House, are the subject of a tree preservation order.
- 2.4 The application site is not set within an area at risk of flooding.
- 2.5 There is a public footpath (364/5) to the southern boundary of the site which heads west towards Steeple Aston as shown on the following extract from the Oxfordshire Definitive Footpath Map by the black dashed line.



- 2.7 Although the buildings on the site are not listed nor within a conservation area, the site is adjacent to the Steeple Aston Conservation Area and there are two Grade II listed buildings within the grounds of Middle Aston House which is to the north of the site. Middle Aston House Park and Garden is a locally registered heritage asset.



- 2.8 The site was originally the subject of an application for a change of use of the buildings in 1997, to a variety of B1, B2 and B8 uses. The buildings have individually been the subject of a number of different applications over the subsequent years – all still remaining though in the mix of business uses originally permitted.
- 2.9 In August 2019 under application reference 19/00185/PREAPP, a pre-application advice request was made to Cherwell District Council in relation to the site. This request sought advice on proposals to demolish the existing buildings and replacement with purpose built commercial units. The advice given highlighted a range of issues that should be considered during the course of a subsequent application including the principle of development, impact on the character and appearance including heritage assets, highway safety, residential amenity, protected species and other matters including sustainability. These matters will be considered further in this Statement.
- 2.10 As a result of the pre-application advice given, changes have been made to the scheme to address concerns that were raised including the extent of the site and the provision of a new community building.

**Proposal**

- 2.11 It is proposed to demolish all of the existing buildings, retaining and re-using existing floor slabs where possible, (totalling some 2297 sq.m of floorspace) and construct new purpose built units with a floor space of 3198 sq.m of B1 business space, comprising 29 units and a central shared space. The development will be served by 97 car parking spaces distributed around the site alongside 48 dedicated cycle parking spaces. The proposed buildings will be between 1 and 2 storeys taking into account rising ground levels from the front to the rear of the site. The accommodation will be split between 8 separate buildings and subdivided into a range of unit types and sizes ranging from 66sqm to 199sqm.



*Extract from the submitted Site Plan*

- 2.12 The design rationale is explained more fully in the submitted Design and Access Statement. The Design and Access Statement also includes a detailed schedule of proposed accommodation.

### **3.0 Planning Policy**

- 3.1 Under Section 38(6) of the Planning Compulsory Purchase Act 2004 there is a statutory obligation to determine planning applications and appeals in accordance with the development plan unless material considerations indicate otherwise. Material considerations can include Government guidance and any other matters relevant to the use and development of land.

#### *National Planning Policy Framework (NPPF) 2018*

- 3.2 Paragraph 2 of the NPPF states that planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account in the preparation of the development plan and is a material consideration in planning decisions.
- 3.3 Paragraph 8 provides the three overarching objectives to achieving sustainable development namely economic, social and environmental.
- 3.4 Paragraph 10 confirms that at the heart of the NPPF is a presumption in favour of sustainable development. In respect of decision-taking it states that this means:
- approving development proposals that accord with the development plan without delay; or
  - where there are no relevant development plan policies or the policies which are most important for determining the application are out of date, granting permission unless: – the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed ; or – any adverse impacts of doing so would significantly or demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 3.5 Section 9 of the NPPF sets out the ways in which sustainable transport can be promoted. Paragraph 109 confirms that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 3.6 Section 12 of the NPPF sets out the requirements for achieving well-designed places confirming that *‘The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve.’* Good design can create better places in which to live and work and helps make development acceptable to communities. Effective engagement between applicants, communities, local planning authorities and other interested parties is also seen as an essential part of the planning process.

