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01/2019/0579

Scale: 1:6000

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SITE PLAN







WYNN ROGERS
 Architectural Services
 Studio 3, Rosemary Lane, Denbigh, LL16 3TT
 01745 812100 Email: consult@wynn-rogers.co.uk
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PROJECT	SJ 1439	1
DATE	gle	
SCALE	1:2500	
DATE	June 2019	
SCALE	A3	

Autolators Driving School
 Llewellyn Park, Denbigh
 Location and Site Plan
 Tm Witham

LEGEND

-  Existing tarmac roadway- use of Seat Ibiza cars for tutoring
-  Existing track for use of 4x4 driving tutoring.
-  Proposed tarmac/concreted hard surfacing for skid car tutoring
-  Proposed tarmac/concreted hard surface for anti-vandal portacabin and parking area.

Location plan 1:2500

POSITION OF
OFFICE / RECEPTION



WYNN ROGERS
Architectural Services Ltd

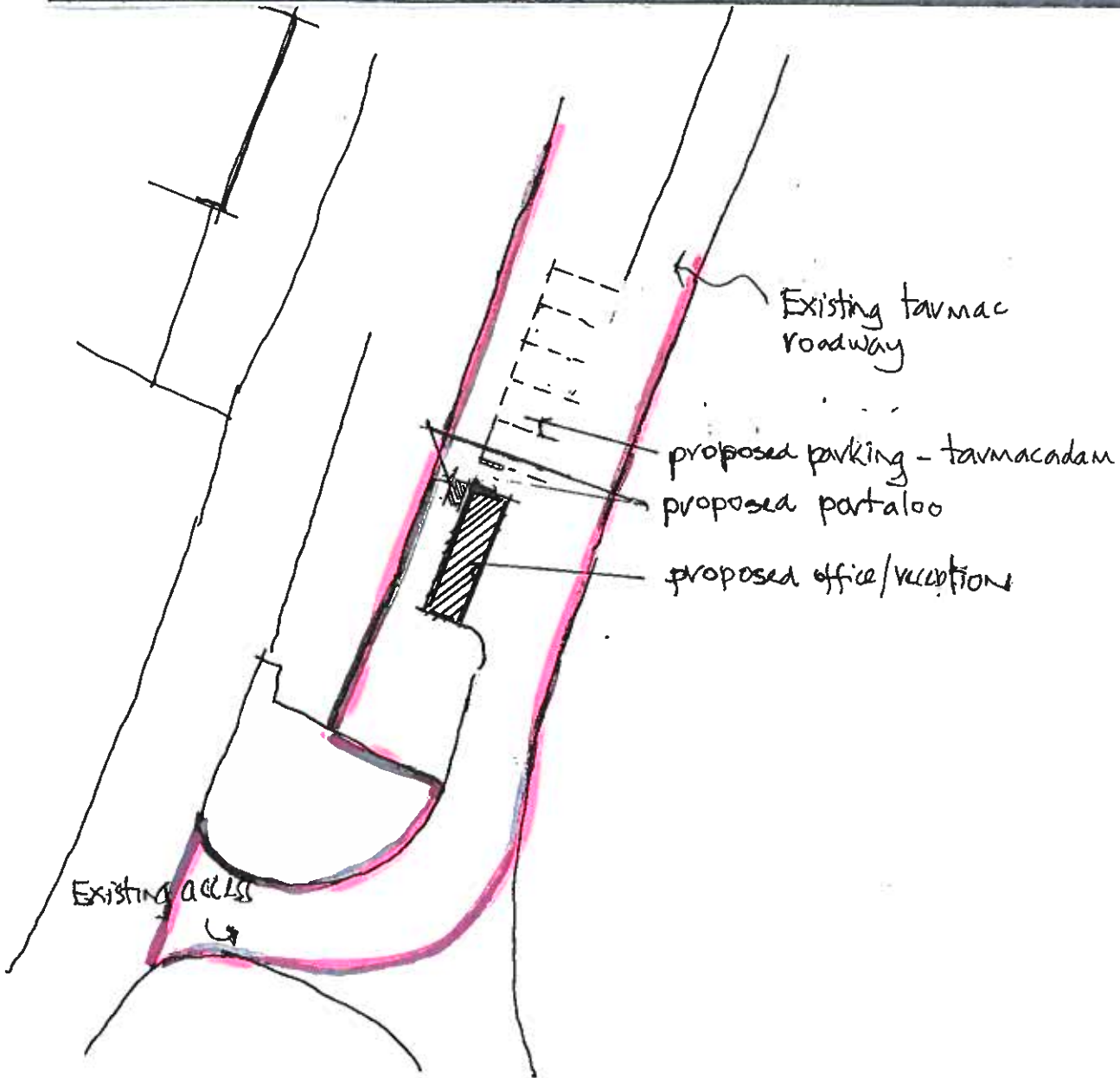
N.BRYN COLBORNE M.C.I.A.T.
Chartered Architectural Technologist

