

## OFFICER REPORT FOR COMMITTEE

DATE: 17/07/2019

P/19/0344/FP  
SOLENT UNIVERSITY

WARSASH  
AGENT: VAIL WILLIAMS LLP

CONSTRUCTION OF NEW UNIVERSITY BUILDING TO BE USED AS FIRE AND POOL TRAINING CENTRES AND ASSOCIATED LANDSCAPING, SERVICE ROADS, AREAS OF HARD SURFACING, PARKING AND BOUNDARY TREATMENTS (FOLLOWING DEMOLITION OF THE JOHN THORNEYCROFT BUILDING, LOVAT HOUSE, DRUMMOND HOUSE, MOSS BUILDING, ESTATES BUILDING AND HOT AND COLD FIRE TRAINING UNITS)

WARSASH MARITIME ACADEMY, NEWTOWN ROAD, WARSASH

### ***Report By***

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### ***1.0 Introduction***

1.1 This application is included on the Planning Committee agenda due to the number of third party representations that have been received in response to publicity of the proposals.

### ***2.0 Site Description***

2.1 This application relates to part of the existing Warsash Maritime Academy campus which is located on the western side of Newtown Road on the banks of the River Hamble. The site comprises the northern half of the academy campus which is situated on lower land closer to the riverside in comparison to the southern section of the site. As a result it is referred to in the submission at various points as the “lower” or “retained” site.

2.2 The site measures approximately 3.8 hectares of land of which a large proportion has previously been developed with educational campus buildings, other structures and large areas of hard surfacing. In the centre of the site is a tidal pond with trees of various sizes around its southern, eastern and northern perimeter. Those trees are covered by a tree preservation order over the area (FTPO 261). The land closest to the riverside is generally flat however the ground rises eastwards towards Newtown Road from which vehicular and pedestrian access is currently provided.

2.3 As mentioned above, to the south of the site lies the southern section of the academy. To the immediate east lie the rear gardens of residential properties fronting Newtown Road. To the west a public footpath (part of the Solent Way) runs alongside the river separated from the application site by boundary

walls and fencing but with gates to allow access from the pier which extends out into the river to provide access to vessels moored there.

- 2.4 The site lies entirely outside of the defined urban settlement boundaries and so for planning purposes is considered to be located in the countryside. The adjacent river is designated for nature conservation purposes as a Special Area of Conservation (the Solent Maritime SAC), Special Protection Area (Solent & Southampton Water SPA) and Ramsar site. The river at this location also forms part of the Lee-on-the-Solent to Itchen Estuary Site of Special Scientific Interest (SSSI). The majority of the site lies within Flood Zone 3.
- 2.5 Members may also be aware that the southern part of the academy campus, which lies to the south of the application site, is designated as a development allocation (ref HA7) in the draft Fareham Local Plan 2036.

### **3.0 Description of Proposal**

- 3.1 Permission is sought for the demolition of various existing buildings on the site followed by the construction of a new university building to be used as fire and pool training centres.
- 3.2 The main 'L' shaped building will provide classrooms, training facilities, changing and storage space as well as a café, ablutions and plant rooms for the maritime fire and safety training functions of the university campus. The building will feature a Helicopter Underwater Escape Training (HUET) pool facility enabling it to provide training simulations of helicopter and oil rig rescues. The development would consolidate teaching and training activities into this new building which would measure 3,227 square metres (an increase of 282 square metres compared to the buildings that would be demolished).
- 3.3 Access into the site is proposed to remain as existing via Newtown Road. New car parking facilities would be created to provide 216 parking spaces.
- 3.4 The proposal will entail the removal of several protected trees on the site which are mainly concentrated around the location of the new main building and the overflow car park.
- 3.5 Whilst some buildings would be demolished to make way for the development others would remain. Those retained buildings include the existing fire school building and fire school changing building, the Nigel Gee building and the Waterside building.
- 3.6 When originally submitted the application proposed the construction of a training fire ground comprising several new training buildings and associated

plant buildings to replace the existing one on the site already. Following discussions with Officers these elements of the proposal have been withdrawn to allow the applicant the opportunity to provide further information and to make any necessary amendments.

