

PLANNING & LICENSING COMMITTEE

23 OCTOBER 2018

ADDENDUM REPORT

Report no.	Item no.	Application no.	Applicant	Parish
191/2018	1	2018/0539/FUL	GODWIN DEVELOPMENTS	GREETHAM

2018/0539/FUL

Further Consultation Responses

Ecology

The justification from the ecologist is acceptable and I would have no objections to the proposed mitigation. However, this does need to be conditioned as part of any permission granted and I would recommend that the condition refers to the Bat Emergence/Re-entry Survey Report (Wardell Armstrong, October 2018), the Bat Mitigation Plan (Wardell Armstrong, October 2018) and the email below:

Figure 4 within the Bat Mitigation Guidelines (Natural England 2014) details the proportionate mitigation requirements (depending on impact) for bat roosts. For the loss of a summer day roost of common species the guidelines indicate that the provision of new roost facilities which do not need to be like for like (but should be suitable based on species' requirements) would be appropriate.

It is therefore considered that the provision of bat boxes is acceptable mitigation and in accordance with Natural England guidance.

Timing constraints included within the Bat Report indicate the broad timeframes when demolition is likely to be licensed, i.e. avoiding the winter hibernation season and main summer period. However, the precise timing of demolition is obviously not able to be included at this stage as it would need to be in accordance with the approved timetable which would be part of an approved EPSL licence. This in turn would be informed by a timetable of demolition works, which is not known at this stage.

Highways England

(Further information for the applicant) didn't arrive until late on Friday afternoon and therefore it will be impossible to review it and confirm it satisfies all our queries by the end of today (22 Oct). However, most issues either have been addressed but require more detail/correct drawings to be submitted, or could be covered by condition so I believe that issues will be resolved and I am content that the committee can make a decision subject to the final details being ironed out by submission of plans or imposing additional conditions.

RCC Highways

Works are required to level land within the verge on B668 to ensure that adequate visibility is available to the south. This can be secured by a condition.

Updated list of Conditions:

APPROVAL, subject to the completion of a S106 agreement and the following conditions:

Time Condition

1. The development shall be begun before the expiration of three years from the date of this permission.
Reason – To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

Approved Plans

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers B6509 (PL)01, B6509 (PL) 02 Rev P, B6509 (PL) 03, B6509 (PL) 05 Rev B, B6509 (PL) 08 Rev B, B6509 (PL) 09 Rev A, 18-09-02 Rev F, J32-3395-PS-200, J32-3395-P5-300A, Drainage Technical Note 22286_04-18/5900, Drainage Strategy Plan 22286_01_230_02 Rev H, Mode Transport Travel Plan v2, (18/09/2018) and Plan BM11690-002A.
Reason - For the avoidance of doubt and in the interests of proper planning.

Pre-commencement Conditions

3. No works shall commence on site, other than in association with archaeology or contamination, until such time as the off-site highway improvement works at the junction of the B668 have been completed in accordance with details that have been submitted to and approved by the Local Planning Authority.
Reason: To ensure that the improvements are in place before demolition and construction vehicles use the site in the interests of highway safety.
4. No development shall commence until a scheme to deal with potential contamination of the site by asbestos fibres has been submitted to and approved in writing by the Local Planning Authority and the measures approved in the scheme have been fully implemented. The scheme shall include an investigation and assessment to identify the extent of the contamination and the mitigation measures to be taken, including a timetable, to avoid risk to the public when the site is developed.
Reason - The submitted ground investigation report found evidence of asbestos fibres in the ground and recommended that further investigation is carried out. The work is thereby required to ensure the safety of ground workers and future users of the site.
5. No development shall take place until the existing trees and hedges on the site, agreed with the Local Planning Authority for inclusion in the scheme of landscaping / shown to be retained on the approved plan, have been protected by the erection of temporary protective fences in accordance with BS5837:2012 and of a height, size and in positions which shall previously have been agreed, in writing, with the Local Planning Authority. The protective fences shall be retained throughout the duration of building and engineering works in the vicinity of the trees to be protected. Within the areas agreed to be protected, the existing ground level shall be neither raised nor lowered, and no materials or temporary building or surplus soil shall be placed or stored there. If any trenches for services are required in the protected areas, they shall be excavated and back-filled by hand and any tree roots encountered with a diameter of 5cm or more shall be left unsevered.
Reason - The trees, including a tree subject to a TPO, are important features in the area and this condition is imposed to make sure that they are properly protected while building works take place on the site.

6. No demolition of the existing Ram Jam Inn shall commence until the applicant or developer has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved, in writing, by the Local Planning Authority. The scheme shall include an assessment of significance and research questions; and:
- The programme and methodology of historic building survey and recording
 - The programme for post investigation assessment and analysis
 - Provision to be made for publication and dissemination of the analysis and records of the site investigation
 - Provision to be made for archive deposition of the analysis and records of the site investigation
 - Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

Reason - To allow proper investigation and recording of the site, which is potentially of archaeological and historic significance.

