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Ordnance Survey [100018056]



Rutland County Council

Catmose,
Oakham,
Rutland
LE15 6HP

Application:	2019/0620/FUL	ITEM 6	
Proposal:	Construction of artisan bakery together with ancillary staff and office accommodation: B1 (c) light industrial. Existing access improved, internal road, parking and loading areas and ancillary works and landscaping		
Address:	Land North of Ram Jam Inn, Great North Road, Greetham		
Applicant:	Mr T Hart	Parish	Greetham
Agent:	Robert Weighton	Ward	Greetham
Reason for presenting to Committee:	Contrary to Development Plan		
Date of Committee:	14 January 2020		

EXECUTIVE SUMMARY

The scheme to expand a local business is located on a greenfield site in open countryside but there are mitigating factors that would in this case allow material considerations to outweigh the development plan.

RECOMMENDATION

APPROVAL, subject to the following conditions:

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.
2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1982-01D, 1982-03D 1982-04H, 1982-05H, 1982-07H, 1982-08H, 1982-15E, 1982-16F, 1982-17A, the Arboricultural Report and Plan 3886.Hambleton.Weighton.TPP Rev C, received on 24 December 2019.
Reason - For the avoidance of doubt and in the interests of proper planning.
3. No development above damp course level shall be carried out until precise details of the manufacturer and types and colours of the external facing and roofing materials to be used in construction have been submitted to and agreed, in writing, by the Local Planning Authority. Such materials as may be agreed shall be those used in the development.
Reason: To ensure that the materials are compatible with the surroundings in the interests of visual amenity and because no details have been submitted with the application.
4. 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.
5. No development shall take place until the existing trees 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 shown on the approved plan 3886.Hambleton.Weighton.TPP Rev C. 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 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. The development shall be carried out in accordance with the Conclusions set out in the updated Phase 1 Habitat and Species Survey by Ecology Resources dated 18 October 2019.

Reason: To ensure that any protected species and habitats are protected.

7. No development shall take place until details of the implementation, maintenance and management of the sustainable urban drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
 - (i) a timetable for its implementation, and
 - (ii) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable urban drainage scheme throughout its lifetime.

Reason: To minimise the risk of surface water flooding in the locality.

8. Any artificial lighting used at the site shall be installed to comply with Table 2 (page 5) for Environmental Zone E3 'Urban' in 'Guidance Notes for the Reduction of Obtrusive Light GN01:2011' and in accordance with details that shall have previously been submitted for the approval of the Local Planning Authority.

Reason: In the interests of preventing light pollution in a relatively dark rural area.

9. Within 3 months of the building coming into use, the Travel Plan submitted with the application shall be brought into operation and shall be operated from the applicant's sites in perpetuity.

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, CS18, SP7 and SP15.

10. Prior to the construction of the parking areas shown on the approved plans, details of the amount, location and design of electric 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.

Site & Surroundings

1. The site is a piece of ground approximately 100 metres square (0.93Ha) to the

north of the Ram Jam Inn, once used as a quarry but has long since been restored and does not constitute brownfield or previously developed land. Historic photographs do however show a tennis court on the land in what was then a larger garden of the Ram Jam Inn.

2. The site is bounded on the west, north and east sides by high hedges and trees. There is an existing access onto the site from the north between the 2 roundabouts either side of the A1.
3. The land slopes gently down to the north and is generally open in nature other than on its boundaries.
4. To the east of the site is the A1, to the west the B668 and to the south the northern boundary of the Ram Jam.

Proposal

5. The proposal is to build a new bakery facility for Hambleton Bakery, currently operating from rented premises on the Exton estate. Planning permission has recently been granted for alterations to that building and its site boundaries to allow it to be used for a bakery, including an existing brick oven which is too expensive to move, a bakery school, café and revised parking areas. This current proposal is for purely commercial baking to allow the existing site to diversify slightly whilst the business expands. The Exton site was not large enough to expand and is only rented. The current site has been in the ownership of the applicant for a long time as he was the former owner of the Ram Jam but retained this land when the Inn was sold.
6. The proposal originally involved a new access midway between the 2 roundabouts but that would have involved loss of highway trees. The existing access is now to be improved.
7. Landscaping would take place on site to compliment the layout and a sustainable drainage system would also be installed, as would photo voltaic panels and ground source heat exchange. This would put excess heat from baking into the ground and draw it out when required in colder weather. This prevents the longer term cooling of the ground when heat is only extracted. The upper part of the building is designed to create air flow through to take out excess heat from the electric ovens.
8. Materials would be a terne coated steel roof, timber/render cladding and replica local stone facing on the end elevations.
9. The application is accompanied by a transport assessment and an analysis of delivery routes for the current fleet of delivery vans together with information on employment levels and the settlements where employees currently live.
10. See details in the **Appendix**.

Relevant Planning History

None

Planning Guidance and Policy

National Planning Policy Framework (NPPF)

Chapter 2 - Achieving sustainable development
Chapter 6 - Building a strong, competitive economy
Chapter 9 - Promoting sustainable transport
Chapter 12 - Achieving well-designed places

Site Allocations and Policies DPD

SP7 - Non-residential development in the countryside
SP15 - Design and Amenity

Core Strategy DPD

CS1 - Sustainable Development Principles
CS2 – The Spatial Strategy
CS4 - The Location of Development
CS16 - The Rural Economy
CS18 - Sustainable Transport & Accessibility
CS19 - Promoting Good Design

Consultations

11. RCC Highways

No objection to the revised access details.

