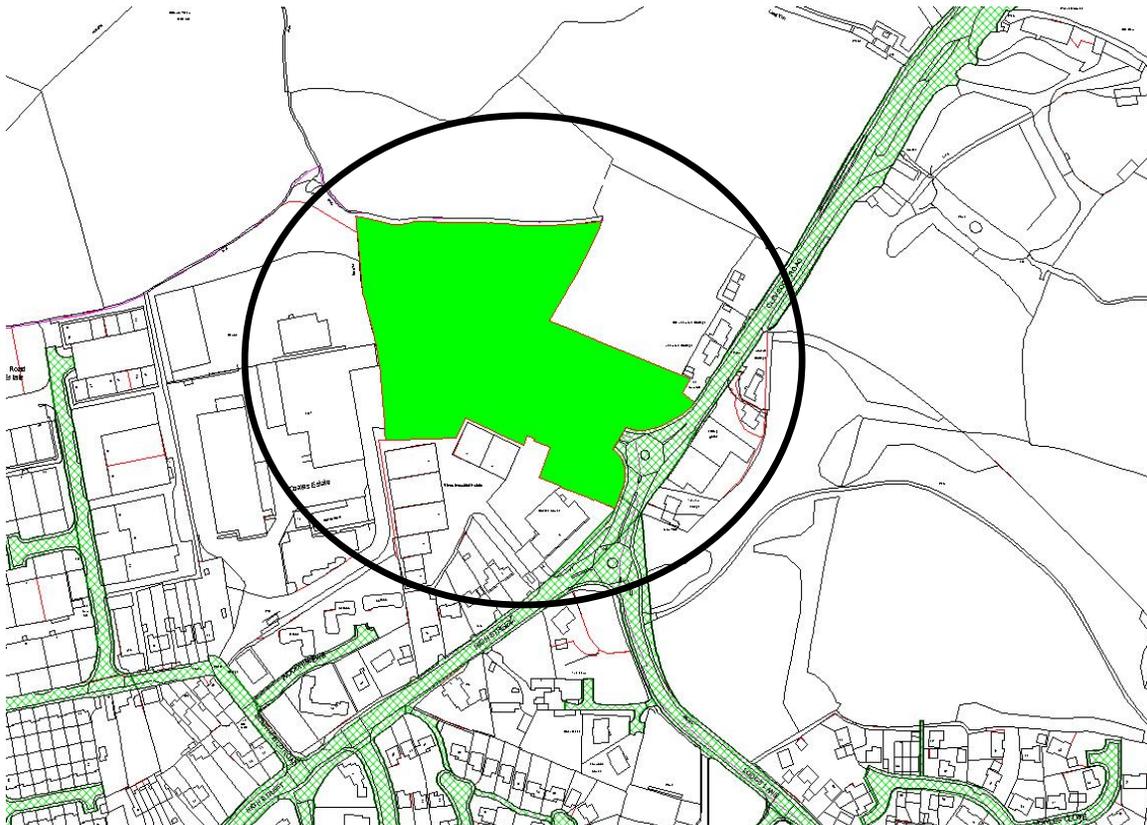


Planning and Regulatory Committee 11.05.16

SECTION 1

<b>APPLICATION NO:</b> 15/P/0291/F	<b>CASE OFFICER:</b> Neil Underhay
<b>APPLICANT:</b> GE Oil and Gas	
<b>PARISH/WARD:</b> Nailsea/Long Ashton <b>WARD COUNCILLOR(S):</b> Cllr Mrs Mary Blatchford Cllr Charles Cave Cllr Kate Stowey	<b>TARGET DATE:</b> 22 <sup>nd</sup> April 2016
<b>SITE ADDRESS:</b> GE Oil and Gas, High Street, Nailsea	

LOCATION PLAN: The following plan shows the general location of the site only and is for illustrative purposes. The circle identifies the location of the site and is not a representation of the site boundaries. The site boundaries and other details submitted with the application can be viewed on the council's website at [www.n-somerset.gov.uk](http://www.n-somerset.gov.uk). This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown copyright and database rights 2016 Ordnance Survey 100023397. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form



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7. **Section 1: 15/P/0291/F Erection of an Industrial Test Facility building (1000 sq metres) and a four storey office building (3500 sq metres) incorporating ancillary welfare, amenity and meeting facilities following demolition of existing portacabins. Construction of car parking provision and cycle parking at GE Oil and Gas, High Street, Nailsea**

**REFERRED BY COUNCILLORS BLATCHFORD AND CAVE**

**Summary of recommendation**

It is recommended that the application be **APPROVED** subject to conditions. The full recommendation is set out at the end of this report.