#### **4.0 Policies**

4.1 The following policies apply to this application:

##### **Adopted Fareham Borough Core Strategy**

CS5 – Transport Strategy and Infrastructure

CS14 – Development Outside Settlements

CS15 – Sustainable Development and Climate Change

CS17 – High Quality Design

##### **Adopted Development Sites and Policies**

DSP1 – Sustainable Development

DSP2 – Environmental Impact

DSP3 – Impact on Living Conditions

DSP10 – Educational Facilities Outside of the Defined Urban Settlement Boundaries

DSP13 – Nature Conservation

#### **5.0 Relevant Planning History**

5.1 The following planning history is relevant:

<b>P/19/0525/PA</b>	DEMOLITION OF JOHN THORNEYCROFT BUILDING & CONNECTED SUB-STATION AND ESTATES BUILDING (INCLUDING DETAILS OF CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN)
<b>PRIOR APPROVAL GRANTED</b>	12/06/2019
<b>P/18/0979/TO</b>	VARIOUS WORKS TO TREES PROTECTED BY TPO261
<b>CONSENT</b>	27/09/2018
<b>P/09/0297/FP</b>	ERECTION OF SINGLE STOREY BUILDING TO REPLACE TWO TEMPORARY BUILDINGS
<b>PERMISSION</b>	26/05/2009

<b>P/08/0394/FP PERMISSION</b>	RETENTION OF SIX PORTABLE BUILDINGS 20/05/2008
<b>P/05/0721/FP PERMISSION</b>	CONSTRUCTION OF CAR PARK AND DISABLED ACCESS 21/07/2005
<b>P/04/0262/FP PERMISSION</b>	ERECTION OF NEW BUILDING FOR EDUCATIONAL PURPOSES (TO REPLACE TEMPORARY CLASSROOMS) ASSOCIATED CAR PARKING ETC 15/04/2004
<b>P/04/0259/OA PERMISSION</b>	ERECTION OF PERMANENT BUILDINGS TO REPLACE TEMPORARY ACCOMMODATION, REVISED CAR PARKING AND ASSOCIATED LANDSCAPING 15/04/2004

## **6.0 Representations**

6.1 Nine letters of objection have been received in response to this application raising the following material planning concerns:

- Lack of parking provision
- Unacceptable visual impact
- Extent of building and its position in centre of site is unnecessary
- Loss of privacy / overlooking
- Overbearing effect
- Presence of Japanese knotweed
- Negative visual impact of tall boundary treatment adjacent to public footpath
- Impact on non-protected wildlife such as deer
- Proposal does not consider the lifespan of the building and potential rise in sea levels
- Noise, disturbance and safety problems caused by construction traffic
- Parking issues in nearby streets during construction

## **7.0 Consultations**

EXTERNAL

### **Environment Agency**

7.1 Objection. Further information is required on the method of works for the proposed development. Any demolition or building within 16m of the sea wall requires an assessment of the impact of the works on the stability and

integrity of the sea wall, specifically including information indicating the load pressures the defence may be subject to due to the development.

### **Natural England**

- 7.2 No objection subject to appropriate mitigation being secured.

### **Hampshire County Council Flood and Water Management**

- 7.3 Further information requested.

### INTERNAL

#### **Ecology**

- 7.4 No objection subject to condition securing compliance with relevant ecology reports and strategies.

#### **Highways**

- 7.5 No objection subject to a condition securing a construction method statement.

#### **Trees**

- 7.6 No objection. The impact on trees and the effect of tree loss, pruning and other site operations on local tree cover, public amenity and local character have been considered.

#### **Environmental Health**

- 7.7 Concerns raised over lack of information in relation to Minerva extraction unit within fire ground [that element of the proposal has now been withdrawn]. No further concerns raised.

#### **Contaminated Land**

- 7.8 No objection subject to appropriate planning condition being imposed.

## **8.0 *Planning Considerations***

### Principle of development

- 8.1 The site is located outside of the defined urban settlement boundaries and so for planning purposes is within the countryside.