12. Environmental Protection

I have examined the contaminated land reports and the area is suitable for use as a bakery. The air quality assessment shows the site has negligible impact on air quality. There would be no impact on the building/use from air quality issues on the A1. Therefore, I have no objections to this development.

13. Ecology

I am pleased to see that an updated survey has been submitted in support of this application (Ecology Resources, October 2019). This was completed towards the end of the survey season, but is acceptable. The survey only recorded one Local Wildlife Site (LWS) indicator species and the site does not therefore meet Local Wildlife Site criteria as it is of relatively low botanical interest. I would therefore have no objections to this application, but would request that opportunities for ecological enhancement are taken for this development. This would include the use of locally native plant species in the proposed balancing pond and possible wildflower planting if the remaining grassland is to be seeded.

I would also recommend that a sensitive lighting scheme is designed to minimise light spill onto the boundary hedgerows, especially as the road network (apart from the roundabout) does not appear to be lit. Our standard advice is that the hedgerows should not be subject to light spill of more than 1lux.

No evidence of protected species were recorded on site, although the site was considered to have some potential to support protected species. No further surveys are

required at this stage and the working methodology identified in the report may be dealt with via condition.

14. **Archaeology**

The desk based assessment has established that the site was used a quarry in the past. For this reason no archaeological invention is required.

15. **Highways England**

No objection

16. **Greetham Parish Council**

Confirms Support – Comments: Firstly, the supporting documentation raised a number of environmental issues and a particular concern is pollution of ground water. Secondly, the report on wildlife impact was thought to be inadequate. RCC are urged to thoroughly investigate these matters.

17. **Stretton Parish Council**

The Parish Council at a meeting on 15th October 2019 had no objections to the planning application.

18. **Forestry Officer**

On original access

Plans would result in tree loss. Potential landscape impact and loss of Rutland County Council trees.

On revised access:

The revisions to the existing access will impact on hawthorn trees and require crown lifting of a sycamore to maintain visibility. Financial contributions are requested to compensate and cover maintenance respectively.

19. **Anglian Water**

The foul drainage from this development is in the catchment of Cottesmore Water Recycling Centre that will have available capacity for these flows

The sewerage system at present has available capacity for these flows.

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

Suggest note to applicant:

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of

apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

Neighbour Representations

20. None

Planning Assessment

21. The main issues are policy, relating to the principle of development on this site, design and highway safety.

Principle

22. The site is a greenfield site in open countryside. Several policies of the Development plan are directly relevant. The relevant elements are as follows:

23. CS1 (Sustainable Development Principles) states (inter alia) that:

- new development will be expected to minimise the impact on climate change and include measures to take account of future changes.
- Be located where is minimises the need to travel, priority to walking, cycling and public transport access.
- Make use of previously developed land or re-development of underused land before greenfield. Minimise the use of resources and meet high environmental standards in terms of design and construction with particular regard to energy and water efficiency, use of sustainable materials and minimisation of waste.
- contribute towards creating a strong, stable and more diverse economy.

24. CS2 (The Spatial Strategy) states:

The Strategy is to promote sustainable development to meet the needs of the local economy through:

- focussing new development in the most sustainable locations, primarily in the towns and the local service centres away from areas prone to flooding and ensuring that development is accessible by other modes of transport without reliance upon the private car;
- new development being of an appropriate scale and design that reflects local character and is consistent with maintaining and enhancing the environment and contributes to local distinctiveness
- supporting small scale developments for appropriate employment and tourism uses in the towns, villages and rural areas;
- promoting sustainable transport measures and focus improving accessibility around the key transport hubs of Oakham and Uppingham and linkages to the villages and nearby cities and towns
- promoting energy efficiency, renewable energy, prudent use of resources and sustainable waste management

25. CS4 (Location of Development) states:

- Development in the Countryside will be strictly limited to that which has an essential need to be located in the countryside and will be restricted to particular types of development to support the rural economy and meet affordable housing needs; and;
- New development will be prioritised in favour of the allocation and release of previously developed land within or adjoining the planned limits of development where it can support sustainable patterns of development and provides access to

services by foot, public transport and cycling.

26. CS16 (The Rural Economy) states (inter alia) the Strategy is to:
 - d) safeguard existing rural employment sites and permit the improvement and expansion of existing businesses provided it is of a scale appropriate to the existing development where this would be consistent with maintaining and enhancing the environment, and contribute to local distinctiveness of the area
27. CS18 (Sustainable transport and accessibility) states:
 - supporting development proposals that include a range of appropriate mitigating transport measures aimed at improved transport choice and encourage travel to work and school safely by public transport, cycling and walking, including travel plans;
28. SP7 (Non-residential Development in the Countryside) states:

Sustainable development in the countryside will be supported where it is (inter alia):

 - e) new employment growth comprising small scale, sustainable rural tourism, leisure or rural enterprise that supports the local economy and communities;

Provided that:

 - the development cannot reasonably be accommodated within the Planned Limits of Development of towns and villages;
 - the amount of new build or alteration is kept to a minimum and the local planning authority is satisfied that existing buildings are not available or suitable for the purpose;
 - the development itself, or cumulatively with other development, would not adversely affect any nature conservation sites or be detrimental to the character and appearance of the landscape, visual amenity and the setting of towns and villages;
 - the development would not adversely affect the character of, or reduce the intervening open land between settlements so that their individual identity or distinctiveness is undermined; and
 - the development would be in an accessible location and not generate an unacceptable increase in the amount of traffic movements including car travel.
29. The legislation states that where development does not accord with the development plan it should be refused unless there are material planning considerations that would indicate otherwise.
30. In this case the development is contrary to the locational policies of the plan in that it is a greenfield site in the open countryside, although it is not part of an agricultural holding. On the other hand, policies CS16, CS18 and SP7 are at least partially supportive of the proposal. This is a successful local business that needs to expand with a significant investment in the local economy.
31. There are currently 53 total employees. 19 employees currently at Exton will remain there, and the applicant expects this to grow to 26 in the first year
32. 34 employees would transfer from Exton and this is forecast to increase to 40 in the first year and 45 over 3 to 5 years
33. The application includes an analysis of where the deliveries of bread take place which indicates that this site is virtually at the centre of those operations. Deliveries are made north and south on the A1 and east and west of this site.
34. Current employees live in Oakham, Stamford, Melton, Grantham and other villages. The

site is centrally located for them to travel to work. The shift starts at 0300 so there is no public transport available at that time, regardless of where they work. The new site will not involve additional travelling by private vehicle and provides the opportunity for a Travel Plan and shared travel in particular to reduce car journeys.

35. The Core Strategy states that *'new development in Rutland will need to be located and designed to reflect the fact that much of the county has limited public transport services and is relatively inaccessible without private transport'*; and

"... there are a limited number of suitable new sites – with even fewer supported by strong road and rail networks. Such limitations may deter businesses from moving to Rutland and could constrain the growth of our existing businesses," and "We will also look to capitalise on opportunities that may arise in close proximity to the A1 strategic transport corridor ..."

36. This is one such opportunity.

37. The Local Transport plan states that one of its main proposals is:

"working with partners to make sustainable travel a viable option for local people ... by developing travel plans, car sharing opportunities and encouraging the use of public transport". We aspire to work with businesses ... helping them to develop site specific travel plans"

"We aim to encourage and work with Rutland's businesses to produce workplace travel plans and monitor their progress on an annual basis. In addition, we will extend our car share scheme to include many of these employers"

38. The NPPF at Para 83 states:

39. Planning policies and decisions should enable (inter alia):

a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings

40. Para 84 states:

Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to, or beyond, existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable

41. These policies and the NPPF guidance indicate how there are some which do not support the proposal and some that support the rural economy and enterprise.

42. The artisan bread making has outgrown the space available at the existing building and site. It needs a new purpose designed building, almost double the size of the existing and because of the processes carried out, the space should be taller, have a greater volume and be well ventilated.

43. There are two types of product which require different environmental conditions. Making bread is done overnight, with baking during the early hours so that it is fresh for consumption the same day. It is essentially a hot, dry process using just organic flours and water. Pastries and savouries incorporate other ingredients most of which are temperature sensitive and production needs lower temperatures.

44. Night time baking means that wherever the bakery was to be located, even in Oakham, it would not be served by public transport. Access to work will always be an issue unless all employees were required to live within walking distance.
45. The 6 delivery vehicles serving routes in 2017/18 covered some 259,851 miles. Expansion of the business over the past year has seen this grow by 6% with 7 delivery vehicles. In the 3 – 5 year term with a greater number of routes this is projected to increase to about 350,000 miles.
46. Travel to work by employees is about half that of the delivery mileages. This would be the same even if the bakery were to remain where it is, or relocate to an urban area with no public transport during the night. However, employee travel is open to travel planning and any reduction would enhance sustainability. The applicant claims that with a successful travel plan for employees, delivery mileage would account for 75% of all mileage and be the major factor for determining a sustainable location. Electric delivery vehicles will be used in the future and charging facilities will be provided for on site as part of this proposal.
47. A travel plan has been submitted as part of the proposal.

Design

48. The design is bespoke to the needs of the business resulting in an asymmetric roof that is designed to draw fresh air through to vent hot air. Other sustainable heating and ventilation facilities are proposed. The design and facilities comply with policies in terms of energy generation and water management. There is also a significant amount of new tree planting proposed.
49. Materials include the use of terne coated steel roof. This has been approved for use on many listed churches where the lead has been stolen so is appropriate for this industrial building.
50. The walls are proposed to be timber and glazing panels.
51. The building would be sunk into the site such that it would be well screened by the existing hedges and new tree planting from outside the site. Only the roof would be mainly visible but that material is appropriate. There would therefore, be little if any harm to the character and appearance of the countryside in this location alongside a major strategic route.
52. It would be located adjacent to land where there are existing buildings and where planning permission has been granted for 2 large new employment units, albeit that was considered to be previously developed land. A revised scheme for the adjacent site is likely to be submitted in the near future. The proposal would not thereby be isolated in the countryside.
53. Whilst the appeal decision at the adjacent Ram Jam site was critical of the contemporary appearance of the scheme, it was also considered prominent and over-development. In this case the building would not be prominent at all and is clearly not an overdevelopment of the site. With the additional landscaping proposed and the reference to local materials, it would have a minimal impact on the character and appearance of the countryside.