3.7 Paragraph 127 of the NPPF requires that planning policies and decisions should aim to ensure that developments:

- *function well and add to the overall quality of an area over the lifetime of the development;*
- *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- *optimise the potential of the site to accommodate and sustain an appropriate amount of mix of development (including green and other public space) and support local facilities and transport networks; and;*
- *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

3.8 In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in the area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

3.9 The NPPF states at Paragraph 189 that *“In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary”*.

3.10 Annex 2 to the NPPF defines the setting of a heritage asset as *“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral”*

#### *Development Plan*

3.11 S38(6) of the Planning and Compulsory Purchase Act 2004 states that:  
*‘If regard is to be had to the development plan for the purpose of any determination under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations dictate otherwise.*

- 3.12 The Development Plan for the site comprises:
- Cherwell Local Plan 2011-2031 Part 1
  - ‘Saved policies’ of the Cherwell Local Plan 1996
  - The ‘made’ Mid Cherwell Area Neighbourhood Plan

**Cherwell Local Plan Part 1 2011-2031**

- 3.13 Policy SLE1: Employment Development supports employment development on existing employment sites and in the rural areas intensification of existing uses will be permitted subject to compliance with other policies in the Plan.
- 3.14 Policy SLE4: Improved Transport and Connections supports more sustainable locations for employment and housing growth.
- 3.15 Policy ESD1: Mitigating and Adapting to Climate Change, sets out what measures, at both a strategic and site-specific level, will be expected on order to mitigate the impact of development within the District on climate change.
- 3.16 Policy ESD3: Sustainable Construction, states that all new residential development will be expected to incorporate sustainable design and technology to achieve zero carbon development. Policy ESD4: Decentralised Energy Systems encourages the provision of DH or CHP and requires a feasibility assessment to be accompany applications for non-domestic developments above 1000 sqm floorspace. Policy ESD5: Renewable Energy is supportive of the use of renewable and low carbon energy sources and requires applications for non-domestic development above 1000 sqm floorspace to be accompanied by a renewable energy feasibility assessment report.
- 3.17 Policy ESD6: Sustainable Flood Risk Management and Policy ESD7: Sustainable Drainage Systems seeks to reduce flood risk as a result of developments and set out the requirement to use SuDS to manage surface water run-off.
- 3.18 Policy ESD10: Protection and Enhancement of Biodiversity and the Natural Environment, sets out the ways in which biodiversity and the natural environment will be protected and enhanced.
- 3.19 Policy ESD13: Local Landscape Protection and Enhancement, seeks to enhance the character and appearance of the landscape through restoration, management or enhancement of existing landscape features and new landscaping.
- 3.20 Policy ESD15: The Character of the Built and Historic Environment, sets out criteria for new development.
- 3.21 Policy ESD17: Green Infrastructure seeks to maintain and enhance the District’s green infrastructure network.



- 3.22 Policy Villages 1, categories Middle Aston as a category B village and Steeple Aston as a category A village. The parish boundary runs through the application site.

**Cherwell Local Plan 1996**

- 3.23 Policy EMP4 is a permissive policy supportive of employment generating development subject to a number of criteria including *‘(a) within an existing acceptable employment site, including redevelopment. ‘*
- 3.24 Policy TR7 is not supportive of development that would regularly attract large commercial vehicles or large numbers of cars onto unsuitable minor roads. Policy TR10 deals with proposals involving heavy goods vehicle movements on rural roads and the impact on the amenity of residential areas or villages.
- 3.25 Policies C8 restricts sporadic developments in the open countryside. Policy C15 seeks to prevent the coalescence of settlements.
- 3.26 Policy C28 aiming to control new development seeing high standards of layout, design and external appearance.

**Mid-Cherwell Neighbourhood Plan 2019**

- 3.27 Policy PD4: Protection of Important Views and Vista, requires development proposals to demonstrate sensitivity to identified important views and vistas and consider the impact of development on the character and appearance of conservation areas.
- 3.28 Policy PD5: Building and Site Design, requires a high standard of development which responds to the site and surroundings subject to a number of criteria including biodiversity and use of traditional materials.
- 3.29 Policy PD6: Light Pollution, seeks to minimise the risk of light spillage.
- 3.30 Policy PC1: Local Employment, encourages the retention of commercial premises that provide local employment.

**Statement of Community Involvement**

- 3.31 Paragraph 40 of the NPPF advises that applicants should be encouraged to *‘engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications.’*
- 3.32 The Council’s Statement of Community Involvement 2016 sets out who Cherwell District Council will engage with and aims to encourage community and stakeholder involvement and accords with the guidance in the NPPF.
- 3.33 The applicant has engaged with the Council through the pre-application advice request process which suggested that discussions should be undertaken with Steeple Aston and Middle Aston Parish Council.