- 8.2 Policy CS14 of the adopted Fareham Borough Core Strategy reads:

*“Built development on land outside the defined settlements will be strictly controlled to protect the countryside and coastline from development which would adversely affect its landscape character, appearance and function. Acceptable forms of development will include that essential for agriculture, forestry, horticulture and require infrastructure. The conversion of existing building will be favoured. Replacement buildings must reduce the impact of*

*development and be grouped with other existing buildings, where possible. In coastal locations, development should not have an adverse impact on the special character of the coast when viewed from the land or water.”*

- 8.3 Notwithstanding the restrictive nature of Policy CS14, which is intended to prevent inappropriate development which harms the character and appearance of the countryside and for which there is no overriding requirement for a countryside location, Policy DSP10 of the adopted Fareham Borough Local Plan Part 2 provides justification for specific developments of educational facilities outside of the urban area subject to six tests. It states that:

*“... Proposals for new buildings, replacement buildings, conversions, and/or extensions will only be permitted provided that:*

- i. They will be used for educational purposes or a use directly required to support the education facility;*
- ii. They are of a suitable scale that is proportionate to the existing facilities on site;*
- iii. For new buildings, they are well designed to respect the character of the area and, where possible, should be grouped with existing buildings on site;*
- iv. They would not result in the loss of playing fields and/or sports pitches unless it can be demonstrated that these facilities are no longer required or they can be adequately replaced elsewhere on site;*
- v. They avoid building on the areas of the site that are at the highest risk of flooding, unless it can be demonstrated that the proposed development has an overriding need for the proposed location; and*
- vi. It is demonstrated that sufficient parking spaces will be provided to meet the needs of any additional development and that there will be no unacceptable impact on traffic levels and parking in neighbouring areas.*

*Proposals should have particular regard to the requirements of Core Strategy Policy CS14: Development Outside Settlements, and Core Strategy Policy CS6: The Development Strategy. They should avoid the loss of significant trees, should not have an unacceptable impact on the amenity of residents, and should not result in unacceptable environmental or ecological impacts or detrimental impact on the character or landscape of the surrounding area.”*

- 8.4 Officers are satisfied that the proposal provides teaching and training facilities which are at the centre of the maritime academy’s principal purpose as an educational facility - thereby satisfying test (i). The proposals are of a scale that is clearly proportionate to the existing facilities on the campus at present

in that they are replacement buildings with a small uplift in the overall floorspace on the lower retained site – meeting test (ii). The application does not propose development on playing fields or sports pitches – clearly therefore according with test (iv).

- 8.5 The three remaining tests of Policy DSP10 – (iii), (v) and (vi) are considered in more detail below.

Effect on character and appearance of area

- 8.6 The third test of Policy DSP10(iii) seeks to ensure that new buildings are well designed and respect the character of the area as well as being grouped with existing buildings on site. It is consistent with the advice within Core Strategy Policies CS14 & CS17 in these regards.
- 8.7 Whilst the proposal includes various elements, its principal component is the new pool and fire training building within the centre of the site forming an ‘L’ shape around the existing tidal pond. It is proposed in a simple rectangular form with steel frame and exterior cladding in a marine/boatbuilding building typology. The design of the building is bespoke to the functional requirements of the safety training offered by the academy but is expressive and uses various colour elements and elevational treatments. In general Officers are satisfied that the design of the building is of a high quality which appropriately addresses its surroundings. However, it would be necessary to retain control over the exact specification and quality of the external materials to be used through a planning condition.
- 8.8 The building would be prominent and of a significant scale in comparison to the buildings being removed which, although similar in terms of overall floorspace (there being only a relatively minor increase), are lower and less bulky. The applicant’s Landscape Visual Impact Assessment (LVIA) addresses the proposals’ visual impacts and explains that, even from close range, the extent of the new development that would be visible would be limited due largely to intervening vegetation, for example evergreen trees on the site, and due to the similar nature of the proposed to the existing development. It acknowledges that the worst affected views would be those closest to the site from along the Solent Way, but in these cases the magnitude of visual effects would be moderate at worst and of no greater than major-moderate significance.
- 8.9 Following on from that assessment, and since the application was originally submitted, the applicant has provided further information to demonstrate these visual effects in the form a series of photo montages showing the development as viewed from the Solent Way. These photo montages demonstrate the effects of the building’s sympathetic and dark coloured

materials and the abundant mature tree coverage around the building. They also show the new building in the context of, and grouped closely with, other surrounding buildings, such as the existing fire school building and Waterside building both of which are directly adjacent the Solent Way and both of which would be retained.

