

DCNE2008/0633/F - ALTERATIONS AND EXTENSION TO EXISTING BUILDINGS. NEW WAREHOUSE, CONCENTRATE STORE, GATEHOUSE, FUEL TANK STRUCTURES, ACCESS ROAD AND RE-ARRANGEMENT OF HARDSTANDING AREAS AT ROBERTSON'S BUSINESS PARK, LITTLE MARCLE LANE, LEDBURY, HEREFORDSHIRE, HR8 2JT

For: Universal Beverages per Cartledge Meller Ltd, Lockington Hall, Lockington, Derby DE74 2RH

Date Received: 11th March 2008 Ward: Ledbury

Grid Ref: 69601, 37224

Expiry Date: 10th June 2008

Local Members: Councillor M E Cooper, Councillor J K Swinburne and Councillor P J Watts

Context

This report sets out the details of the above application. It is of strategic importance and will both safeguard employment opportunities in Ledbury and introduce improved arrangements for the processing of apples in the County. The application has been the subject of extensive pre-application discussions. As members will identify from the report there are several outstanding matters at the time of writing this report. These matters are of sufficient importance to prevent the final determination of the application at this stage. In summary the outstanding issues are:

- Disposal of waste water effluence/flood risk and groundwater and contaminated land (Environment Agency)
- Water supply issues (Severn Trent Water and Welsh Water)
- Protected species (the Council's Ecologist).

The following report is based around the premise that the outstanding issues are ultimately capable of resolution at a technical level. On that basis the report seeks to secure member support in principle for the proposal.

Members will be given the usual updates at the meeting, both in general, and around the outstanding matters in particular. In the event that the Committee supports the course of action, and the technical issues are overcome the planning permission can then quickly be despatched (subject to any further conditions reasonably required by the appropriate agencies).

In the event that outstanding objections remain after the normal professional discussions have been exhausted a full report will be brought back to the next available Committee meeting thereafter.

The usual report on the determination of a planning application is set out below.

1. Site Description and Proposal

- 1.1 The application site has an area of approximately 12 hectares. It is located on the south-western side of Little Marcle Road some 60 metres west of the Ledbury by-pass (i.e. the A417). Upon the site at present is a range of industrial buildings including an effluent plant and storage tanks. These buildings are functional in nature with a limited palette of colours. There are two existing permanent vehicular means of access to the site, some distance from the A417, both with restricted visibility.
- 1.2 The site has a limited width tree screen along the boundaries with open countryside. These comprise of hybrid poplars. There are other existing landscape features, most notably, a strong hedgerow comprising indigenous species from the A417 to the main complex of buildings on the south-western side of the Little Marcle Road.
- 1.3 The south-eastern part of the site in the vicinity of the Ledbury by-pass (i.e. A417) lies within the floodplain of the River Leadon.
- 1.4 Two public rights of way cross the site.
- 1.5 Surrounded by the site on the south-western side of the Little Marcle Road is a lawful fuel depot still used by Watson Fuels and a house that is occupied by a member of staff of Watson Fuels and his dependants. Some 100 metres to the north-east on the opposite side of Little Marcle Road, and situated at a higher ground level, is Fairtree Farm. The buildings at Fairtree Farm are grade 2 listed. Further afield, again on the northern side of Little Marcle Road is Flights Farm, which includes the Grade 2, listed Farmhouse.
- 1.6 The land rises relatively gently from south-east to north-west.
- 1.7 Members may be aware that following the acquisition of Robertsons Preserves by Premier foods last spring, operations at the application site (other than suet production) will cease at the end of August this year. The applicant acquired the site from Premier foods at the end of 2007 and have an extended contract to mill fruit for Bulmers. It is the objective of the proposed development to provide the requisite physical infrastructure to facilitate this process. The resultant development would create a new fruit processing mill with a capacity to handle 15,000 tonnes of fruit per week together with a facility that will include additional fermentation, storage and packaging lines. The applicant has agreed to continue suet production for Premier Foods. Cider would be produced under the Bulmers brand although there would be other products produced as well as other fruit based beverages for other suppliers. It is anticipated that the proposed development would not only secure retention of the existing 100 jobs upon the site but also create a further 50 jobs.
- 1.8 The site has a lawful use for food processing. This is a lawful general industrial use (Use Class B2). The proposed use comprising food and drink processing remains a general industrial use (Use Class B2). As such the proposal does not involve a material change of use. The application involves further operational development, primarily the erection of buildings. The proposal comprises the following main elements: -
 - The erection of a warehouse building immediately to the south-east of the existing range of buildings. This would measure 93.5 metres in length and 66 metres in width. It would have a height of 14.5 metres. The roof would be behind a parapet.