G.LLOYD EVANS
Architectural Technologist

MICHAEL D. COLBORNE B.Sc. (Hons)
Building Surveying

Studio 3, Rosemary Lane, Denbigh, LL16 3TT

01745 812100



site plan 1:500

PROPOSED OFFICE / RECEPTION



WYNN ROGERS
Architectural Services Ltd

Studio 3, Rosemary Lane, Denbigh, LL16 3TT

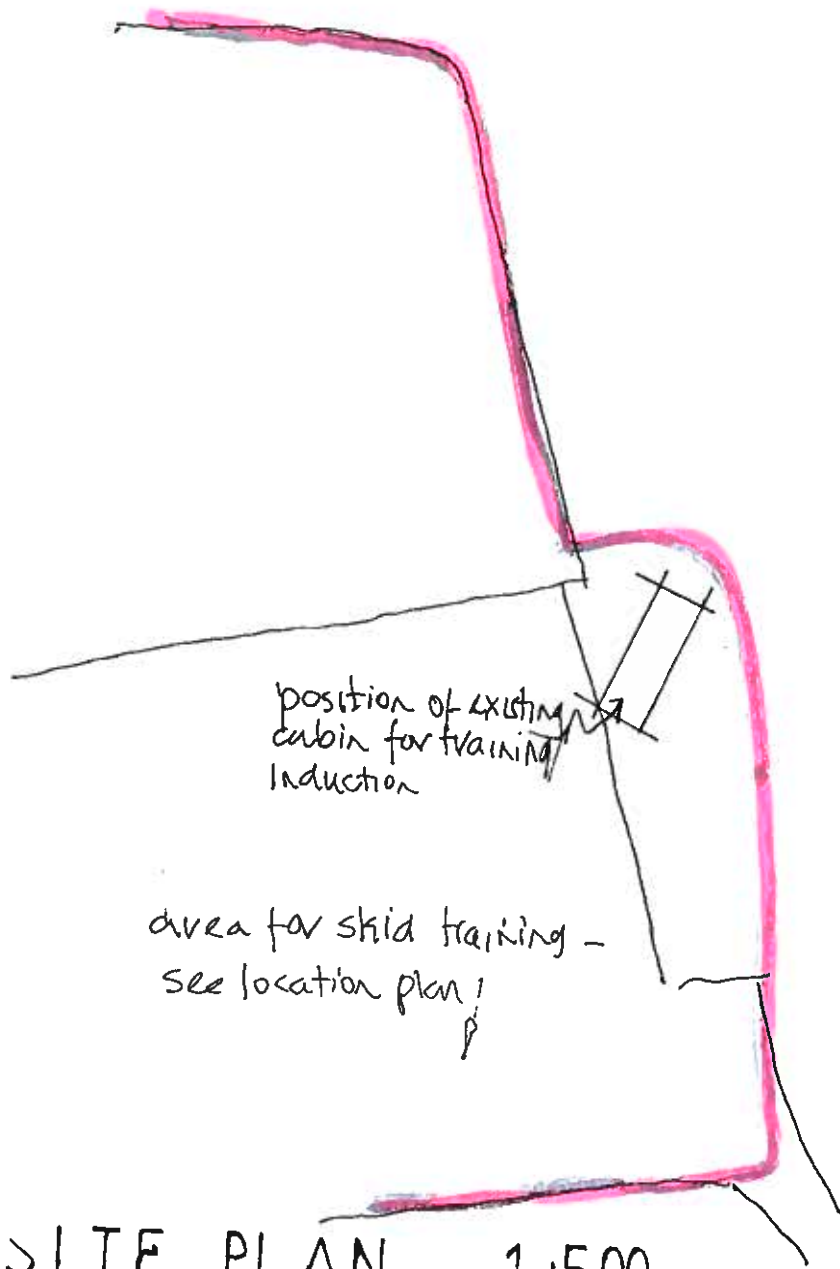
POSITION OF CABIN

N.BRYN COLBORNE M.C.I.A.T.
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Architectural Technologist