Landscaping

54. The scheme indicates a substantial landscaping scheme comprising, mainly, new tree planting within the site. This would add to the already robust screening of the site from

the public realm and would mitigate any specific impact on the rural area.

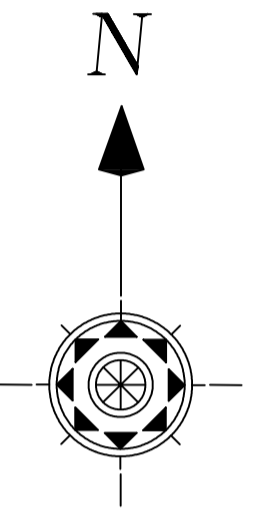
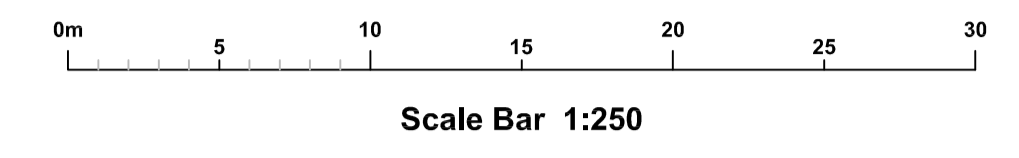
Highway Safety

55. As set out above, the proposal originally proposed a new access, midway between the 2 roundabouts. This would have involved the loss of highway trees. The revised proposal is to improve the existing access.
56. The highway authority has had regard to a speed survey carried out on this short section of road where the speed limit is 30mph. The 85th percentile speeds are below 30 mph in both directions. The available visibility from the existing access to the 2 roundabouts is therefore adequate to meet highway standards.
57. There is a wide verge between the northern boundary of the site and the carriageway which assists visibility along this short straight section of road.
58. There would be parking for employees on site together with spaces for delivery vans. The agent has discussed electric charging with Western Power Distribution and electric charging facilities for cars will be provided for in the implementation of the development, with a minimum of ducting for cabling when it is required as a main stream fuel source for later vans.
59. A Travel Plan has been produced (**See Appendix 2**) to encourage employees to car share or use alternative means of transport.
60. The verge along this section of road between the 2 roundabouts is wide. The trees within the highway verge are set back in front of the site boundary. Visibility is thereby available across an open verge in both directions without interference by trees.
61. The existing access can be improved without major harm to the highway trees, although this issue is still being considered with the Forestry Officer and an update will be made in the addendum.
62. On that basis the scheme complies with the development plan in terms of highway safety, in line with SP15.

Planning Balance

63. In cases such as this where there are conflicts with the development plan but also some considerations in support of the proposal, it is necessary to look at the overall planning balance to weigh up what the recommendation should be.
64. In this case there is technical conflict with the development plan in terms of locational policies and arguably sustainability. On the positive side, there is little visual impact, additional tree planting, little difference in terms of car journeys and opportunity to improve that issue through a travel plan. The impact from deliveries is arguably less as vehicles would have direct access to the A1 rather than travelling through Greetham to the A1 early each day. There is no impact on any neighbours and both local Parish Councils support the proposal. The scheme involves sustainable renewable energy proposals.
65. There is also an opportunity for an increase in local employment, and whilst baking is a specialist job, there are other opportunities for staff at both premises as a result of the overall proposals for the business. This positive element of the proposal meets the policies on employment creation and helping local businesses expand.

66. Weighing all the issues in the balance, these positive demonstrable factors are considered to be supported by elements of Policies CS1, CS2, CS16, SP7, SP15 and the advice in the NPPF and outweigh the negative technical factors in the development plan such that a recommendation for approval can be made in this case.



H	Parking layout amended	9 Dec '19
G	Recontouring and planting added	27 Nov '19
F	Details of swale and infiltration bed added	31 Oct '19
E	Existing access retained and Improved Parking on lower bounded area	28 Oct '19
D	Natural ventilation flow reversed	29 July '19
C	Visibility splays and turning head details added	24 May '19
B	Details added	28 March '19
A	Access position revised	11 March '19

REVISION

SITE PLAN PROPOSED

Hambleton Bakery
Hooby Lane
Greetham

Scale: 1:250 @ A1
 Date: February '19

Drawing Number
1982 - 04 - H

NOTES:
 This drawing is for planning and scheme design purposes only. It and the design are the copyright of Robert Weighton
 This drawing must not be scaled from
 Contractors are to take and verify all dimensions on site before proceeding with the Works

ARBORICULTURAL METHOD STATEMENT

General

This Method Statement provides recommendations for the protection of trees during development of the layout shown on the drawing.

Statutory implications

Trees and other vegetation can often provide nesting, roosting and feeding opportunities for protected species, including bats. Providing guidance on these issues is outside my expertise, so I recommend that appropriate advice is sought before any tree work proceeds on site.

Supervision and Monitoring

It is important that the tree protection measures are understood and adopted at all levels from client to project manager and any sub-contractors in order that the measures can be successful.

A qualified Arboricultural Consultant will be retained during the period of construction to:

- Mark trees for removal
- Meet with the tree work contractors to discuss the tree work required
- Meet construction contractors prior to construction to discuss the implementation of the tree protection measures, the location of the site compound and facilities (if not already known) and any phased construction that may affect the protection of trees
- Inspect barriers prior to the commencement of construction

Communication between the Client, Main Contractor (and their sub-contractors), the Project Manager and the Arboriculturalist are of high importance.