**Background**

In order for this planning application to be supported, it needs, amongst other issues, to provide an acceptable level of car parking. A separate planning application has been made to retain an existing temporary car parking (reference number 16/P/0462/F). Spaces within that car park would serve this proposed extension. This application and the separate planning application 16/P/0462/F for the continuation of the temporary car park are therefore connected and it is appropriate that both applications are considered at the same planning committee. A separate report on planning application 16/P/0462/F is on the agenda for this meeting.

**The Site**

GE Oil & Gas premise is situated in north–east Nailsea, off High Street. Vines Industrial Estate is located to the west and the Coates Industrial Estate is to the north. The application site is towards the western boundary and it is adjacent to the main office and research buildings.

**The Application**

Full planning permission is sought to erect a 4-storey office building and an 'Extended Factory Acceptance Test facility', which tests sub-sea equipment. This building has a ridge height of 13 metres and the combined floor area of both elements is approximately 4,500 square metres. Temporary offices buildings in the yard will be removed to make way for the extension. The purpose of the extension will be provide modern specialist accommodation to improve and consolidate the business.

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**Relevant Planning History**

The site has had a number of planning applications in the past. The most relevant history is:

<b>Year</b>	<b>Reference</b>	<b>Proposal</b>	<b>Decision</b>
2016	16/P/0462/F	Continued use of 173 space car park	See separate report on this agenda
2012	12/P/2068/F	Temporary car park with bund and landscaping	Approved for 5 years – Expires in February 2018

**Policy Framework**

The site is within the Nailsea Settlement Boundary

**The Development Plan**

The North Somerset Core Strategy was adopted in 2012, but following a high court challenge in 2013, the housing requirement was remitted back to the Planning Inspectorate for re-examination. Following the re-examination of Policy CS13 the Secretary of State confirmed that the housing figure for the period 2006-2026 is 20,985 dwellings and this is now part of the adopted development plan.

While only CS13 was found to be unlawful, the Judge recognised that the re-examination of the housing requirement may result in consequential amendments to other policies. On this basis, eight other policies were also remitted; Policies CS6, CS14, CS19, CS28, CS30, CS31, CS32 and CS33. However, the Judge emphasised that 'the policies can still be accorded appropriate weight in any decision making and housing can be brought forward through the development control process. The examination process will now consider these other remaining remitted policies. The Council is consulting on the proposed amendments to the other remitted policies prior to hearings taking place in early 2016.

The following policies are relevant to this proposal

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<b>Policy Ref</b>	<b>Policy heading</b>
CS1	Addressing climate change and carbon reduction
CS2	Delivering sustainable design and construction
CS3	Environmental impacts and flood risk management
CS4	Nature Conservation
CS5	Landscape and the historic environment
CS10	Transport and movement
CS11	Parking
CS12	Achieving high quality design and place making
CS20	Supporting a successful economy
CS31	Clevedon, Nailsea and Portishead
CS34	Infrastructure delivery and Development Contributions

North Somerset Replacement Local Plan (NSRLP) (saved policies) (adopted March 2007)

Three NSRLP policies were not saved in March 2010. The Core Strategy supersedes some but not all of the remainder. It does not fully supersede the policies listed below.