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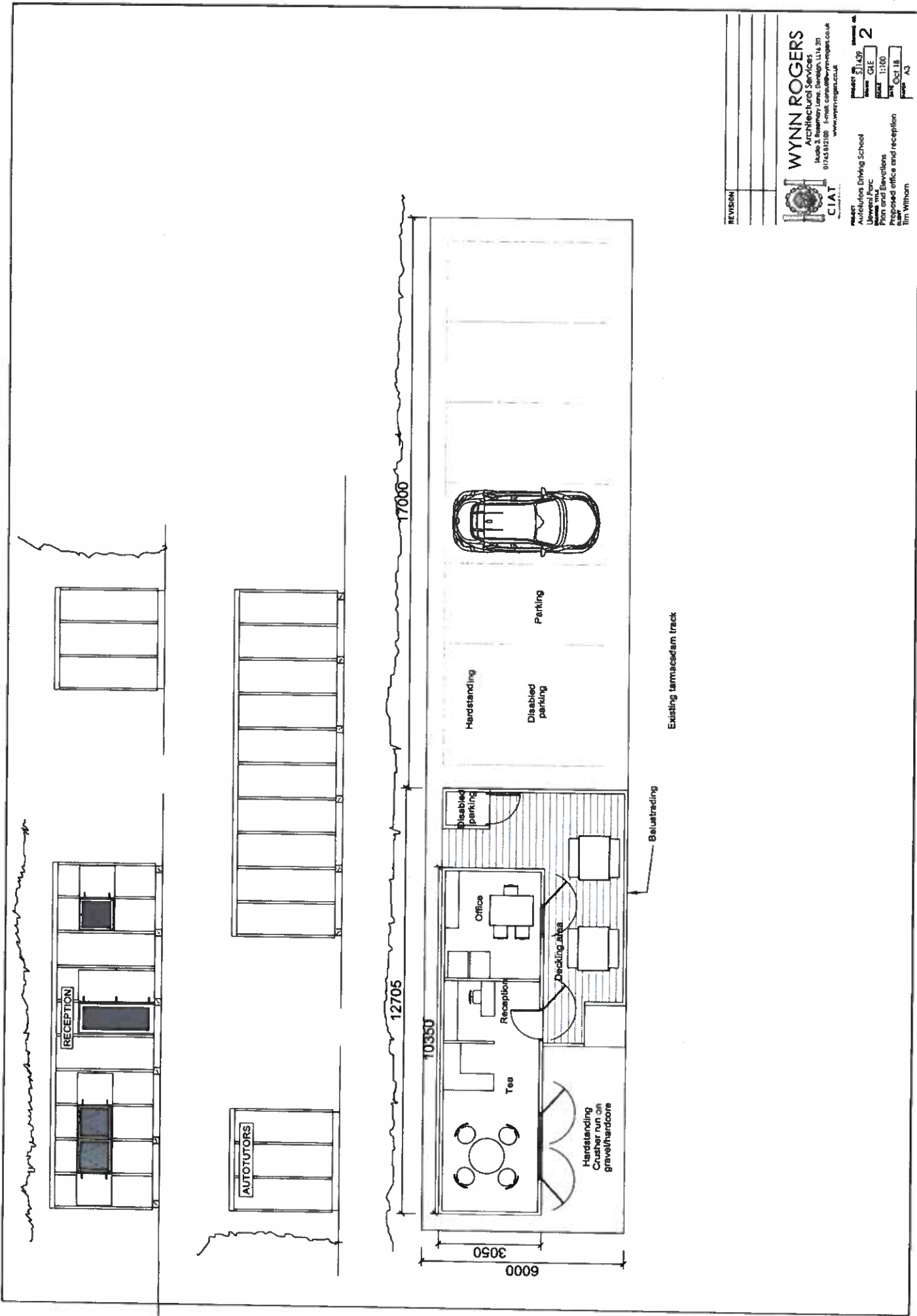
01745 812100



SITE PLAN 1:500

position of existing cabin 1:500

DETAILS OF OFFICE / RECEPTION



REVISION	DATE	BY	CHKD BY

WYNN ROGERS
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CIAT
 Chartered Institute of Architectural Technicians

PROJECT
 Auloforus Driving School
 Lower Peck
 Proposed office and reception
 11/10/18
 1:100
 AS

DATE 21/10/18
SCALE 1:100
PROJECT NO. 18018

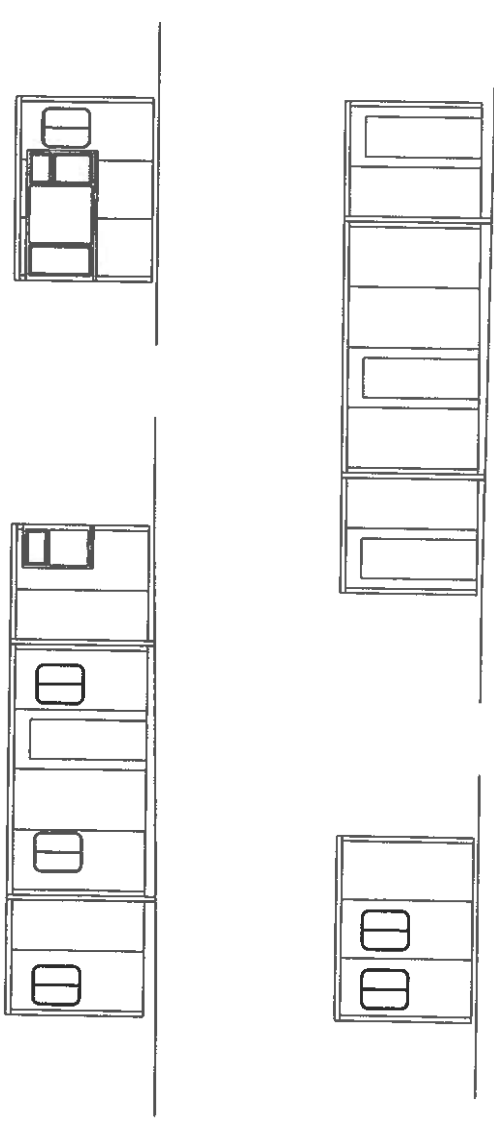
DETAILS OF CABIN

REVISION	

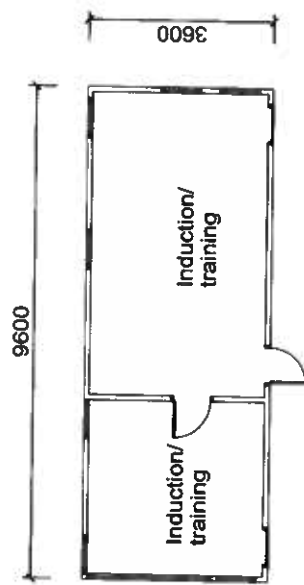
WYNN ROGERS
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PROJECT No. **511439** DRAWING No. **3**
 NAME **GLE** SCALE **1:100**
 DATE **JUNE 19** SHEET No. **A3**