The Site Manager will monitor the physical and managed protective tree measures continually.

ARBORICULTURAL WORKS

Standards

Tree work is skilled and potentially dangerous work, which must be carried out by trained and certificated staff working to BS3998: 2010 and working in accordance with the various Regulations within the Health and Safety at Work Act 1974

Contractors must have Public Liability Insurance (preferably £5 million) and Employer's Liability Insurance (preferably £10 million)

Machinery and equipment must be maintained, inspected and operated in accordance with the various Regulations within the Health and Safety at Work Act 1974

Prior to works

Tree work must be the first operation, before any other activity on site involving plant, machinery or materials.

Before the commencement of any tree works, the contractor will ensure that the proper checks for bats and nesting birds have been carried out by an appropriately-qualified inspector.

The Contractor will be responsible for producing their own Method Statement for the works that will include Risk Assessments, staff profiles and certification, machinery and equipment inspection records and certificates.

Disposal of timber, brush and other arising to be agreed with the Client.

Stump removal may be required and will be agreed with the Client, including the disposal of arisings as appropriate.

Work required

Remove the following trees:

- Group B
- Sycamore 5551

Prune the western side of the crowns of trees in Group F by up to 1.5m to facilitate development

Trim the western end of Group D by up to 2m sufficient to facilitate development.

Remove dead wood greater than 25mm from retained trees where they overhang the site.

PROTECTIVE MEASURES

Barriers

Once the tree works and advance tree planting have been completed, a number of barriers will be erected to protect established and newly planted trees during the earthworks phase of development.

Barriers will be a combination of either the proposed site perimeter fence; temporary construction hoarding or robust barriers similar to those illustrated in British Standard 5837.

Barrier locations are illustrated by the broad blue or dot-dash orange and light blue lines on the Tree Protection Plan.

Weather-proof notices stating: 'PROTECTED AREA - DO NOT ENTER' to be erected on the fencing not less than 5m apart.

The site manager will assess the integrity of the protective barrier protection measures continually relative to the phase of works being undertaken.

The Site Manager will keep a copy of the Tree Protection Plan on site for reference during construction and for site induction where staff or contractors' work may implicate working near trees so they understand the purpose of the measures.

CONSTRUCTION PHASE

General notes

Once the barriers have been checked by the Project Arboriculturalist, the development will then continue in accordance with the Approved Plans.

No fires will be lit on site where flames can reach within 5m of the crown of a tree taking the size of the fire, wind speed and direction into account

No storage or discharge of materials within 10 metres of a tree bole.

No mixing of cement or dispensing of fuel or chemicals within 15 metres of the tree bole.

No stripping of topsoil, excavation or changing of levels to occur within a RPA.

Any damage that occurs to the trees during construction will be rectified to BS3998: 2010.

Trees must not be used as anchor points for winching or for supporting wires/cables.

Earthworks

The earthworks will be carried out as a preliminary construction operation.

On completion of the earthworks, barriers will be relocated to suit the needs of the developer whilst protecting the planted and existing trees, and as much of the proposed planting areas as practical.

Installation of Services

Any trenching for the installation of services or other excavations for soakaways etc. will be located at least 1m from the radial extent of the RPAs drawn.