<b>Policy Ref</b>	<b>Policy heading</b>
GDP/3	Promoting good design and sustainable construction
E/4	Proposals for new business developments within towns and defined settlements
E/5	Safeguarded employment areas
T/6	Parking standards
T/10	Highway safety, traffic and the provision of infrastructure associated with development
T/11	Travel plans

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### Other material policy guidance

#### National Planning Policy Framework (NPPF) (March 2012)

The following sections of the NPPF are particularly relevant to this proposal:

<b>Section</b>	<b>Section heading</b>
1	Building a strong, competitive economy
4	Promoting sustainable transport
7	Requiring good design

#### Other National Policy Guidance

- Technical Guidance to the National Planning Policy Framework (March 2012)

#### Emerging Development Plan

The Sites and Policies Plan Part 1: Development Management Policies is currently out for consultation on the proposed Main Modifications following the examination hearings in November 2015 and the Inspector's interim report which was received on 13 November 2015. The consultation on the proposed Main Modifications ended in March 2016 and the Inspector's final report was received on 26 April 2016. The plan making is now in its final stages and close to adoption so policies within the plan carry significant weight in accordance with paragraph 216 of the NPPF and can be used to determine planning applications.

The following Policies are relevant to this application.

#### Policy Ref    Policy Heading

- SP1            Presumption in favour of Sustainable development
- DM1            Flooding and Drainage
- DM2            Renewable and Low Carbon Energy
- DM9            Trees
- DM10            Landscape
- DM24            Safety, Traffic and Infrastructure
- DM26            Travel Plans
- DM28            Parking Standards
- DM32            High quality design and place making

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Part 2 of the Sites and Policies Plan (the 'Sites Allocation Plan') is less advanced, although the Council's Executive have approved its draft for Consultation. It currently has limited weight as a material consideration.

Supplementary Planning Documents (SPD) and Development Plan Documents (DPD)

- North Somerset Parking Standards SPD (adopted November 2013)
- Travel Plans SPD (adopted November 2010)
- Biodiversity and Trees SPD (adopted December 2005)

**Consultations**

Copies of representations received can be viewed on the council's website. This report contains summaries only.

**Third Parties:** 12 objections have been received. The principal planning points made are as follows:

- Despite the earlier provision of additional parking facilities at the site which was supposed to reduce off-site parking, cars continue to be parked along Lodge Lane reducing the navigable width and increasing the risk of collisions. This proposal means there will be more cars parked in this lane and the adjoining residential area. The Company's Transport plan contains inadequate hard measures to safeguard the interests of local residents.
- The form of the building does not appear overly intrusive given the surrounding buildings, however the colour might be imposing and a more neutral colour were specified given the adjacent rural setting of the building.
- Noise levels do not seem to have been taken into consideration. Surely the projected noise output of tests that are to be being carried out should be calculated in decibels in order to find out if the acceptable levels will be exceeded.

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**Nailsea Town Council:**

Recommend acceptance, whilst noting concerns regarding vehicle parking on Lodge Lane.

**Wraxall Parish Council:**

“A major concern continues to be the loss of 50 car spaces that would result from the proposed development. It is thought that the applicant has not been active in seeking other car parking options. In the past the applicant has rented car parking spaces on neighbouring Southfield Trading Estate, but at the applicant’s insistence, only if such car parking spaces could be accessed via the applicant’s own site. So, in addition to the loss of 50 car parking spaces, the proposed development is likely to preclude direct access to any car parking spaces on the neighbouring Southfield Trading Estate, thereby limiting potential car parking options for the future.

On 7 February 2013 the applicant was granted planning permission 12/P/2068/F for a temporary car park on green belt land for a period of five years. The Parish Council is strongly opposed to the renewal of this temporary car park in the green belt, which, if granted, would in effect give licence to the applicant to use the temporary car park on a permanent basis.”

**Other Comments Received:**

**Wessex Water:**

Drainage systems will be required to serve this development and no surface water connections will be permitted to the foul sewer systems. Waste Water connections will be required from Wessex Water.

**Highways Agency**

No objections

**The Coal Authority:**

The Coal Authority considers that the content and conclusions of the Coal Mining Risk Assessment Report are sufficient for the purposes of the planning system in demonstrating that the application site is or can be made, safe and stable for the proposed development. The Coal Authority therefore has no objection to the proposed development.

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**Principal Planning Issues**

The main planning issues in this case are: (1) The principle of employment; (2) Transport / Car Parking; (3) Scale and appearance of proposed building; (4) Noise; (5) Biodiversity; (6) Flood Risk / Drainage; (7) Impact on trees and (8) Energy Efficiency.