CLIENT
 Autolours Driving School
 Ujward Park
 Plan and Elevations
 Existing Cabin
 Tim Witham



Elevations



Floor Plan

WARD : Trefnant

WARD MEMBERS: Cllr Mark Young (c)
Cllr Rhys Thomas

APPLICATION NO: 01/2019/0579/ PF

PROPOSAL: Change of use of land for the siting of a hospitality/office unit, construction of associated parking area and dual use of the existing tracks as airfield and for driving school use; use of existing track for the use of 4x4 training and siting of a cabin for induction/training and associated hard surfacing for skid car tutoring

LOCATION: The Airfield Lleweni Parc Denbigh LL16 4BN

APPLICANT: Mr Tim Witham

CONSTRAINTS: C2 Flood Zone
Tree Preservation Order
Ancient Semi Natural Woodland

PUBLICITY UNDERTAKEN: Site Notice - Yes
Press Notice - No
Neighbour letters - Yes

REASON(S) APPLICATION REPORTED TO COMMITTEE:

Scheme of Delegation Part 2

- Recommendation to grant / approve – 4 or more objections received

CONSULTATION RESPONSES:

DENBIGH TOWN COUNCIL

Original consultation response:

“No objections”

Re-consultation response:

“No objections”

DWR CYMRU / WELSH WATER –

The application does not propose to connect to the public sewer, and therefore Dwr Cymru Welsh Water has no comments.

DENBIGHSHIRE COUNTY COUNCIL CONSULTEES –

Highways Officer

Original consultation response:

Requested additional information including on traffic movements

Re-consultation response:

Following submission of additional information, have no objection to the proposal.

Public Protection Officer

Following a site visit, it is considered the activity will have a low noise impact potential and therefore noise assessment is not required.

RESPONSE TO PUBLICITY:

Nerys Edwards, 3 The Hay Barn, Lleweni, Mold Road, Denbigh

Janet Read, Blue Hand Erw Las, Mold Road, Denbigh
Ellen Green, Ty'r Aer, Bodfari
Deborah Hughes, Cornelyn, Castell, Bodfari
Philip Rose, Ffordd Ddwr Cottage, Llandyrnog
John Kissane, Lleweni Hall, Mold Road, Denbigh

In objection

Summary of main planning objections:

Scale / cumulative development

- Business model suggests significant increase in visitors, and concern that will require future expansion on greenfield land in future.
- Adverse cumulative impacts in combination with gliding, caravan use and other commercial and farming activities at the site
- Thin end of the wedge – cumulative development at Lleweni Parc is detrimental to locality and amenity of local residents.

Residential amenity

- Noise / disturbance from skid cars
- Cumulative noise on top of existing gliders / tug planes
- Impact on outlook

Visual amenity

- Adverse impact on Vale of Clwyd setting.
- Unrelated to existing buildings at site
- No details of portaloo
- Loss of trees has already occurred around the 4x4 training track – will further trees be felled?
- Conditions should be applied to ensure structures are removed should the business cease trading.

Highways

- Close to access gate – may cause congestion at entrance during busy times, affecting users of access road and highway.

Drainage

- Skid pan may need water to be sprayed on it, no details of how waste water would be disposed of / pollution of watercourses / groundwater.
- No details of surface and foul water drainage

Other matters

- How can airfield and driving school co-exist on health and safety grounds
- Inaccuracies in application form.
- Queries relating to the financial projections in the business plan appearing unrealistic

EXPIRY DATE OF APPLICATION: 19/09/2019

EXTENSION OF TIME AGREED: 13/11/2019

REASONS FOR DELAY IN DECISION (where applicable):

- awaiting consideration by Committee

PLANNING ASSESSMENT:

1. THE PROPOSAL:

1.1 Summary of proposals

- 1.1.1 The proposal relates to the use of land for the siting of a hospitality/office unit, construction of associated parking area and dual use of existing tracks within the site for airfield and for driving school use; use of an existing track for the use of 4x4

vehicle training, and the siting of a cabin for induction/training and associated hard surfacing for skid car tutoring.

- 1.1.2 Existing tracks within the Lleweni Parc estate are proposed to be utilised for the driving school use and no new tracks are proposed to be created.
- 1.1.3 The proposal includes a reception / office building close to the entrance into the Lleweni Parc estate with a proposed parking area to the side to accommodate 6 parking spaces. The building appears to be a portacabin type structure with a footprint of 3m by 10m with an outdoor decking area and balustrade surround. A single portaloo is proposed to be sited on the decking area.
- 1.1.4 An induction / training cabin which is already on the site is proposed to be utilised by the driving school. This is a flat roof portacabin building with a footprint of 3.6m by 9.6m.
- 1.1.5 A new area of hardstanding measuring approximately 1190 square metres is proposed alongside the induction / training cabin, to be used as a skid car training area.
- 1.1.6 The application is supported by a Design and Access Statement which incorporates a Planning Supporting Statement, a further Supporting Statement and a Skid Car UK Lesson Plan.