- 8.10 Most importantly the applicant's LVIA identifies that there would be only limited changes to the overall landscape character of the coastal and countryside area in which the application site lies. The LVIA describes the effect of the proposals on landscape character as being minimal, of no more than negligible magnitude and minor significance.
- 8.11 Notwithstanding therefore the potential for adverse visual impacts, the proposals demonstrate that the development would be sympathetically designed, well located grouped with other existing buildings and set against a backcloth of mature tree coverage. The resultant landscape effects would therefore be minimal and Officers consider the proposals to accord with the relevant policy tests set out in Policies DSP10(iii) and Policies CS14 & CS17 which seek to achieve similar protection of the character and appearance of the countryside.
- 8.12 Some of the representations received have raised concerns over the visual impact of the eastern (rear) elevation of the building when viewed from adjacent residential properties along Newtown Road. Because of the mature tree coverage around the site and particularly along the site's eastern boundary views of the new building would be limited to being from the private rear gardens of a handful of residential properties where gaps in the tree coverage are located. The site is also at a lower level than those neighbouring properties. Given this, the distance between those properties and the building, the scope for further landscaping to be planted and/or mature over time, Officers do not consider the visual impact upon those private properties to be unacceptable.

#### Flood risk and surface water drainage

- 8.13 The fifth test of Policy DSP10(v) seeks to avoid development in areas of high flood risk. This development is proposed to be carried out within Flood Zone 3, the highest of the three categories designated by the Environment Agency.
- 8.14 There are two main points to be made in relation to this policy test. Firstly, the academy is already located within this very same area and the proposal is to replace existing buildings which are currently also within Flood Zone 3 (most of which will be unlikely to have been designed to modern standards of flood resilience). Secondly, the nature of the academy as a maritime institute necessitates a location within reasonable proximity of the river for practical



training purposes. The new building would be located close to the existing access to the river via the pier at which vessels are moored.

- 8.15 The application has been submitted with a flood risk assessment and a drainage and contamination statement. The necessary expert advice has been sought from statutory consultees, namely the Environment Agency (EA) and the lead local flood authority Hampshire County Council flood and water management team (FWM). In response the EA have raised concerns over the proximity of some of the proposed works to the existing sea wall and have sought clarification. The applicant has provided further information but, as mentioned earlier in this report, has also withdrawn the proposed replacement fire ground and associated structures from the application. It is anticipated therefore that the EA will shortly be able to confirm that they have no objection to the amended proposal. The County FWM team meanwhile have asked for further details to be provided which the applicant has committed to in the expectation that any remaining matters should be capable of being addressed through the imposition of a suitably worded planning condition.
- 8.16 Subject therefore to confirmation of no objection from either the EA or County FWM team and the inclusion of any conditions deemed necessary, the proposal would have no adverse implications for surface water drainage or flood risk.

#### Parking provision and traffic levels

- 8.17 The sixth and final bulleted test of Policy DSP10(vi) aims to ensure that sufficient parking spaces will be provided and proposals do not have an unacceptable impact on traffic levels and on-street parking in the area. Again there is some crossover with the requirements of Policy CS17 which seeks to ensure that developments provide appropriate parking for intended uses and Policy CS5 which is the overarching transport related policy in the adopted local plan.
- 8.18 The highway authority, Hampshire County Council, have raised no objection to the application. Whilst the Council's adopted Non-Residential Parking Standards Supplementary Planning Document provides standards for further education facilities it does not do so for university campuses and so a bespoke assessment of the parking provision being offered should be carried out taking into account the existing parking levels available on the site. In response to the proposed parking provision the highway authority has noted that the site currently has 186 spaces serving 4,542 square metres of floorspace giving a parking ratio of 4.10 spaces per 100 square metres. The proposed development would provide 216 parking spaces to serve 4,824 square metres of campus floorspace giving a more favourable parking ratio of 4.48 spaces per 100 square metres. The County highway officers have also

commented that the more structured layout of the site which is proposed should allow easier accessibility for all users. Drawing on this assessment, the proposal clearly shows that sufficient parking space will be provided to meet the additional needs of the development thereby according with Policy DSP10(vi).

- 8.19 The consultation response from the highway authority notes that the number of users of the site will remain as existing and therefore the end number of generated trips will be the same. There are also no proposed changes to the access into the site. Parking restrictions already exist along much of Newtown Road and other nearby streets. Whilst there may continue to be some demand for on-street parking space generated by the maritime academy, as explained above, the increased parking provision on site would improve the parking ratio currently offered. There would therefore be no reasonable basis on which to refuse planning permission in relation to parking concerns.