3.34 The applicant has, from an early stage, involved the community in the redevelopment project through liaison with both Middle Aston and Steeple Aston Parish Council.

3.35 The proposals have been discussed as follows:

- 5/1/19 The applicant attended the Annual Middle Aston Parish Meeting to introduce the scheme.
- 16/9/19 The applicant attended the meeting of Steeple Aston Parish Council to present the scheme.
- 1/10/19 The applicant attended a meeting with the Chair of Middle Aston Parish Council
- 4/1/20 The applicant attended the Annual Middle Aston Parish Meeting to provide an update on the proposals.

3.36 The feedback following these events has been generally positive with support being given for the provision of small commercial units on the site. The only area of concern related to possible traffic and parking issues. These matters have been considered by MODE during the formulation of the current proposals.

#### **4.0 Planning Considerations**

##### *Principle of Development*

4.1 The site is an existing employment site where in planning policy terms continued use is supported subject to consideration of other matters including amenity impact, highways impact. Policy SLE1 of the Local Plan Part 1 states, inter alia that:

*‘Employment development will be focused on existing employment sites. On existing operational or vacant employment sites at Banbury, Bicester, Kidlington and in the rural areas employment development, including intensification, will be permitted subject to compliance with other policies in the Plan and other material considerations.....Unless exceptional circumstances are demonstrated, employment development in the rural areas should be located within or on the edge of those villages in Category A (See Policy Villages 1). ‘*

4.2 Policy PC1 of the made Neighbourhood Plan is supportive of continued commercial use of premises providing local employment with the neighbourhood plan area or otherwise benefiting the local economy.

4.3 The pre-application advice confirmed that, subject to the provision of the new units being within the existing built-up limits of the existing site that the redevelopment of the site for commercial purposes could be considered acceptable in principle subject to other material considerations.

*Heritage Impact and Impact on the Character of the Area*

- 4.4 Whilst the buildings within the site are not on the listed buildings register, the site abuts the Steeple Aston Conservation Area and is close to Middle Aston House, where the gardens and parkland surrounding it are locally listed.
- 4.5 The Steeple Aston Conservation Area appraisal identifies the part of the conservation area closest to the application site as a 'peripheral area'. Peripheral areas are described as 'areas set at the extreme edges of the historic core and have a less formal feel to them when compared with the traditional streets. Despite being separated, these entrances to the village are similar in their low-key rural approaches to the historic areas.'
- 4.6 The existing buildings are in poor condition so the proposed scheme provides the opportunity to improve the appearance of the site and have a positive impact on the 'peripheral area'. The scheme will create a high-quality entrance to Steeple Aston village but through sensitive design of a low-density scheme the proposals will maintain the rural, low-key approach to the village. The buildings have been positioned to respect the existing envelope of development in order to ensure that the proposals do not result in coalescence of settlements maintaining the existing undeveloped gap between Middle Aston and Steeple Aston.
- 4.7 The proposed scheme would not impact the key characteristics of Middle Aston as identified in the Neighbourhood Plan. The proposed buildings would remain in the currently developed area and away from important trees to the east and south of the site which make a significant contribution to the character of the area. In addition, proposed landscaping has been designed to ensure that it does not compete with these important features.
- 4.8 The car parking layout has been designed to ensure that the majority of car parking spaces are sited either to the rear of the site behind proposed buildings or within courtyards between the buildings in order not to detract from the rural nature of the site.
- 4.9 The buildings have been designed to take advantage of the topography of the site which enables buildings to appear single storey in views from the road with the central hub building of a greater height in order to create a focal point in the same way that the existing clock building does at present. The heights of the buildings will ensure that the low-key character of the site will be retained.
- 4.10 Across the site materials have been selected that give a contemporary appearance whilst still respecting the rural nature of the site. It is proposed that the buildings will be of steel frame construction with timber and insulated metal cladding, insulated metal roof with metal windows and rainwater goods. Externally, the site will be sensitively landscaped with attractive decked and paved walkways to connect the buildings and numerous planted areas alongside pathways, within courtyards and in the parking areas. This will provide

an attractive working environment and make a positive contribution to the appearance of the site.