1.2 Other relevant information/supporting documents in the application

- 1.2.1 The Supporting Planning Statement explains a driving school use is currently operating from the site for 28 days of the year, which would fall within permitted development rights relating to the use of land.
- 1.2.2 The applicant has confirmed that the skid car operation proposed does not involve spraying water on any hardstanding area or tracks. The skid cars are attached to a frame which simulates different driving conditions.

1.3 Description of site and surroundings

- 1.3.1 The site is located at Lleweni Parc Gliding Club in Denbigh, in a rural location on the southern side of the A543 Denbigh to Bodfari Road.

1.4 Relevant planning constraints/considerations

- 1.4.1 The Site is outside of any development boundary defined in the Local Development Plan.
- 1.4.2 The site is located within the Vale of Clwyd Landscape of Outstanding Historic Interest

1.5 Relevant planning history

- 1.5.1 There is extensive planning history on the Lleweni Parc estate, listed below in Section 2. None is considered to be of direct relevance to the current application, which is located within the area used in connection with the long established glider field.

1.6 Developments/changes since the original submission

- 1.6.1 Additional information has been submitted during the course of the application to address concerns raised from consultation responses.
- 1.6.2 A Supporting Statement has been submitted which provides an overview of the proposed activities to be carried out at the site, including hours / days of operation and a Skidcar UK Lesson Plan which sets out how the Skidcar use would be operated during lessons, and includes maximum speed limits.

1.7 Other relevant background information

- 1.7.1 Prior to issuing their final response, Public Protection Officers have visited the site and observed a demonstration of the Skidcar operation.

2. DETAILS OF PLANNING HISTORY:

- 2.1 1/11632. Proposed siting of 10 caravans and construction of means of access. Granted 29/04/1991
- 2.2 1/12051 Extension to hanger building and erection of vehicle storage shed. Granted 28006-1991
- 2.3 1/12904. Change of use of farm buildings and land to riding stables and trekking centre. Granted 31/07/1992
- 2.4 01/2000/0840. Approval of condition 2 relating to aircraft use for towing previously imposed under Welsh Office Appeal Decision. Granted 05/10/2000
- 2.5 01/2001/0788. Use of land as site for 30 touring caravans. Refused 09/12/2003
- 2.6 30/2008/0187. Layout and siting of 59 holiday lodges and one sales lodge including fishing ponds and associated facilities, areas of new woodland, grassland and associated landscaping, construction of new vehicular / pedestrian access and on site treatment plant. Blue Hand Field site, Lleweni Parc) Refused 05/03/2009 (subsequent Appeal dismissed)
- 2.7 01/2011/0621. Siting of 20 holiday lodges with associated access, parking and installation of a sewage treatment plant (The Glyn site, Lleweni Parc). Refused 18/04/2012 (Appeal dismissed).
- 2.8 01/2011/1427. Retention of 2 no. hoarding signs. Advertisement Consent Granted 02/02/2012.
- 2.9 01/2012/1350. Certificate of Lawfulness for site manager's residential caravan. Refused 17/12/2012 (subsequent Appeal dismissed)
- 2.10 01/2013/1341. Use of existing mobile home for permanent residential accommodation for airfield manager (Retrospective Application). Refused 06/12/2013
- 2.11 01/2014/0070. Use of existing mobile home for permanent residential accommodation for airfield manager (resubmission of retrospective application). Refused 26/03/2014 (subsequent Appeal Dismissed)
- 2.12 01/2014/0514. Retention of solar panel array (retrospective application). Granted 27/06/2014
- 2.13 01/2015/0036. Variation of condition 5 of planning permission 1/11632 to allow 'The length of a continuous stay in a routing caravan at the site on any one visit shall not exceed 28 days'. Granted 07/04/2015
- 2.14 01/2015/0996. Erection of hanger building and siting of a porta cabin unit to form a classroom / workshop. Granted 24/08/2016
- 2.15 01/2015/1244. Erection of 1 no. log cabin to be used occasionally by gliding instructor. Refused 18/05/2016 (subsequent Appeal dismissed).
- 2.16 01/2016/0911. Variation of condition 3 of planning permission 1/11632 to increase the maximum number of caravans. Granted 11/10/2017
- 2.17 01/2018/0705. Development of 1.3ha of land by the siting of 24 accommodation lodges and associated works (The Glyn site, Lleweni Parc). Refused 13/03/2019 (subsequent Appeal dismissed)

3. RELEVANT POLICIES AND GUIDANCE:

The main planning policies and guidance are considered to be:

3.1 Local Policy/Guidance

Denbighshire Local Development Plan (adopted 4th June 2013)

Policy PSE5 – Rural economy

Policy VOE1 - Key areas of importance

Policy ASA3 – Parking standards

Supplementary Planning Guidance

Supplementary Planning Guidance Note: Parking Requirements In New Developments

Supplementary Planning Guidance Note: Trees & Landscaping

3.2 Government Policy / Guidance

Planning Policy Wales (Edition 10) December 2018

Development Control Manual November 2016

Technical Advice Notes

TAN 11 Noise (1997)

Circulars

3.3 Other material considerations

4. MAIN PLANNING CONSIDERATIONS:

In terms of general guidance on matters relevant to the consideration of a planning application, Section 9.1.2 of the Development Management Manual (DMM) confirms the requirement that planning applications 'must be determined in accordance with the approved or adopted development plan for the area, unless material considerations indicate otherwise'. It advises that material considerations must be relevant to the regulation of the development and use of land in the public interest, and fairly and reasonably relate to the development concerned. The DMM further states that material considerations can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment (Section 9.4).