#### Trees

- 8.20 The final paragraph of Policy DSP10 advises that development proposals should “*avoid the loss of significant trees*”.
- 8.21 The development would result in the loss of some trees however the Council’s tree officer has considered the effect this would have on public amenity and character and raised no concerns. The trees to be lost to the development are of limited public amenity benefit and are located mainly within the interior of the site as opposed to along common boundaries where their loss may be more appreciable.

#### Impact on living conditions of neighbours

- 8.22 The last part of Policy DSP10 also states that development in relation to educational facilities outside of the urban area “*should not have an unacceptable impact on the amenity of residents*”. This advice is entirely consistent with other local plan policies (Policy CS17 and Policy DSP3).
- 8.23 Concerns have been raised in particular in this regard by residents living adjacent to the site on the western side of Newtown Road. Those properties have rear gardens which border the application site, although are separated from the development by a substantial band of mature trees and planting. The proposed new campus building would be located some 32 metres west of the party boundary with the nearest neighbouring property and a further 19 metres from the rear elevation of the nearest dwelling (a separation distance of approximately 51 metres in all). The neighbouring houses are sat on higher ground and, as referred to already, a significant sized group of trees and vegetation exists along the majority of the boundary. There is a gap in this

tree coverage through which the building would be visible from those neighbouring properties, however given the distance to the new building, the topography of the land, and also being mindful of the potential for planting to mature and further obscure this view in the future, it is not considered that the proposal would have an unacceptable adverse impact on the outlook of those neighbours. Whilst upper floor windows would be present in the eastern elevation of the new building, for the same reasons it is not felt that views from those windows towards neighbouring properties would have any materially harmful effect on the privacy of the occupants.

### Ecology

- 8.24 Lastly, Policy DSP10 states that development proposals states that development proposals “*should not result in unacceptable environmental or ecological impacts or detrimental impact on the character or landscape of the surrounding area*”. The potential impacts of the development on the landscape character of the area are discussed earlier in this report. In relation to environmental and ecological impacts, once again, there is significant crossover with other local plan policies acting in the interests of protected species, their habitat and designated sites (Policies DSP2 & DPS13).
- 8.25 The Council’s ecologist has provided advice in relation to protected species and habitat on the application site itself. No concerns have been raised subject to the development being carried out strictly in accordance with the submitted ecological reports which put measures in place to protect bats, reptiles, great crested newts and birds from harm.
- 8.26 Natural England have advised on the potential impacts of the development on the adjacent designated sites. They also have raised no objection to the proposals subject to appropriate mitigation being secured through planning conditions to secure a Construction Environmental Management Plan (CEMP), details of Sustainable Urban Drainage System (SUDS) and the avoidance works involving heavy machinery or percussive piling during the over-wintering period for birds on the habitat sites.
- 8.27 The applicant has provided a report to help inform the Council’s own Habitats Regulations Assessment (HRA). A HRA including an Appropriate Assessment has been carried out by Officers and it has been concluded that the proposed development would not adversely affect the integrity of the habitat sites identified.

### BREEAM

- 8.28 Core Strategy Policy CS15 expects that all non-residential development with a floor space of over 500 square metres must achieve BREEAM ‘excellent’ standard unless it can be demonstrated to be unviable.

- 8.29 The applicant has submitted a statement setting out that the proposal would achieve BREEAM 'very good' standard close to, but not achieving, the 'excellent' standard. Sound reasons have been provided as to why certain credits which would be required to achieve the 'excellent' standard cannot be satisfied without unacceptable and prohibitive financial implications for the delivery of the project for the university. Officers agree that sufficient justification has been provided in this instance to demonstrate that achieving BREEAM 'excellent' would be unviable.

Planning balance and conclusion

- 8.30 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that:

*“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”*

- 8.31 This report assesses the proposed development against the policies of the adopted local plan. Officers have found the proposal to comply with the principal policy relating to development of educational facilities outside of the defined urban settlement boundaries (Policy DSP10) as well as other local plan policies which have similar effect.

The proposal would result in very limited harm have very limited material harm to which overall would not unacceptably the character or appearance of the countryside,

would have no unacceptable implications in terms of flood risk or surface water drainage, makes adequate parking provision and does not result in significant loss of trees. Protected species, their habitat and adjacent designated sites would not be adversely affected and the amenity of neighbours not materially harmed. The scheme achieves BREEAM 'very good' standard instead of 'excellent' but this is considered acceptable given the justification provided by the applicant.

- 8.32 In conclusion, Officers recommend that planning permission be granted.