POST CONSTRUCTION PHASE

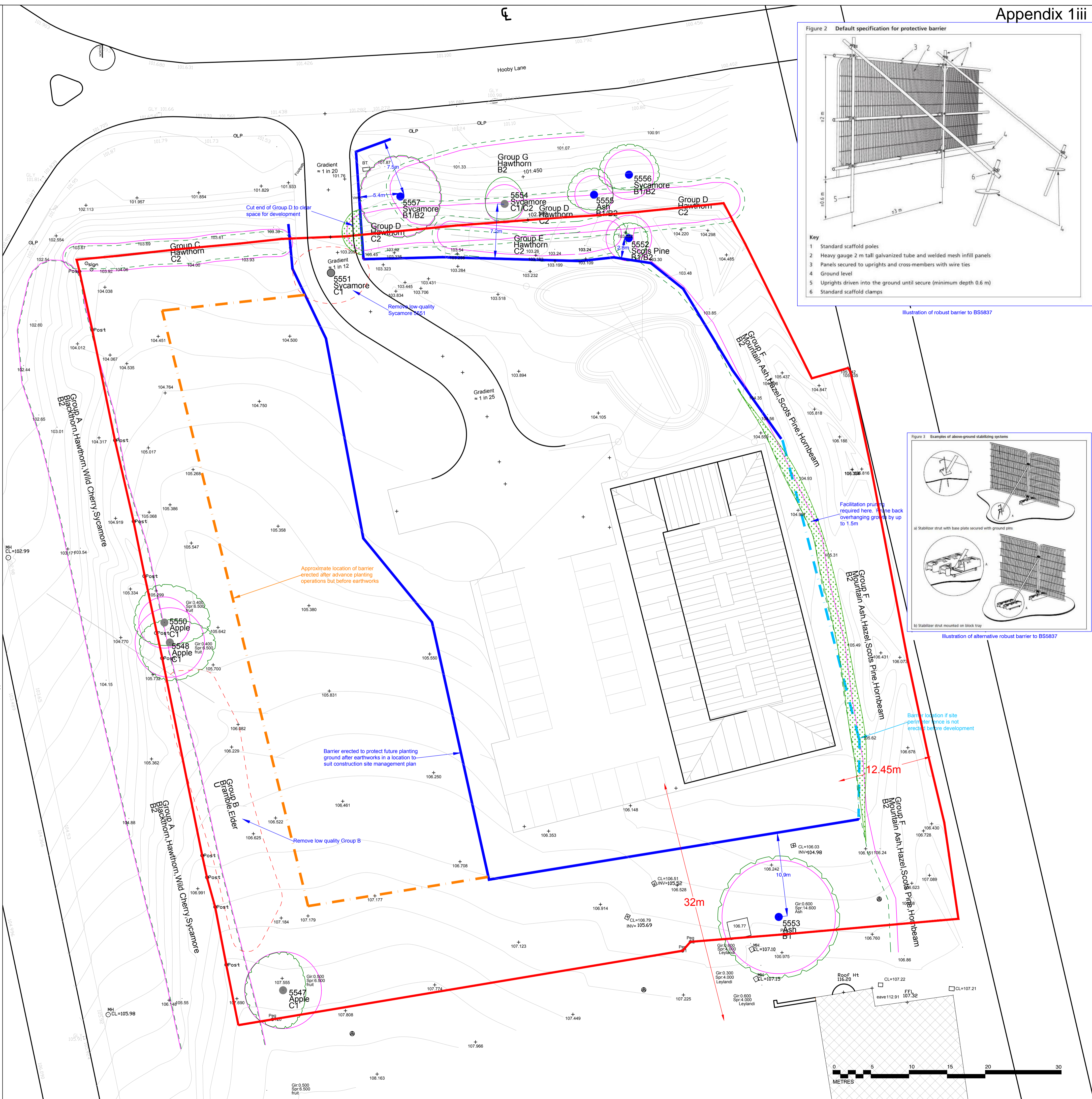
General notes

Once all the construction and hard landscaping works are completed, the protective barriers will be removed and the landscaping works will be completed.

Soil cultivation within the previously protected zones (i.e. within the Root Protection Areas) will be carried out by hand only. No machine cultivation will take place within these zones whatsoever.

Planting within Root Protection Areas will be carried out by hand using hand tools only.

Retained trees will be re-inspected post-development by a qualified arboriculturalist and any works arising carried out within the time limits specified.