- 4.11 Overall, it is considered that the proposed development will enhance the character and appearance of the area resulting in a positive impact on the adjacent conservation area.

*Highway Safety*

- 4.12 The submitted Transport Statement has considered the following matters:
- whether the application site is well placed to integrate with its surroundings and a variety of local facilities and amenities in Middle Aston and Steeple Aston;
  - what the travel demand will be in comparison to the existing situation and the potential impact on capacity of the highway network and from a safety perspective; and
  - suitable access and parking strategies for the proposed development.
- 4.13 It is proposed that the development will be served from the existing access off Fir Lane. 97 no. car parking spaces will be provided to serve the proposed units and 48 cycle parking spaces.
- 4.14 The development traffic impact on Fir Lane is forecast to be negligible, demonstrated through the collection and analysis of existing traffic flow ATC data compared to the distributed net traffic movements. The traffic is likely to be limited to light vehicles given the use class and scale of the proposed business units and thus it is not anticipated there will be any noticeable change in the currently low number of HGV movements.
- 4.15 The Statement concludes that the site is well placed to integrate with its surroundings and sustainable travel infrastructure in Middle Aston and neighbouring areas. The proposed access strategy is considered to be suitable for all travel modes and can meet the forecast travel demand in a sustainable way. This includes suitable access provision for larger vehicles as demonstrated by the submitted the swept-path analysis. The proposed parking strategy for both vehicles and cycles is in-line with OCC standards and feasible from an operational perspective.
- 4.16 The impact of development traffic has been demonstrated to be negligible on the local highway network. It is therefore concluded that in terms of paragraph 109 of the NPPF, the development will not cause an unacceptable impact on highway safety or the impacts on the road network severe and should not therefore be refused on highway grounds.
- 4.17 A draft Constriction Traffic Management Plan has been prepared to demonstrate how the scheme can be implemented without detrimental impact on the local road network or highway safety more generally.

*Ecology and Biodiversity*

- 4.18 Windrush Ecology carried out a Preliminary Ecological Appraisal comprising a Phase 1 Habitat Survey and a Preliminary Roost Assessment. Habitats present within the site were found to include buildings, improved grassland, scrub, hedgerows, tree belts, ruderal vegetation, ephemeral vegetation and hardstanding.
- 4.19 All of the buildings, except for one, were assessed as having 'negligible' bat roost potential. Building F, at the front of the site, was assessed as having 'low' bat roost potential. Semi-mature/mature trees and adjacent woodland are considered to be the habitats of greatest ecological value within the site.
- 4.20 The report concludes that there will be no foreseeable impacts on statutory or non-statutory sites nor on priority habitats. Subject to management of improved grassland to prevent the habitat developing into suitable amphibian terrestrial habitat, there are no foreseeable impacts on amphibians including great crested newts.
- 4.21 A series of ecological protection and enhancement measures has been recommended including inclusion of an ecological buffer zone, retention of existing trees and hedgerows. New areas of tree and shrub planting are recommended along with bat roosting features and bird nesting boxes.
- 4.22 As building F is now proposed for demolition, bat surveys have been carried out and a bat mitigation strategy has been prepared. These also cover building D (rear of the site) as during the surveys a bat was seen to emerge from that building.
- 4.23 As a result of the surveys, it can be concluded that Building F functions as a regular day roost site for low numbers of soprano pipistrelles and brown long eared bats but there was no evidence of use of the building for breeding. Building D appears to function as a day roost site for low numbers of soprano pipistrelles but unsuitable for larger numbers of bats and not be suitable for bat maternity colonies.
- 4.24 Demolition of Buildings F and D will result in the destruction of bat roosts and therefore a licence will need to be obtained from Natural England in order to undertake the proposed development. It is recommended that Schwegler bat boxes are installed on site to provide immediate roost capacity. To provide long-term roost replacement, it is recommended that bat roosting features such as bat tubes or bat boxes and designed into the scheme. External lighting should also be carefully designed to minimise the impact of light spillage on bat roost features.

*Arboricultural Matters*

- 4.25 A tree survey report was produced at an early stage which was used to inform the design process. 227 trees and groups of trees were surveyed and the

assessment of arboricultural impact based on the submitted proposals has concluded that in terms of above ground impact no trees will require removal, a lime tree at the entrance to the site may require periodic crown raising and that proposed footpath links can be created without any impact.