The DMM has to be considered in conjunction with Planning Policy Wales, Edition 10 (December 2018) and other relevant legislation.

The following paragraphs in Section 4 of the report therefore refer to the policies of the Denbighshire Local Development Plan, and to the material planning considerations which are considered to be of relevance to the proposal.

4.1 The main land use planning issues in relation to the application are considered to be:

- 4.1.1 Principle
- 4.1.2 Visual amenity
- 4.1.3 Residential amenity
- 4.1.4 Landscape
- 4.1.5 Drainage (including flooding)
- 4.1.6 Highways (including access and parking)

4.2 In relation to the main planning considerations:

- 4.2.1 Principle
The application site lies outside any development boundary. Local Development Plan Policy PSE 5 outlines the general intent of the Local Development Plan to help sustain the rural economy, through the support of tourism and commercial development, subject to detailed criteria relating to the character and distinctive qualities of the local landscape.

The PSE5 criteria which need to be met are reviewed in turn below:

- i) the proposal is appropriate in scale and nature to its location;

The site is located within the grounds of an existing gliding airfield and existing tracks would be utilised. Whilst the proposal involves provision of new hardstandings and buildings, these are limited in extent and it is not considered that there are conflicts with the policy in terms of the scale and nature of what is involved in the use.

ii) any suitable existing buildings are converted or re-used in preference to new build;

The supporting information states the business offers driving experiences to families and children over 10 years old and individuals with cognitive and / or physical differences and accordingly the siting of the portacabin is deliberately chosen on health and safety grounds to provide a physical separation between the reception / office building glider activities on the site. This consideration also takes account of some driving school clients that are highly sensitive to their immediate environment due to autism.

It states the existing structures at Lleweni Parc would not lend themselves sufficiently to the use of the driving school due to the needs of the business and the site safety management, therefore the physical separation from the existing structures is an important element of the application and importantly this ensures that clients cannot access the site unaccompanied.

In light of the information provided, Officers are satisfied that there needs to be a physical separation from the glider complex of buildings, and accordingly the ancillary buildings are a reasonable requirement in connection with the use.

iii) proposals for new buildings are supported by an appropriate business case which demonstrates that it will support the local economy to help sustain local rural communities;

The information submitted with the application states that the Driving School already operates from the site for 28 days in a year, which would be within permitted development limits, and the applicant wishes to extend the business to operate over 100 days per year with the aim of employing 4 driving instructors and 2 further administrative posts to support the operation of the business

Whilst a comprehensive business case has not been provided, the supporting information provides financial information to demonstrate the existing business operating under permitted development rights limits is profitable, and the expansion of the business would create jobs and increase visitors to the Denbigh area who may stay within the town for food and drink after their visit to the driving school. It further states the driving school would enhance the visitor offering at the site and would compliment and safeguard the existing Gliding Club operations.

Officers consider the proposal would make a positive contribution to the local economy, however given that it is a relatively new business and need for the new buildings is based on the expansion of existing operations, should members consider permission be granted, Officers would suggest it appropriate to apply conditions to ensure buildings and hardstandings are removed from the site should the business cease operating.

4.2.2 Visual amenity

The Development Management Manual advises at paragraph 9.4.3 that material considerations must be fairly and reasonably related to the development concerned, and can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment; and the effects of a development on, for example, health, public safety and crime. The visual amenity and landscape impacts of development should therefore be regarded as a potential material consideration.

PPW 10 Section 6.3.3 states '*All the landscapes of Wales are valued for their intrinsic contribution to a sense of place, and local authorities should protect and enhance their special characteristics, whilst paying due regard to the social, economic,*

environmental and cultural benefits they provide, and to their role in creating valued places.'

PSE5 iv) states within the AONB, World Heritage Site or other regionally important landscape areas, take full account of and seek to enhance the nature and distinctive qualities of the local landscape.

Public representations have raised concerns on visual amenity grounds.

The proposal is to utilise existing tracks within the Gliding airfield. Whilst concerns have been raised regarding tree clearance which has been carried out on the Llewenni Parc estate, the current application is not proposing to widen any existing access track and no trees are proposed to be removed to facilitate the development.

The proposal does include the siting of 2 buildings which would be unrelated to the existing complex of buildings at the Gliding school, and it is noted the office / reception building would be close to the entrance of the site and would be partially visible in views from the public highway. However, there is some natural vegetation screening along the highway in this area and scope to provide additional planting which can be conditioned to further screen the proposed office building, and to control the external finish of this building.

No details of external lighting have been provided, however as the site is located within open countryside in the Vale of Clwyd Historic Landscape, Officers consider it would be necessary to apply conditions to control the detailing, as excessive lighting could be detrimental to the rural landscape setting.

As the buildings are proposed to assist the expansion of the driving school business operating from the site, and as the buildings are only justified on this basis, Officers consider it prudent to also consider conditions be attached requiring the buildings and associated development to be removed from the site should the business cease operating from the site.

In respecting the concerns raised by private individuals, Officers are satisfied that adequate controls can be applied to ensure the proposal does not adversely impact on visual amenity.