- The erection of a concentrate store building to the south-west of the existing range of buildings. This building would measure 72 metres in length and 57.8 metres in width. It would have a double-pitched roof with a central valley. The ridges would be orientated in a south-east to north-west direction. This building would have a height to eaves of 12 metres and a height to ridge of 14.5 metres.
 - A series of tanks adjacent to the north-western boundary of the existing lawful site. There would be 24 tanks in total. The highest tanks would be some 27 .9 metres high.
 - A relatively modest refuse storage building with a maximum height of 3.5 metres;
 - The creation of a permanent new vehicular means of access on the southern side of the Little Marcle Road to the east of the existing effluent plant some 195 metres west of the Ledbury by-pass (A417). This vehicular means of access would be the access used by heavy goods vehicles. A modest gatehouse with a maximum height of 4.1 metres, would also be erected.
 - A staff car park accommodating 168 cars together with a cycle storage area accommodating some 30 bicycles. This area would be served off the historic main existing vehicular means of access thus separating the heavier traffic from the lighter traffic;
 - A full comprehensive Travel Plan has been submitted;
 - A full landscaping plan has been submitted. This involves the provision of a 30 metre wide landscaping strip along the north-western, south-western and south-eastern boundaries of the site. In addition, a 3-metre high landscape bund would be provided adjacent to the north-western boundary. This bund would have a maximum height of 3 metres, a maximum gradient on its south-eastern face (adjacent to the industrial site) of 1:4 and a maximum angle of repose / gradient on its north-western face (adjacent to the countryside) of 1:7. Also included within the landscaping scheme is planting either side of the proposed new vehicular access road; and
 - A fully detailed comprehensive lighting scheme has been submitted.
- 1.9 The majority of the buildings would have a brickwork plinth and then be clad in metal sheeting. Whilst the base of the buildings would accommodate a tawny and poppy red colour the majority of the buildings would be coloured in goose wing grey (including their roofs).

1.10 The proposal also involves the diversion of a bridleway.

2. Policies

2.1 The Central Government advice considered to be of relevance to the consideration of this application is: -

- PPS1 - Delivering Sustainable Development
- PPG4 - Industrial, Commercial Development and Small Firms
- PPS7 - Sustainable Development in Rural Areas
- PPS9 - Bio-Diversity and Geological Conservation
- PPG13 - Transport

PPG15 - Planning and the Historic Environment
The Regional Spatial Strategy for the West Midlands is of relevance.

2.2 The following policies of the Herefordshire Unitary Development Plan are considered to be of relevance: -

- S1 - Sustainable Development
- S2 - Development Requirements
- S4 - Employment
- S6 - Transport
- S7 - Natural and Historic Heritage
- DR1 - Design
- DR2 - Land Use and Activity
- DR3 - Movement
- DR4 - Environment
- DR6 - Water Resources
- DR7 - Flood Risk
- DR8 - Culverting
- DR9 - Air Quality
- DR10 - Contaminated Land
- DR13 - Noise
- DR14 - Lighting
- E5 - Safeguarding Employment Land and Buildings
- E8 - Design Standards for Employment Sites
- T7 - Cycling
- T11 - Parking Provision
- LA2 - Landscape Character and Areas Resilient to Change
- LA6 - Landscaping Schemes
- NC policies re: Ecology
- HBA4 - Setting of Listed Buildings
- W11 - Development – Waste Implications

3. Planning History

3.1 Whilst the site has an extensive planning history, the only planning applications to be considered of relevance are: -

DCNE/2008/0420/F	Formation of temporary access roadway and entrance	-	Permitted
DCNE/2008/0531/F	Proposed new entrance for apple reception pit and machinery	-	Permitted
DCNE/2008/1115/F	Demolition of existing workshop, new boiler house/workshop	-	Undetermined

3.2 It should also be noted that the site has a lawful general industrial (Use Class B2) use.

4. Consultation Summary

Statutory Consultations

4.1 The Environment Agency objected to the original submission. In its opinion the following matters had not been adequately addressed: -