7. No development shall take place, including any works of demolition, until a Construction and Transport Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period. The Statement shall provide for:
- the parking of vehicles of site operatives and visitors
 - routing for delivery and demolition waste vehicles
 - loading and unloading of plant and materials
 - storage of plant and materials used in constructing the development
 - the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - wheel washing facilities
 - measures to control the emission of dust and dirt during construction
 - a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: To ensure that construction vehicles use the appropriate non-strategic highway network to access and leave the site and to ensure that there is no detrimental impact on users of the strategic highway network, in the interests of highway safety.

On-going Conditions

8. No building shall be occupied until the sustainable urban drainage scheme for that building has been completed in accordance with the approved details on Plan 22286-01-230-01 Rev H. The sustainable urban drainage scheme shall be managed and maintained thereafter in accordance with the management and maintenance plan in Technical Note 2018-10-03.

Reason: To ensure that the development does not lead to additional risk of flooding on the site or the nearby strategic highway network

9. No development shall take place above damp proof course level until there has been submitted to and approved, in writing, by the Local Planning Authority a detailed scheme of hard and soft landscaping works for the site, which shall include any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows on the site and indicate any to be retained, together with measures for their protection which shall comply with the recommendations set out in the British Standards Institute publication "BS 5837: 2012 Trees in Relation to Construction."

REASON: To ensure that the landscaping is designed in a manner appropriate to the locality and to enhance the appearance of the development.

10. All changes in ground levels, hard landscaping, planting, seeding or turfing shown on the approved landscaping details shall be carried out during the first planting and seeding season (October - March inclusive) following the commencement of the development or in such other phased arrangement as may be agreed in writing by the Local Planning Authority. Any trees or shrubs which, within a period of 5 years of being planted die are removed or seriously damaged or seriously diseased shall be replaced in the next planting season with others of similar size and species.
REASON: To ensure that the landscaping is carried out at the appropriate time and is properly maintained.
11. The development shall not be occupied until such time as the vehicle parking area indicated on the approved plans, including any parking spaces for the mobility impaired, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development.
Reason: To ensure that parking of vehicles on the adjoining highway network does not occur in the interests of highway safety and that appropriate parking is provided
12. Prior to the construction of the parking areas shown on the approved plans, and as part of the approved parking provision, details of the amount, location and design of powered two wheeler parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The approved facility shall provide provision for securing powered two wheelers and shall be provided prior to occupation of the development in accordance with the approved details and retained for that purpose at all times.
Reason: To ensure an appropriate level of parking facility for powered two wheelers is provided in the interest of highway safety and promotion of sustainable transport modes.
13. Prior to the construction of the parking areas shown on the approved plans, details of the amount, location and design of electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The approved facility shall be provided prior to occupation of any part of the development in accordance with the approved details and retained for that purpose at all times.
Reason: To ensure an appropriate level of charging for electric vehicles is provided in the interest of highway safety and provision of alternative fuels for sustainable means of travel.
14. Prior to occupation of any unit hereby permitted, a servicing and delivery management plan shall be submitted to and approved by the Local Planning Authority. The details of the approved scheme shall be implemented for each unit as it comes into use and shall be adhered to at all times whilst the unit is in operation.
Reason: To ensure that delivery routes and timing are optimised to ensure that there is minimal conflict with main users of the site, in the interests of highway safety.
15. Prior to the occupation of any unit hereby approved screen fencing shall be erected in accordance with details that have been submitted to and approved by the Local Planning Authority and shall be retained and maintained to provide screening at all times whilst the site is in use for its approved purpose.
Reason: In the interests of visual amenity.
16. The approved Travel Plan shall be implemented in all respects following the commencement of the operation of the units hereby approved.
REASON: The site is within an area of restraint requiring a greater degree of control over sustainable travel to encourage reduced dependence on the car having regard to policies CS1, CS4, CS18, SP1, SP15 of the Development Plan together with the advice in the NPPF.

17. No unit shall be occupied until; such time as ecological mitigation has been implemented on site in accordance with the Bat Emergence/Re-entry Survey Report (Wardell Armstrong, Report 001, October 2018) and the Bat Mitigation Plan BM11690-002A (Wardell Armstrong, October 2018).
Reason: To ensure that adequate mitigation for bats being displaced from the existing building is in place
18. Within 6 months of the first unit being occupied on site, a piece of art or other feature that depicts or reflects the historic significance of the site and the Ram Jam Inn, shall be permanently displayed on site in accordance with details that shall have been submitted to and approved by the Local Planning Authority. Such details shall include the design, location and maintenance regime for the feature.
Reason: In mitigation for the loss of the Ram Jam Inn that has some local historic interest, to ensure that there is a lasting presence on site to depict the history of the site for the benefit of its users in the future.

Possible additional conditions from Highways England

19. A Lighting strategy to be submitted and implemented
20. Geotechnical info to secure stability of the A1 to be submitted and followed during construction