Appendix 1iii

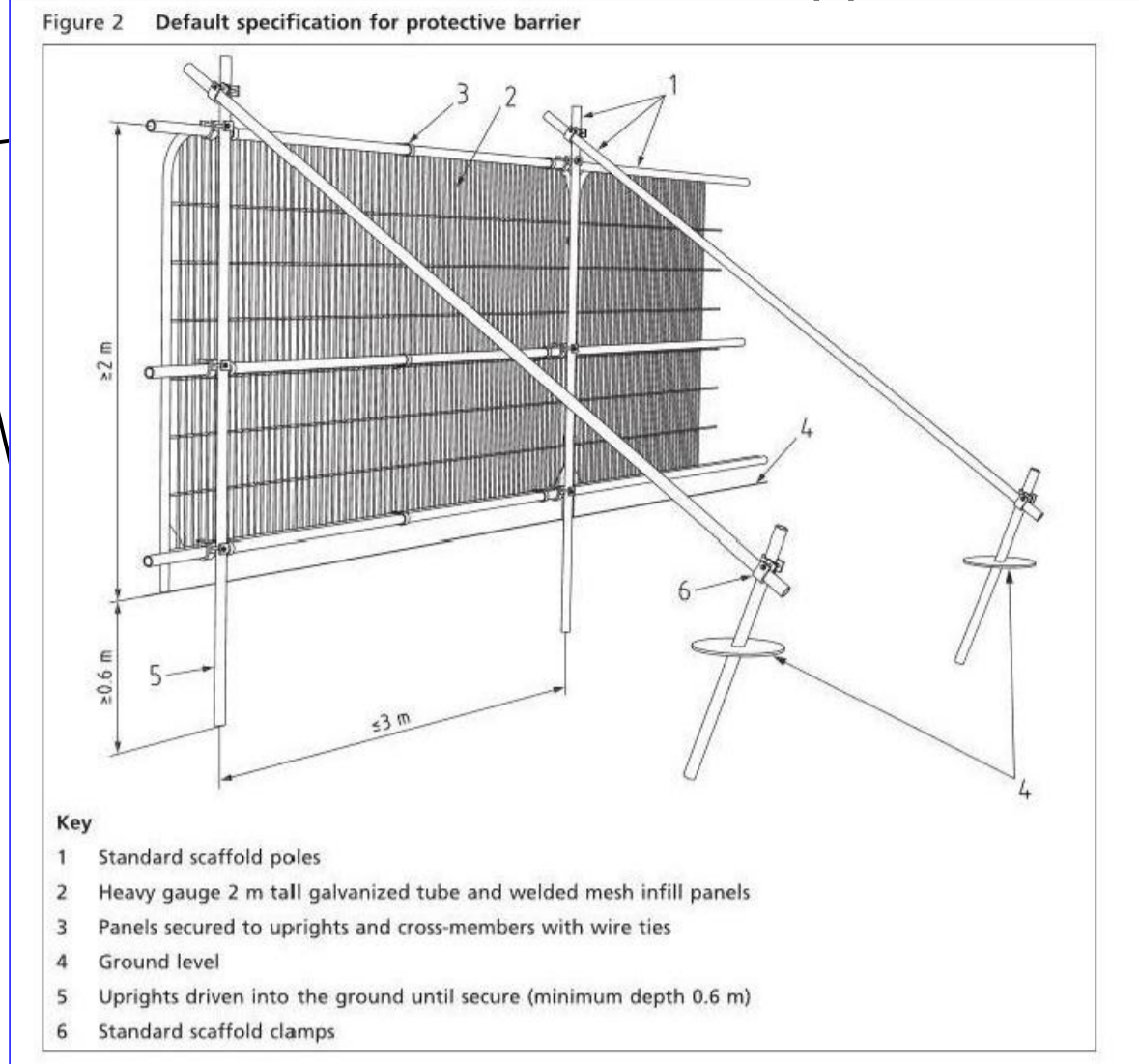


Illustration of robust barrier to BS5837

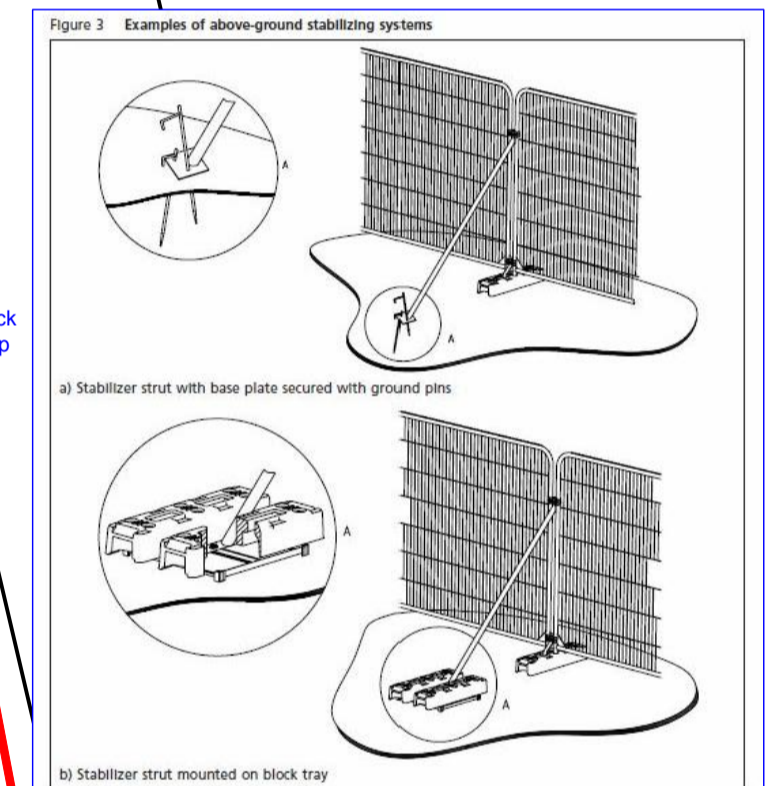


Illustration of alternative robust barrier to BS5837

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NOTES: Based on 1982 - 03 D Site Plan Existing and 1982 - 04 F Site Plan Proposed. The original of this drawing was produced in colour - a monochrome copy should not be relied upon

KEY

- ROOT PROTECTION AREA
- CANOPY OUTLINE - INDIVIDUAL TREE
- CANOPY OUTLINE - GROUPS
- TREES IMPLICATED FOR REMOVAL
- BARRIER TO BS5837
- BARRIER LOCATION BEFORE EARTHWORKS COMMENCE
- BARRIER LOCATION IF PERIMETER FENCE IS NOT INSTALLED BEFORE CONSTRUCTION
- AREAS FOR PRUNING

Rev	Description	Date
C	Barrier and Method Statement revisions	23/12/19
B	Minor revisions	05/12/19
A	Revised layout	25/11/19
O	Initial issue	15/10/19

Purposes of Issue
Planning

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Client
Hambleton Bakery Limited

Project
Land at Hooby Lane, Greetham

Drawing Title
TREE PROTECTION PLAN

Drawn	Checked	Reviewed	Date
AMB	--	--	23/12/2019

Job No.	Scale	Sheet Size	Revision
3886	1:250	A1	C

Drawing Number
3886.Hambleton.Weighton.TPP

TRANSPORT STRATEGY AND TRAVEL PLAN

6.1 The site is immediately adjacent to an A1 junction with good communications for deliveries of fresh bakery products on a daily basis and in overall transport terms is the most sustainable location for the enterprise

6.2 The access to Hooby Lane between the two slip roads serving the A1 would be moved slightly and improved so that it would have excellent visibility for any emerging traffic where other users are travelling slowly, whilst giving almost no view into the site itself. This section of road also has the benefit of street lighting. Most traffic movements would be outside the busiest times with bakery shifts from 9pm to 6am and delivery vehicles leaving before 6am and returning at noon.

6.3 Relocating the bakery at the geographic centre of the distribution network would increase the efficiency of the operation, not just by shortening the routes but reducing delivery times and allowing expansion. It would be the most sustainable transport solution.