- Disposal of waste water effluent;

- Disposal of foul water;
 - Water supply;
 - Flood Risk re: surface water drainage arrangements;
 - Groundwater and contaminated land
- 4.2 The agent for the applicant has provided further information in a letter dated 24th April 2008 and an e-mail dated 29th April 2008. The Environment Agency's response is awaited.
- 4.3 Severn Trent Water is yet to confirm that it is satisfied with the proposed development.
- 4.4 Welsh Water has stated that it does not wish to comment. However, its confirmation that adequate mains water supply exists to serve the proposed development is sought.
- 4.5 Clearly it is critical that these technical matters are resolved. It is understood that the process would use 4,364 cubic metres of water a day and would create approximately 3,000 cubic metres a day of trade effluent. Clearly it is essential to ensure that an adequate water supply exists and that the means of discharging the trade effluent is acceptable.

Internal Council Advice

- 4.6 The Public Rights of Way Section is satisfied with the proposed bridleway diversion subject to a condition.
- 4.7 The Conservation Officer is satisfied that the proposed development would not have an adverse impact upon the setting of the listed buildings in the vicinity.
- 4.8 The Planning Ecologist requires further information to establish the presence (or otherwise) of protected species. Clearly if protected species are found mitigation measures would be required. Given the advice in paragraph 99 of Circular 06/2005 this matter needs to be resolved before any planning permission is granted.
- 4.9 The Land Drainage Engineer does not raise any objection to the proposed development.
- 4.10 The Minerals and Waste Officer has no objections.
- 4.11 In summary the Transportation Section consider: -
- The surrounding road network to have sufficient capacity;
 - The new vehicular means of access and associated visibility splays to be satisfactory and indeed to represent an enhancement to road safety;
 - The car parking and cycle parking provision to be satisfactory;
 - The Travel Plan to be satisfactory;
 - The proposed voluntary routing agreement to be beneficial; and

- The Little Marcle Bridge (BB308) to be capable of taking all normal highway traffic without restriction.
- 4.12 The Environmental Health Section has no objections to the proposed development subject to the imposition of appropriate planning with regard noise and lighting.
- 4.13 The Economic Regeneration Team support the application on the basis of the employment opportunities that it affords.

5. Representations

- 5.1 The 'Byways and Bridleways Trust' have no objection to the proposed bridleway diversion.
- 5.2 The Ramblers Association has no objection to the proposed bridleway diversion.
- 5.3 Ledbury Town Council wish to see the application approved. They wish the Planning Officer to secure landscaping of the external tanks.
- 5.4 The occupiers of five dwellings in the vicinity have expressed concern/objected on the following summarised grounds:
- The use of Falcon Lane and Little Marcle Road in a west of the application site by heavy goods vehicles.
 - Noise during the construction phase especially at inappropriate times.
 - Operational noise from the development.
 - Potential light pollution.
 - The adequacy of the Little Marcle Bridge in terms of its structure to cater with the type of traffic generated by the proposed development.
 - The visual impact of the proposed development.
 - Air quality.
- 5.5 The Open Spaces Society - No response
- 5.6 The British Horse Society - No response
- 5.7 Malvern Hills District Footpath Society - No response

The full text of these letters can be inspected at Northern Planning Services, Garrick House, Widemarsh Street, Hereford and prior to the Sub-Committee meeting.

6. Officer's Appraisal

Principle of the Development

- 6.1 The application site lies outside of the defined boundary of Ledbury and any of the surrounding villages. As such, in planning policy terms it lies within the countryside.

However, the site has a long established general industrial use (Use Class B2). The applicant also proposes a general industrial use and as such a planning application for a change of use is not required. The only matter to be considered is the impact of the new built (i.e. operational) development.

- 6.2 It is, however, critical that existing employment land is retained and wherever possible used to create employment opportunities. To create genuinely sustainable communities it is essential that the correct balance exists in terms of provision of housing, employment, retail, leisure and community uses. Part of this Authority's strategy in terms of ensuring an adequate employment land supply is the safeguarding of existing employment sites. In this regard the proposed development would not only ensure the retention of an existing employment site but would also provide enhanced employment opportunities to the locality. The location of the site in such close proximity to the residential workforce of Ledbury with skills in the food processing industry together with good links via the A417 to the M50 contribute to making this an extremely attractive site to the applicant. Clearly such a business based upon agricultural produce has wider benefits to the rural economy of Herefordshire.
- 6.3 All of the proposed built development lies within the existing lawful planning unit. As such, there is no encroachment of development upon the open countryside.
- 6.4 As a consequence there is no objection to the principle of the development. It is therefore the matters of detail that require further examination.