**Issue 1: The principle of employment development**

One of the key corporate objectives of the Council as set out in its Core Strategy (Priority Objective 3) is to prioritise employment growth and economic development. This is closely reflected in Policies CS20 and CS31 of the Core Strategy and Policies E/4 and E/5 of the Replacement Local Plan, which support employment development within settlement boundaries and particularly on existing employment sites. Policy DM47 of The Sites and Policies Plan – Part 1 (Development Management Policies) Publication Version has the same objectives.

This proposal would result in significant investment and improvement to a major and long-established employment site. The principle of the development therefore accords with the referred corporate objectives and policies and it is acceptable.

**Issue 2: Transport / Car Parking**

The cumulative floor space of all buildings at GE's current premises would require about 230 spaces when measured against the Council car parking standards. Excluding the temporary car park GE currently has around 270 permanent car parking spaces. This increases to 443 spaces including the 173-space temporary car park.

The net increase in floor space that will arise from the proposed extensions would increase the parking requirement to 358 spaces. To build the extension however 50 existing car parking spaces would be lost. Without the temporary car park this would leave GE with around 220 permanent spaces which is 138 spaces less than policy would require. With the temporary car park in place they would have around 393 spaces, which exceeds the policy requirements by 38 spaces, but this is a realistic figure for the business having regard to customers and visitors parking.

The planning permission for the temporary car park (reference number 12/P/2068/F) lapses in February 2018 and it is a condition of that planning permission the land shall be restored to its former condition which was an agricultural field. Without the continuation of that car park or an alternative long-

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term car park being provided, the proposed extension would lead to a significant deficit of car parking which is likely to result in high demands for roadside parking in local roads. Officers would not support this outcome, which is contrary to policy CS11 of the Core Strategy, policies T/6 and T/10 of the Replacement Local Plan and the Council's Supplementary Planning Document on Parking (November 2013).

There is some suggestion in comments received on this application from local residents that some GE staff park their cars in nearby roads including Lodge Lane rather than use the on-site car park. This may suggest that GE do not have enough spaces to meet the demand even with the temporary car park and further expansion could mean more staff and more off-site parking. However others suggest some GE staff choose to park off-site in nearby streets because it is quicker for them to do this and walk to the site, than it is to wait in a queue of cars when the majority of staff finish their shifts at the same time.

GE acknowledge there was some congestion in vehicles leaving the site in the afternoon peak (when shifts end) but say that a review of shifts patterns and car sharing in recent months has reduced overall car trips with less 'peak' usage in recent months. They add that while the more buildings on the site would result in a net increase of over 3000 square metres, this will not necessarily lead to more staff working at the site compared with the previous peaks. They say the new building will replace and improve a number of outdated and cramped buildings currently on the site, which will improve operational efficiency.

However without the temporary car park or an alternative local car park that provides a similar number of spaces there would be a significant shortfall of car parking. This application should only be supported if adequate car parking is provided and an effective 'Travel Plan' is produced to reduce, as far as possible, reliance on single occupancy car trips. There is some evidence that this is already being carried out, but it should be formalised so that there is a plan to work to.

**Issue 3: Scale and Appearance of proposed buildings**

The new building (the office element) is approximately 1.3 metres taller than the tallest adjoining building on the site. This is a modest difference which is highly unlikely to appear over-bearing or out of context with the surrounding industrial buildings.

The proposed buildings are contemporary and markedly better than the older buildings within and adjoining the site. It was initially proposed to clad the exterior of the building in bright blue translucent panels. These were subsequently changed to shades of grey and light blue, which are more subtle and acceptable in this location. Some lighting inside the building may pass through the translucent

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panels during darkness. The panels are however opaque and coloured and this is likely to diffuse the lighting, resulting in a soft glow from outside. It is doubtful that this will appear bright or obtrusive. Samples of the cladding panels will however need to be approved before they are applied and officers will seek to ensure they do limit artificial light.

There are no objections to the scale or design of the proposed building, which is acceptable under Policy CS12 of the Core Strategy and Policy DM32 of The Sites and Policies Plan Part 1 (Publication Version).