6.4 The business would continue to use route analysis on an ongoing basis to minimise distances travelled, and to maximise efficiency and sustainability

6.5 Stretton is within easy walking distance via the existing, well-lit footpath that connects to the site along the southern side of the B668 Hooby Lane. Call connect bus services are available from Stretton at certain times

6.6 However, it is important to consider the actual nature of the operation of the proposed development, i.e. functioning as an artisan bakery from which the products are delivered on a daily basis and at times when there is no public transport anywhere in Rutland, or the surrounding counties.

6.7 The proposed bakery is above all focused on distributing its products over a wide area via the road network. There is no retail activity proposed on the site.

6.8 Considering the proposed land-use and the specific nature and operation of the development, the accessibility of the site in terms of public transport and foot/cycle links is not the most important factor as in a residential or commercial uses

6.9 Total staff numbers are forecast to be circa 33 full time when operational, with an anticipated 12 staff members on-site at any one time. The business wishes to keep its existing skilled workforce and recognises that it is important for localised employment trips to be made sustainably, where practicable and possible.

Measures and Initiatives

6.10 Working times for bread production will always be an issue as there is no public transport available anywhere in Rutland, or the surrounding areas at these times and the existing skilled workforce lives over a wide area. This would be the same wherever the bakery were located.

6.11 Employee travel can be minimised through instituting good planning for sustainable travel. The main aim of the Travel Plan is to put in place the tools necessary to enable employees to make informed decisions about their travel to the site, whilst at the same time minimising any adverse impacts of travel on the environment. Improving the transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development that provides travel options for everyone regardless of whether, or not, they own a car.

6.12 The transport principles for the site reflect sustainable objectives, which include sustainable transport choices for employees, encouraging employee car sharing, especially among employees who live near to one another; and increased awareness of the environmental and social benefits of using more sustainable alternatives to the private car.

6.13 These objectives accord with the aims of National and Local Government. The objectives will provide focus and direction to the Travel Plan, leading to appropriate measures and targets being set.

6.14 By meeting these objectives, the Travel Plan will bring about improved quality and reliability of employee journeys to, and from, work at less cost and a reduced need for parking on site. This is a factor in retaining skilled workers if they can spend relatively less on travel. At

a wider level there would be an on-going reduction in vehicular generated traffic on the local highway network and in travel emissions with increased air quality.

6.15 It is intended that these objectives will be met by identifying and implementing initiatives that provide employees with a variety of travel choices and reduce the need to travel by private car. By meeting the objectives set out above, the business will fulfil its desire to contribute to the wider societal and environmental benefits of car sharing

6.16 The business is an artisan bakery where local people make bread from local produce for local consumption. Sustainable travel fits squarely with the company ethos and would be a demonstration of its established environmental credentials

Travel plan strategy

6.17 The business will appoint a member of the team as the Travel Plan Coordinator, (TPC), responsible for overseeing the management, development, implementation, monitoring and review of the Travel Plan. Because of the overall significance of the distribution mileage this is likely to be the delivery manager

6.18 The TPC will be the point of contact for all employees and manage the development and implementation of the Travel Plan measures, promoting the objectives and benefits of the Travel Plan, monitoring its success and reporting the results to Rutland County Council. The overall aim would be to reduce employee travel by 10% by year 3 and up to 20% by year 5

6.19 The following measures will be implemented prior to, and during occupation, in order to promote and support the use of sustainable travel modes, including walking, cycling, public transport use, and car sharing. The TPC will promote the use of alternative travel modes to minimise car dependency to achieve the targets Smarter travel choices are a collection of actions that individuals and businesses can make to support sustainable travel. These measures focus on providing employees with the appropriate information to allow them to make better decisions about their travel choices.

6.20 Car sharing is an effective method of reducing mileage, congestion and car parking, and would be encouraged, especially for late night / early morning shifts. Car share schemes have the potential to reduce the number of single occupancy car trips to the site and will be mainly promoted by the TPC through internal discussion and by coordinating shift working for employees who live close enough to each other

6.21 Although Local and regional car share websites will be promoted to employees, working times make this a less attractive possibility. The sites match users with potential partners as a driver or passenger. Once matched, users can choose to car share as little, or often, as they like

6.22 Distribution vehicles deliver to the local towns of Oakham, Stamford and Grantham and numerous villages at the end of the baking shift and would be used to take employees to these local towns, or public transport hubs

6.23 The site has the benefit of a wide footpath and within easy walking distance of Stretton and its bus shelter although public transport does not normally run to and from there at the right times, however it is possible to use buses in one direction and the delivery fleet in the reverse.

6.24 It would also be possible to share a taxi service with the site next door taking employees to one and back from the other in one trip. The TCP would be responsible for seeking to coordinate this with adjoining businesses

6.25 As importantly the Travel Plan would include all employees on the existing site, some 3½ miles away and coordinate car and taxi sharing.

7 Monitoring and Reporting

7.1 The monitoring programme will begin with an initial travel survey, to be undertaken before any development commences. Further surveys up to Year 5 will be carried out to monitor progress towards the interim and final targets.

7.2 An annual Travel Plan review will be undertaken by the TPC for a period of 5 years from the opening to assess the progress of the Plan. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data. This report will be submitted to Travel Plan Officers at Rutland County Council