Visual Impact

- 6.5 The site lies on relatively flat land in a river corridor landscape in relatively close proximity to the River Leadon. All of the new built development would be sited in close proximity to the existing group of buildings. This represents good practice in that such development in rural areas are best seen as a closely-knit group of buildings rather than sporadically sited.
- 6.6 Whilst the proposed two major new buildings upon the site would be some three metres higher than the existing highest building upon the site, it is considered that these can satisfactorily be accommodated upon the site. It is considered that these buildings are well sited, designed and would have an acceptable external appearance. The greatest visual impact would, however, arise from the proposed storage tanks. Their location adjacent to the north-western boundary of the existing site is dictated by operational constraints.
- 6.7 There is no doubt that these tanks would be readily visible from a series of public vantage points including Little Marcle Road to the north-west, Lilly Hall Lane to the west and the Ross Road (A449). They would also be visible from a series of other short and long distant public vantage points, including public rights of way. However, merely because a development can be seen does not make it unacceptable. The design of these tanks clearly reflects their function. In terms of the wider landscape this site is low-lying and as such these tanks would not project above the skyline.
- 6.8 The issue that needs considering is whether their visual impact can satisfactorily be mitigated. In this respect negotiations have secured an extensive 30 metre wide landscaping belt adjacent to the north-western, south-western and southern boundaries. The area of land adjacent to the north-western boundary would be provided with an appropriately graded earth bund. These areas would then be planted with an extensive range of indigenous species including some 18,000 trees / plants.

This planting would in the long-term create an effective woodland belt. It would of course take some twenty-five years to mature. However, it is your officers' view that the proposal is not in itself so visually intrusive to justify refusal and the proposed landscaping will, albeit in the long-term, integrate the proposed development into the landscape.

Setting of Listed Building

- 6.9 The main views achieved of Flights Farm and Fairtree Farm is achieved from the Little Marcle Road. The proposed development would not disrupt these views or any specific views of these listed buildings. Given that the entirety of the development is confined within the existing lawful planning unit, it is considered that the wider setting of these listed buildings would not be adversely affected. By securing appropriate colours to the materials and significant landscaping it is considered that their settings would be safeguarded.

Transportation Matters

- 6.10 The proposed new vehicular means of access some 195 metres west of the Ledbury by-pass (A417) is welcomed. Its physical position in such close proximity to the A417 is such that heavy goods vehicles are much more likely to use the A417 route rather than Falcon Lane. This new access road would also mean that the existing vehicular means of access, which is to be retained, would not be used by heavy goods vehicles. Given that the existing vehicular means of access has sub-standard visibility splays this represents a highway gain. The applicant will route its traffic, through a voluntary routing agreement mechanism, along the A417. The Transportation Section is satisfied that the local network has adequate capacity to cater with the traffic generated by the proposed development.
- 6.11 The provision of on-site secure bicycle parking in accordance with the Council's standards is welcomed, as is the Travel Plan. These strategies should encourage employees to utilise modes of transport other than the private motor vehicle.
- 6.12 The level of on-site parking provision is considered to be satisfactory.
- 6.13 An issue has been raised by a local resident as to the adequacy of the Little Marcle Bridge in terms of its structural integrity to cater with the type of traffic generated by the proposed development. The Transportation Section is satisfied that the bridge can cater with the volume and type of traffic generated by the proposed development.

Noise

- 6.14 The issue as to the impact of noise upon the amenities occupiers of existing dwellings in the vicinity has been fully addressed by the Environmental Health Section. This assessment takes into account both the construction phase and the subsequent operational phase. Member's attention in this regard is drawn to recommended planning conditions 16 and 17.

Air Pollution

- 6.15 The fuel specifications, combustion temperatures / techniques and stack details will be controlled under separate legislation (i.e. IPPC Environmental Permit). There will be additional air pollution from traffic movements, especially HGVs. However, Ledbury and its immediate surroundings do not have an Air Quality Management Area nor is

there a likely future need for one. Any increased pollution resulting from increased traffic is therefore very unlikely to be significant in terms of local air quality management and therefore unlikely to be significant in planning terms.