- 4.26 Regarding root protection are impact, six parking bays along the eastern boundary of the site are within the root protection area of a group of lime trees. Any potential impact can be by using a minimal dig sub-base and porous surfacing. Over the wider site during the construction phase areas of temporary ground protection may be required.
- 4.27 The application is accompanied by a tree shading diagram. There are no significant shading implications as a result of the proposed development.
- 4.28 The report provides an arboricultural method statement and tree protection measures that will be implemented during the construction process. From an arboricultural perspective there are no reasons why the development cannot proceed.

#### *Amenity*

- 4.29 The nearest residential property, Millbrook House, is located approximately 27m north of the site. Due to the distance between Millbrook House and the proposed buildings, there is unlikely to be any significant loss of amenity to Millbrook House as a result of the development. The site is already in employment use, but in buildings that are not constructed to the current standards in respect of noise insulation. The proposed new construction will ensure the amenity of the neighbouring occupiers to the north is protected.
- 4.30 Historically the site was a poultry farm and the farm buildings were repurposed for business use. They are however in a poor state of repair and fall well below current standards for workspaces. The proposed redevelopment provides an opportunity to create high quality workspaces that will ensure a comfortable working environment for future occupants in an attractive location.
- 4.31 Any requirement to produce a Construction Environmental Management Plan to ensure there are no undesirable impacts during the construction phase can be dealt with by the imposition of an appropriately worded planning condition.

#### *Flood Risk and Drainage Strategy*

- 4.32 The submitted report dealing with flood risk and providing a drainage strategy for the proposed development concludes that two existing flood risks require mitigation as part of the development namely from existing, defective surface water drainage systems and overland flow from higher land to the west of the site.
- 4.33 It is proposed to reuse the existing piped outfall to an off-site watercourse to serve approximately 39% of the development and the remaining 61% will be

drained by a combination of permeable external areas and trench soakaways. Sewage will discharge to the Thames Water foul sewer in Fir Lane as the current situation.

- 4.34 More detail regarding these matters is provide in the submitted Flood Risk Assessment Report prepared by Link Engineering.

*Other Matters*

- 4.35 The submitted Services Options Appraisal Report provides an assessment of a range of fuel and site infrastructure options in respect of capital cost, running costs, carbon emissions and ongoing management. As a result of this assessment process, which included renewable and low carbon technologies, it was concluded that the installation of air source heat pumps for each unit would be the most suitable heating system.
- 4.36 The application is also accompanied by a BREEAM pre-assessment report. This demonstrates that the scheme is able to achieve the required 'very good' rating with a base rate of 58.24% and optimum rate of 66.18%
- 4.37 The Mat 01 LCA options appraisal has been sent to the BRE and was time stamped as reived on 8/4/20. This is prior to submission of this planning application as per BREEAM requirements, and the credit is therefore anticipated to be gained for this issue at this stage as been achieved.
- 4.38 It is proposed to install 10 no. electric vehicle charging points within the site; to serve the hub building and the main car parking area at the rear of the site.
- 4.39 Prior to submission of this application, an environmental screening opinion request was made to the Council under application reference 19/02596/SO. This confirmed that an EIA is not required for this scheme.

**5.0 Conclusion**

- 5.1 This statement has examined the planning background of the site and the relevant national and local planning policy framework in respect of the proposals.
- 5.2 The range of technical studies undertaken to support this application have confirmed that there are no reasons why the proposed development cannot be delivered and that any potential impacts can be successfully mitigated where required.
- 5.3 The scheme would create well-designed, attractive commercial buildings that would secure the long-term viability of the site contributing to available employment space within the district and providing valuable smaller, flexible employment spaces suitable to meet the needs of local businesses.

- 5.4 The proposed development has been sensitively designed to fit with the rural surroundings and is considered to have a positive impact on the character and appearance of the adjacent conservation area when compared with the existing buildings and overall site appearance.
- 5.5 It has been demonstrated that there is no conflict with relevant national and local planning policy and the Council is therefore requested to approve the application.