### Issue 4: Noise

Some representations suggest the current use creates noise which is perceptible from nearby residential properties. The Council records show that there was one complaint lodged against the business in 2014 and this cited a 'hum' like sound. Investigations by the Council did not however establish any statutory noise nuisance of any other perceptible noise from the site that was likely to be anti-social. No complaints have been received since.

Noise was not considered to be a concern for previous applications, which already includes pressurised testing of equipment (the same as that to be conducted in the proposed 'industrial testing facility'). The applicants were however asked to provide further information as part of this application to clarify the nature of the operation in the proposed 'testing facility'. This is summarised below:

*EFAT stands for Extended Factory Acceptance Test and seeks to ensure the equipment produced on site meets the necessary industry standards. This includes opening and closing the valves of the equipment and ensuring the equipment is collecting data. The only element of noise that is generated by the test process is from a hydraulic pump which provides the hydraulic pressure to open and close the valves. The EFAT test that is to be carried out in the new building is exactly the same process that is currently carried out on the site. The proposal therefore does not introduce any new noise generating activities/processes, but will be undertaken within a purpose built building designed for this purpose. There are no new steps or activities in this process and therefore no new noises or volume of noise. The proposal will result in no increase in noise as a result of this proposal.*

*Business Hours – testing: The office workers will have core working hours from 9am to 3.30pm, but have flexible working opportunities between 7am to 6pm. The test facility generates a further 10-15*

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*people working on a shift basis. There are two shifts, one from 6am to 2.10pm and a second from 2pm to 10.10pm. These times and employment numbers will be unchanged as a result of this application from those currently existing on site.*

*Expected Noise Levels – expected noise levels will not change from existing noise levels as the proposal will re-provide the existing EFAT test facility located on site and will not change existing operational times. A Workplace Noise Assessment was carried out on the operators of the existing EFAT facility in 2013. The background 10 minute Leq noise level recorded in the EFAT area was 63 dB(A). Yard operation: The proposals within the application will not result in any additional deliveries/traffic in and around the site as this is an existing on-site process that is undertaken by existing staff.*

The Council's Environmental Protection Officer considers the noise levels arising from the processes are unlikely to have a detrimental impact on residential properties in the vicinity of the site. There are no noise related objections to the application, which complies with Policy CS3 of the Core Strategy.

**Issue 5: Biodiversity**

The applicant's 'BREEAM and Ecological Assessment' has been considered by the Council's Ecologist and it is considered that there will be no adverse impact on Biodiversity. It is however recommended that planning conditions are imposed requiring details of soft planting and external lighting to be agreed. This complies with Policy CS5 of the Core Strategy.

**Issue 6: Flood Risk / Drainage**

The site is located in Flood Zone 1. This has less than a 1:1000 annual probability of flooding and is appropriate for employment uses. The Council's Drainage Team has raised no objections to the application, which complies with Policy CS3 of the Core Strategy.

**Issue 7: Impact on Trees**

The application includes an Arboricultural Impact Assessment. There are no trees on the site that are subject to statutory protection. One Alder is listed as 'B' Category worthy of retention and tree protection measures are outlined for this tree. It is difficult to be certain whether this tree can be retained in the long-term,

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but it has very little impact in terms of wider public amenity. There are no tree related objections to the application.

**Issue 8: Energy Efficiency**

To comply with Policies CS1 and CS2 of the Core Strategy, the applicants should (1) incorporate renewable technologies into the new building which generate 15% of the energy requirements for the on-going operation of the development and (2) ensure the development is achieve a 'BREEAM' excellent standard.

On the first matter, the application proposes to install roof mounted solar photovoltaics (PV) panels and air source heat pumps. This will contribute to a high level of renewable energy production and have very little impact on the appearance of the building. The applicants have also provided detailed BREEAM assessments. This examines the various components (BREEAM credits) of the development. This has been considered by the Council's 'Energy Manager' and it is considered that BREEAM 'excellent' is likely to be achieved.

The proposal is therefore in complies with Policies CS1 and CS2 of the Core Strategy.

**Natural Environment and Rural Communities (NERC) Act 2006**

The proposed development will not have a material detrimental impact upon bio-diversity.

**The Crime and Disorder Act 1998**

The proposed development will not have a material detrimental impact upon crime and disorder.