Odour

6.16 The smell from the apple pomace drying currently associated with the autumn season in Hereford will not be transferred to the application site, as this type of process is not proposed at Ledbury. Other on-site odours could arise from fermentation, concentrates, pressing and effluent treatment. However, any offensive odours beyond the site boundary would be regulated by the Environment Agency's Environmental Permit.

Lighting

6.17 Light pollution in a rural area is a potentially significant issue. In this instance full lighting details have been submitted with the application and the accompanying plan details how light site spillage beyond the site boundaries would be minimised. Clearly such a large-scale twenty-four hour operation requires lighting for, amongst other reasons, health and safety reasons. It is considered that the proposed lighting scheme is satisfactory and Members attention is drawn to recommended condition 12.

Conclusion

6.18 The proposed development would secure an active use and hence employment opportunities upon a safeguarded employment site. The proposed built development is considered to be acceptable. The majority of the environmental impacts can be satisfactorily mitigated. As the report has commented earlier there are remaining issues to be resolved with the Environment Agency, the Water Authorities and on planning/ecological grounds.

RECOMMENDATION

Subject to: -

- **The Environment Agency withdrawing its objection;**
- **Severn Trent Water and Welsh Water not objecting to the proposed development by the time the Environment Agency withdraw its objection or the date of the Planning Committee (whichever is the latter); and**
- **The ecological matters being resolved to the satisfaction of the Planning Ecologist**

That the Head of Planning Services be DELEGATED POWERS TO GRANT FULL PLANNING PERMISSION in consultation with the Chairman of the Northern Area Planning Sub-Committee and the ward members subject to the following conditions:

- 1 A01 (Time limit for commencement (full permission))
Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990.**
- 2 Prior to commencement of the development hereby permitted the following matters shall be submitted to the Local Planning Authority for their written approval:**

- A written schedule of all external materials and their colour with regard the buildings (including external tanks).
- Written details of all surfacing materials in relation to the vehicular means of access, turning/manoeuvring areas and motor vehicle parking areas

The development shall not commence until the Local Planning Authority has given such written approval. The development shall be carried out in strict accordance with the approved details and thereafter maintained as such;

Reason: To ensure a satisfactory appearance to the development in the landscape and to safeguard the setting of the listed Fairtree Farm.

- 3 Development shall not commence until an Order has been made to allow the existing public right of way (i.e. the bridleway) crossing the site to be diverted or stopped up;

Reason: To ensure the public right of way is not obstructed.

- 4 The Travel Plan Report from Sanderson Associates (Consulting Engineers) Ltd received 9th April 2008 shall be fully implemented;

Reason: To encourage the use of modes of transport other than the private motor vehicle.

- 5 Prior to the first use of the development hereby permitted the motor vehicle parking, turning and manoeuvring areas and secure cycle parking facilities (i.e. drawing number 249.0803. (00) 31 Rev 2 received 28th April 2008) shall be fully implemented. Thereafter these areas shall be kept available for such use:

Reason: In the interests of highway safety and to encourage the use of modes of transport other than the private motor vehicle;

- 6 Prior to the first use of the development hereby permitted the new vehicular means of access and roadway including visibility splays of 4.5 metres x 120 metres in both directions shall be provided. The visibility splays shall be maintained free of obstruction above a height of 0.9 metre from existing ground level;

Reason: In the interests of highway safety.

- 7 Prior to the first use of the development hereby permitted that part of the existing culvert shown upon drawing number 2008-007-01-06 Revision B received 14th April 2008 to be "opened-up" shall be with a new drainage ditch.

Reason: - In the interests of bio-diversity/ecology.

- 8 No development shall take place until the following has been submitted to and approved in writing by the Local Planning Authority: -

- a) a 'desk study' report including previous site and adjacent site uses, potential contaminants arising from those uses, possible sources, pathways, and receptors, a conceptual model and a risk assessment in accordance with current best practice

- b) if the risk assessment in (a) confirms the possibility of a significant pollutant linkage(s), a site investigation should be undertaken to characterise fully the nature and extent and severity of contamination, incorporating a conceptual model of all potential pollutant linkages and an assessment of risk to identified receptors;
- c) if the risk assessment in (b) identifies unacceptable risk(s) a detailed scheme specifying remedial works and measures necessary to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any contamination encountered shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval;

Reason: In the interests of human health and to prevent pollution of controlled waters.