4.2.3 Residential amenity

The Development Management Manual advises at paragraph 9.4.3 that material considerations must be fairly and reasonably related to the development concerned, and can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment; and the effects of a development on, for example, health, public safety and crime. The residential amenity impacts of development should therefore be regarded as a potential material consideration.

Concerns have been raised by members of the public on residential amenity grounds, in particular in relation to noise.

Public Protection Officers have visited the site to observe a demonstration of the skid car usage, and have confirmed they have no objections due to the low level noise arising from the operation of vehicles.

Hours of operation are proposed to be between 08.30 and 19.00.

In response to concerns raised regarding noise, a Supporting Statement has been submitted with outlines how the proposed 4x4 vehicles and skid cars would be operated on the site, and further Skid Car Lesson Plan has been submitted which breaks down the driving manoeuvres that would be carried out as part of a skid car lesson. Speeds would not exceed 25mph.

Having regard to the proposed operational procedures and low driving speeds proposed, Officers are satisfied the proposal would not have an unacceptable impact on amenity, however conditions would be necessary to ensure the driving school use is carried out strictly in accordance with the provisions set out in the Supporting Statement and the Skid Car Lesson Plan documents.

Conditions are also proposed to restrict hours of operation to 08.30 to 19.00 and also to control external lighting as excessive lighting oriented towards neighbouring dwellings could result in a detrimental impact on amenity.

Concern has also been raised by residents that the tracks may be used for racing purposes, however for the avoidance of doubt and in the interests of protecting residential amenity, conditions can be attached to restrict permitted development rights to prevent the tracks being used for any motor racing related activity.

On the issue of residential amenity, Officers conclude that sufficient controls can be applied to ensure the 4 x 4 and skid car uses are carried out strictly in accordance with the details submitted, and also to control hours of operation, external lighting and to restrict permitted development rights for motor racing at the site, which it is considered would provide adequate controls to protect residential amenity.

4.2.4 Drainage (including flooding)

The Development Management Manual advises at paragraph 9.4.3 that material considerations must be fairly and reasonably related to the development concerned, and can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment; and the effects of a development on, for example, health, public safety and crime. The drainage and flood risk impacts of development should therefore be regarded as a potential material consideration.

Concern has been raised by members of the public regarding foul water drainage and regarding runoff from the spraying of water on the skid car hardstanding area

The applicant has confirmed that the skid car operation proposed does not involve spraying water on any hardstanding area or tracks. The skid cars are attached to a frame which simulates different driving conditions.

A portalo is proposed to provide toilet facilities for visitors. There is no indication of any sink or bathroom facilities within the office or training building, but a condition can be included on any permission requiring submission and approval of foul water disposal arrangements.

With regards to surface water drainage, the development area including hardstanding areas would exceed 100 square metres, and therefore separate consent from the SuDS Approval Body would be required for surface water drainage, and therefore separate regulatory controls would apply.

Having regard to the above, Officers are satisfied that the proposal would not give rise to any adverse flood risk or drainage concerns.

4.2.5 Highways (including access and parking)

The Development Management Manual advises at paragraph 9.4.3 that material considerations must be fairly and reasonably related to the development concerned, and can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment; and the effects of a development on, for example, health, public safety and crime. The highway impacts of development should therefore be regarded as a potential material consideration.

Policy ASA 3 requires adequate parking spaces for cars and bicycles in connection with development proposals, and outlines considerations to be given to factors relevant to the application of standards. These policies reflect general principles set out in Planning Policy Wales (PPW) and TAN 18 – Transport, in support of sustainable development.

The Parking Standards in New Developments SPG sets out the maximum parking standards for new developments.

Public representations raise concerns on highway safety grounds due to number of visitors and the proximity of office / reception building to the access into the Gliding Park.

Highway Officers have confirmed they have no objection to the proposal on highway grounds.

Having regard to the number of employees and likely visitor numbers, traffic movements are likely to be relatively low and spread out through the day. The office building is also set some 20m into the site beyond the gated access into the Gliding airfield, and there is a sufficient length of driveway leading to the proposed parking area, to avoid any congestion around the entrance onto the A543 which also serves the private lane leading to the Lleweni complex of dwellings which is also served by the access.

Officers therefore respectfully conclude the proposal would not have a detrimental impact on highway safety.

Other matters

Well – being of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act 2015 imposes a duty on the Council not only to carry out sustainable development, but also to take reasonable steps in exercising its functions to meet its sustainable development (or well-being) objectives. The Act sets a requirement to demonstrate in relation to each application determined, how the development complies with the Act.

The report on this application has taken into account the requirements of Section 3 'Well-being duties on public bodies' and Section 5 'The Sustainable Development Principles' of the Well-being of Future Generations (Wales) Act 2015. The recommendation is made in accordance with the Act's sustainable development principle through its contribution towards Welsh Governments well-being objective of supporting safe, cohesive and resilient communities. It is therefore considered that there would be no significant or unacceptable impact upon the achievement of well-being objectives as a result of the proposed recommendation.