**Conclusion**

There are no objections to the scale, position and appearance of the proposed building or its end use. The processes undertaken in the proposed testing facility are the same as currently takes place in the adjoin GE building and there is no evidence that this causes noise disturbance to residents. There are no landscape, ecological or drainage objections. The application therefore complies with Policies CS1, 2, 3 and 12 of the Core Strategy, GDP/3 of the Replacement Local Plan and SP/1, DM1, 2, 9, 10 and 32 of the Sites and Policies Plan Part 1.

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The extension is likely to generate more demand for car parking GE can provide on their own site. The temporary car park (which on land that they rent for another owner) would however provide sufficient spaces for the proposed extension, but this lapses in 2018. A longer term solution is therefore required.

If the separate planning application (reference number 16/P/0462/F) is approved or it is demonstrated that a separate longer term car park with sufficient car parking spaces is provided to serve GE, then it is recommended that this application should be approved as set out in **Recommendation 1** below.

**RECOMMENDATION 1:** Subject to the completion of a Section 106 Legal Agreement to secure a Travel Plan which incorporates measures and initiatives to reduce single occupancy car use and encourage more sustainable forms of travel for the business, the application is **APPROVED** (for the reasons stated in the report above) subject to the following conditions (or such amended or revised conditions as may be required):-

1. The development hereby permitted shall be begun before the expiry of five years from the date of this permission.

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.

**Approved Documents**

2. The development hereby permitted shall be carried out in accordance with the approved plans and documents.

Reports

- Planning Statement – January 2015
- Design & Access Statement
- Amendment to Façade Colour – March 2015
- Transport Statement Rev A – 8<sup>th</sup> May 2015
- Travel Plan Rev A – 8<sup>th</sup> May 2015
- Coal Mining Risk Assessment Report – December 2014
- BREEAM Land Use and Ecology report – December 2014
- Energy Statement including BREEAM Assessments
- Sustainability Statement
- Arboricultural Impact Assessment – November 2014

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Drawing Numbers

- PL01
- PL02
- PL03 Rev C
- PL04 Rev A
- PL05 Rev A
- PL06 Rev A
- PL07 Rev A
- PL08 Rev A
- PL09 Rev A
- PL10 Rev A
- PL11 Rev A
- PL12 Rev A
- PL14
- PL15 Rev A
- PL16 Rev A
- PL17 Rev A
- PL18 Rev A
- PL20
- PL21

Reason: For the avoidance of doubt and in the interest of proper planning and in accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.

**Building Materials**

3. No works shall be commenced until sample of the external building materials to be used in the construction of the development hereby granted have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved materials unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the materials to be used are acceptable in accordance with policy GDP/3 of the North Somerset Replacement Local Plan and policy CS12 of the North Somerset Core Strategy and policy DM32 of the North Somerset Sites and Policies Plan Part 1.

**Energy Efficiency / Sustainable Design**

4. The buildings hereby granted shall not be occupied until the measures to generate 15% of the on-going energy requirements of the use of the building

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(unless a different standard is agreed) through micro renewable or low-carbon technologies as set out in the Energy Statement have been installed and are fully operational. Thereafter, the approved technologies shall be permanently retained unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In order to secure a high level of energy saving by reducing carbon emissions generated by the use of the dwellings in accordance with policy GDP/3 of the North Somerset Replacement Local Plan and Policies CS1 and CS2 of the North Somerset Core Strategy and policy DM6 of the North Somerset Sites and Policies Plan Part 1.

5. The buildings hereby approved shall not be occupied until it has been demonstrated through verification by a suitably qualified assessor that the development has achieved a BREEAM 'excellent' standard, unless a lower standard is firstly approved in writing by the Local Planning Authority.

Reason: To ensure that the development meets the appropriate BREEAM standards as required by Policy CS1 and CS2 of the North Somerset Core Strategy.

**Lighting**

6. No external lighting shall be attached to be building hereby approved and no new lighting shall be installed in the grounds of the application site unless details of its position, height, type of light and lighting levels (lux levels) as shown on a lighting contour plan have been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed in accordance with approved details and shall be maintained and replaced in accordance with the approved details thereafter.