- 9 The Remediation Scheme, as approved pursuant to condition 8) above shall be fully implemented prior to the first use of the development. On completion of the remediation scheme the developer shall provide a validation report to confirm that all works were completed in accordance with the agreed details, which must be submitted before the development is first used. Any variation to the scheme including the validation reporting shall be agreed in writing with the Local Planning Authority.

Reason: In the interests of human health and to prevent pollution of controlled waters.

- 10 All planting, seeding and turfing in the approved details of landscaping (i.e. drawing number 249.0803. (90) 10 Rev 3 received 6th May 2008) shall be carried out in the first planting and seeding seasons following the first use of the development hereby permitted or the completion of the development (whichever is the sooner). Any trees or plants which within a period of ten years from the first use of the building or completion of the development (whichever is the sooner) 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.

Reason: To ensure that the visual impact of the development hereby permitted is satisfactorily mitigated and is integrated satisfactorily into the landscape.

- 11 Notwithstanding the details shown upon the approved plan, the bund: -

- Shall not exceed 3 metres in height from existing ground level;
- Shall not have a gradient on its south-eastern face adjacent to the general industrial site exceeding 1:4;
- Shall not have a gradient on its north-western face adjacent to the countryside exceeding 1:7;

Reason: To ensure that the bund has a satisfactory appearance in the landscape.

- 12 The external lighting hereby permitted shall be installed in full accordance with the approved plan (i.e. drawing number J375/EXLTG/001 received 11th March 2008) in terms of luminaire type, mounting height, direction, tilt angle and wattage; and shall thereafter be maintained in full accordance with the approved

details. No further external lighting shall be installed upon the site without the prior written consent of the Local Planning Authority.

Reason: To safeguard the character of the rural area.

- 13 Prior to their erection or within month of their erection all lighting columns hereby permitted shall be painted a Goose Wing Grey Colour (BS10A05) and thereafter maintained as such.

Reason: To ensure a satisfactory appearance to the development.

- 14 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no development normally permitted by Class A, Part 2, Schedule 2, Article 3 shall be carried out without the express permission of the Local Planning Authority.

Reason: To ensure that any future fencing, walling or other means of enclosure is appropriate to the rural character of the area.

- 15 Prior to commencement of the development hereby permitted the trees shown upon drawing numbers TP 1045/0802/TPP/01 and 02 to be retained and protected shall be protected by fencing of at least 1.2 metres in height comprising vertical and horizontal framework of scaffolding (well braced to withstand impacts) supporting either chestnut cleft fencing or chain link fencing in accordance with figure 2 on page c13 of BS5837: 2005. This protective fencing shall be erected in the positions shown upon drawing numbers TP 1045/0802/TPP/01 and 02. Once these protective measures have been erected prior to commencement of the development a suitably qualified arboricultural consultant shall inspect the site and write to the Local Planning Authority to confirm that the protective measures are in-situ. Upon confirmation of receipt of that letter by the Local Planning Authority the development may commence but the tree protection measures must remain in-situ until completion of the development.

Reason: To ensure the retention and future health of those trees upon site that are worthy of retention.

- 16 The level of noise emitted from the site from 22.00 to 07.00 shall not exceed 37 dB LAeq,15mins at 'Redbank' and 'Flights Farm' nor 35 dB LAeq,15mins at 'Woodlands' as measured at a distance of 3.5m from the facing facade of each property. All measurements shall be undertaken in accordance with BS4142: 1997.

Reason: To safeguard the amenities of the occupiers of the dwellings known as 'Redbank', 'Flights Farm' and 'Woodland'.

- 17 All construction noise associated with the development hereby permitted that will be audible to nearby residential properties shall be restricted to the hours of 08.00 to 18.00 hours on weekdays, 08.00 to 13.00 hours on Saturdays and shall not be allowed at any time on Sundays, Bank Holidays and Public Holidays. Written approval shall firstly be obtained in writing from Herefordshire Council prior to any works that may be required to be undertaken outside of these times and restrictions.

Reason: To safeguard the amenities of the occupiers of dwellings in the vicinity.