5. SUMMARY AND CONCLUSIONS:

- 5.1 The driving school business has been operating from the Lleweni Parc gliding club under the 28 days a year permitted development rights allowances, and information provided demonstrates it is profitable. The proposal is to expand the business, which would create new jobs and increase visitors to the site. The operations would be restricted to the existing tracks around the airstrip and tracks are not proposed to be widened or altered, the buildings and hardstanding areas proposed are considered to be proportionate to the business needs, and accordingly the proposal is considered to be acceptable in principle and in respect of scale and nature to its location.
- 5.2 The proposed office / reception building would be sited close to the site entrance. This would be set away from other buildings at the Gliding club and would be partly visible from the public highway. The applicant has provided information to demonstrate why the building needs to be physically set back from the existing complex of buildings associated with the Gliding park operations on health and safety grounds. Officers consider conditions can be

imposed requiring additional screen planting around this building and parking area to mitigate the visual impact, and conditions can also be imposed to secure the removal of the buildings, parking area and hard standing area should the driving school cease to operate from the site. Further conditions are proposed with regards to external lighting.

- 5.3 In noting the concerns raised by local residents, Officers are satisfied that based on the information provided, the proposed driving school use would not adversely impact on the residential amenity of local residents from noise or other adverse impacts on amenity. Conditions can be imposed to ensure the driving school use is carried out in accordance with the supporting documents.
- 5.4 Highways Officers have confirmed that, due to the likely low levels of traffic movements to and from the site, the proposal would not have an adverse impact on highway safety.
- 5.5 Subject to the imposition of conditions, Officers therefore consider the proposal is acceptable and it is recommended for grant.

RECOMMENDATION: GRANT- subject to the following conditions:-

1. The development to which this permission relates shall be begun no later thaninsert DATE 2024
2. The development hereby permitted shall be carried out in strict accordance with details shown on the following submitted plans and documents unless specified as otherwise within any other condition pursuant to this permission
 - (i) Proposed office and reception (Drawing No. 2) received 1 July 2019
 - (ii) Cabin for induction/training (Drawing No. 3) received 1 July 2019
 - (iii) Portaloo received 26 July 2019
 - (iv) Proposed office/reception site plan received 26 July 2019
 - (v) Training/induction cabin site plan received 26 July 2019
 - (vi) Location plan (Drawing No. 1) received 1 July 2019
 - (vii) Design and Access Statement and Supporting Planning Statement received 1 July 2019
 - (viii) Supporting Statement (Document Ref: Doc_Planning_YDS_Wynn_Rogers) received 22 August 2019
 - (ix) Skid Car UK Lesson Plan received 24 October 2019
3. The 4 x 4 training and skid car driving school use hereby approved shall only be permitted to operate between 08.30 hours and 19.00 hours on any day.
4. The use of the tracks and hardstanding areas hereby approved relates solely to the 4 x 4 training and skid car driving school use described in the application documents and which shall be carried out strictly in accordance with the 'Driving School - details of days, hours, traffic' and the 'Driving school - details of use and effect' sections in the Supporting Statement (document Ref: Doc_Planning_YDS_Wynn_Rogers received 22 August 2019) and the procedures set out Skid Car UK Lesson Plan (received 24 October 2019), and speed limits shall not exceed the maximum 25mph limit referred to in these documents.
5. Should the 4 x 4 training and skid car driving school use hereby approved cease operating from the site, the office / reception building and associated tarmacdam parking area, the training / induction cabin building and the skid car tutoring hardstanding area shall be removed from the site and land restored to its former condition within 6 months of the cessation of the use.
6. Prior to any works commencing on the office / reception building and parking area hereby approved, a scheme of landscaping shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of additional planting to screen the office / reception building and parking area hereby approved.
7. All planting comprised in the approved details of landscaping shall be carried out no later than the first planting and seeding season following the commencement of development. Any trees or plants which within a period of 5 years from the completion of the development 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 otherwise agreed in writing.
8. Prior to any works commencing on the office / reception building and parking hereby approved, the written approval of the Local Planning Authority shall be obtained in respect of

the materials and paint colour to be applied to the external walls and roof of this building and the detailing of the decking area, balustrading and signage. The development shall then be carried out strictly in accordance with the approved details.

9. No external lighting shall be installed without the formal written approval of the Local Planning Authority to the detailing of the proposed lighting. The approved scheme shall be implemented strictly in accordance with the approved details.
10. Notwithstanding the provisions of Class B of Part 4 of Schedule 2 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 motor car or motorcycle racing including trials of speed, or practising for these activities permitted by the said Classes shall be carried out without approval in writing of the Local Planning Authority.
11. The use hereby consented shall not be permitted to operate after 1st March 2020 unless the written approval of the Local Planning Authority has been obtained to full details of the arrangements for the treatment and disposal of any foul water arising from the portaloo, site office and training cabin, and the approved arrangements have been put in place. The approved arrangements shall remain in place at all times the use is in operation.

The reasons for the conditions are:-

1. To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. For the avoidance of doubt and to ensure a satisfactory standard of development.
3. In the interests of residential amenity.
4. For the avoidance of doubt and in the interests of residential and visual amenity.
5. The buildings and hard surfaced areas have been granted planning permission on the basis of need for the buildings, parking area and hardstanding in association with the driving school use, and should the use cease they should be removed for the site in the interests of visual amenity.
6. In the interests of visual amenity.
7. In the interests of visual amenity.
8. In the interests of visual amenity.
9. In the interests of residential and visual amenity.
10. For the avoidance of doubt, and in the interests of residential and public amenity.
11. To ensure satisfactory arrangements are in place for the disposal of foul water.