Reason: To ensure that the lighting levels are appropriate given the ecological sensitivity of the site and in accordance with Policy CS4 of the North Somerset Core Strategy Policy CS4 and policies DM8 and DM10 of the North Somerset Sites and Policies Plan Part 1.

7. **Biodiversity**

A plan showing the specification and locations of at least four bird nesting features to be erected on site shall be submitted to and approved provided in writing by the Local Planning Authority before construction works commence in accordance with Annex I of '*BREEAM New Construction 2011 Land Use and Ecology LE01-LE05*' (Clarke Webb Ecology Limited, 2014). The nesting

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features shall then be installed before any part of the building is brought in to use and shall be maintained at all times thereafter.

Reason: To provide biodiversity enhancement in accordance with Policy CS4 of the North Somerset Core Strategy and Policy DM8 of the North Somerset Sites and Policies Plan Part 1.

**Landscaping**

8. No development shall commence until a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. This shall include:

- a) details of all landscaping to be removed, retained and new proposals
- b) specifications of all new soft planting including the stock, spacing, size, species and numbers of new planting;
- c) means of enclosure and boundary treatment, and
- d) the location of all underground services to show there is no conflict with vegetation.

The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure a satisfactory and high quality approach is taken to landscape, community facilities and open space design is provided in accordance with Policy CS4, 9 & 12 of the Core Strategy.

9. All works comprised in the details of landscaping to be approved should be carried out during the months of October to March inclusive following occupation of the dwellings or completion of the development, whichever is the sooner.

Reason: To ensure that a satisfactory landscaping scheme is implemented in accordance with policy CS9 of the North Somerset Core Strategy and policy GDP/3 of the North Somerset Replacement Local Plan and policies DM10 and DM32 of the North Somerset Sites and Policies Plan Part 1.

10. For the duration of the development works existing trees and hedgerows which are to be retained shall be protected by a suitable barrier erected and maintained at a distance from the trunk or hedge specified, in writing, by the Local Planning Authority. The Authority shall be informed at least seven days

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before works start on site so that barrier position can be established. Within this protected area there shall be no excavation, tipping or stacking, nor compaction of the ground by any other means during the course of the construction of the development.

Reason: To ensure that no excavation, tipping, storing of materials or any other activity takes place within this protective zone and in accordance with policy GDP/3 of the North Somerset Replacement Local Plan and policy CS9 of the North Somerset Core Strategy and policies DM10 and DM32 of the North Somerset Sites and Policies Plan Part 1.

11. Trees, hedges and plants in any development phase shown in the landscaping scheme to be retained or planted, which during the development works or during a period of ten years following implementation of the landscaping scheme in that development parcel, which are removed without prior written approval from the Local Planning Authority or which die, become seriously diseased or damaged, shall be replaced in the first available planting season with other such species and size as are to be agreed with the Local Planning Authority.

Reason: To ensure as far as possible that the landscaping scheme is fully effective and in accordance with policy CS9 of the North Somerset Core Strategy and policy GDP/3 of the North Somerset Replacement Local Plan and policies DM10 and DM32 of the North Somerset Sites and Policies Plan Part 1.

**Cycle Stands**

- 12 The cycle stands shown in the approved drawings shall be installed before any part of the building hereby granted is brought into use and they shall be retained thereafter.

Reason: To ensure adequate on-site provision is made to encourage cycling in accordance with the Council's Supplementary Planning Document on Parking.

**Recommendation 2**

If planning application 16/P/0462/F is refused and no other long term car parking solution is provided, then this application should be REFUSED for the following reason.

1. The proposal will to give rise to a level of car parking from employees and visitors that considerably exceeds the supply that is available to the

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applicant. The consequence is likely to be high levels of car parking taking place near to the site in local roads, including residential roads, where such increases in parking cannot take place without inconvenience to road users and harming the amenities of residents. This is unacceptable having regard to Policies CS10, 11 and 12 of the North Somerset Core Strategy, T/6 and T/10 of the North Somerset Replacement Local Plan, DM 24 and 28 of the North Somerset Sites and Policies Plan – Part 1 (Development Management Policies) Publication Version and The Council's Supplementary Planning Document on Parking Standards.