ANY OTHER CONDITIONS RECOMMENDED BY THE ENVIRONMENT AGENCY, SEVERN TRENT WATER, WELSH WATER AND THE PLANNING ECOLOGIST THAT THE HEAD OF PLANNING SERVICES CONSIDERS TO BE REASONABLE

Informatives:

- 1 - N15 - Reason(s) for the Grant of Planning Permission**
- 2 N19 - Avoidance of doubt - Approved Plans**

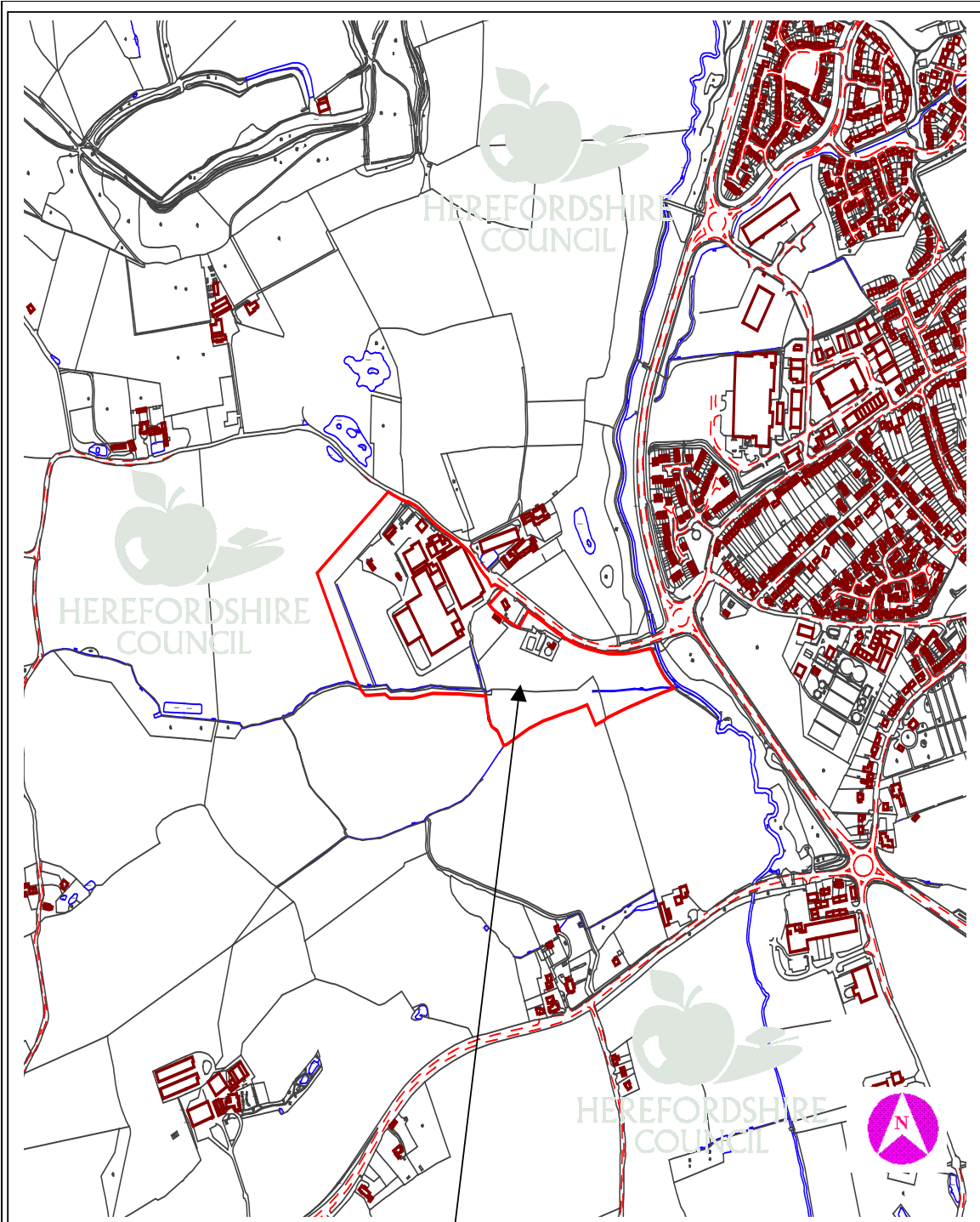
Decision:

Notes:

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Background Papers

Internal departmental consultation replies.



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APPLICATION NO: DCNE2008/0633/F

SCALE : 1 : 10000

SITE ADDRESS : Robertson's Business Park, Little Marcle Lane, Ledbury, Herefordshire, HR8 2JT

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