**9.0 Recommendation**

- 9.1 GRANT PLANNING PERMISSION subject to:

- a) Further consultation response from the Environment Agency raising no objection to the revised proposal and the imposition of any additional planning conditions Officers consider necessary in light of that response;
- b) Further consultation response from Hampshire County Council flood and water management team raising no objection to the revised proposal and the imposition of any additional planning conditions Officers consider necessary in light of that response;
- c) The applicant submitting revised drawings removing those elements of the proposal now withdrawn and the imposition of a condition securing compliance with the approved documents/drawings;
- d) the following conditions:
  - 1. The development hereby permitted shall be begun before the expiration of a period of three years from the date of this decision.

REASON: To allow a reasonable time period for work to start, to comply with Section 91 of the Town and Country Planning Act 1990, and to enable the Council to review the position if a fresh application is made after that time.

- 2. No development hereby permitted shall proceed beyond damp proof course (dpc) level until details of all external materials to be used in the construction of the development, including all hard surfaced areas, have been submitted to and approved by the local planning authority in writing. The development shall be undertaken in accordance with the approved details.

REASON: To ensure a high quality design and appearance to the development.

- 3. None of the development hereby permitted shall be occupied or used until the areas shown on the approved plans for the parking and turning of cars and/or the loading, unloading and manoeuvring of vehicles have been fully laid out and made available for use. These areas shall thereafter be retained and kept available for these purposes at all times.

REASON: In the interests of highway safety.

- 4. No development hereby permitted shall proceed beyond damp proof course (dpc) level until an Electric Vehicle Charging Strategy has been submitted to and approved by the Local Planning Authority in writing. The strategy shall identify the nature, form and location of electric vehicle charging points that

will be provided and the specification of the charging points to be provided.  
The development shall be carried out in accordance with the approved details.

REASON: To promote sustainable modes of transport, to reduce impacts on air quality arising from the use of motorcars and in the interests of addressing climate change.

5. No percussive piling or works with heavy machinery (i.e. plant resulting in a noise level in excess of 69dbAmax - measured at the sensitive receptor) shall be undertaken during the bird overwintering period (i.e. October to March inclusive) unless otherwise agreed in writing with the local planning authority.

REASON: In the interests of nature conservation.

6. No development shall commence on site until a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved CEMP (unless otherwise agreed in writing by the local planning authority) which shall include (but shall not necessarily be limited to):

- a) Details of how provision is to be made on site for the parking and turning of operatives/contractors'/sub-contractors' vehicles and/or construction vehicles;

- b) The measures the developer will implement to ensure that operatives'/contractors'/sub-contractors' vehicles and/or construction vehicles are parked within the planning application site;

- c) Arrangements for the routing of lorries and details for construction traffic access to the site;

- d) The arrangements for deliveries associated with all construction works, loading/ unloading of plant & materials and restoration of any damage to the highway;

- e) The measures for cleaning the wheels and underside of all vehicles leaving the site;

- f) A scheme for the suppression of any dust arising during construction or clearance works;

- g) The measures for cleaning Newtown Road to ensure that it is kept clear of any mud or other debris falling from construction vehicles, and

- h) A programme and phasing of the demolition and construction work, including roads, footpaths, landscaping and open space;
- i) Location of temporary site buildings, compounds, construction material, and plant storage areas used during demolition and construction;
- j) Measures to control vibration in accordance with BS5228:2009 which prevent vibration above 0.3mms<sup>-1</sup> at the boundary of the SPA;
- k) Provision for storage, collection, and disposal of rubbish from the development during construction period;
- l) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- m) Temporary lighting;
- n) Protection of pedestrian routes during construction;
- o) No burning on-site;
- p) Scheme of work detailing the extent and type of piling proposed;
- q) A construction-phase drainage system which ensure all surface water passes through three stages of filtration to prevent pollutants from leaving the site;
- r) Safeguards for fuel and chemical storage and use, to ensure no pollution of the surface water leaving the site.

REASON: In the interests of highway safety; To ensure that the occupiers of nearby residential properties are not subjected to unacceptable noise and disturbance during the construction period; In the interests of protecting protected species and their habitat; In the interests of protecting nearby sites of ecological importance from potentially adverse impacts of development. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid the potential impacts described above.

7. No development hereby permitted shall commence until a Sustainable Drainage System (SuDS) Strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include the following:

- a. The detailed design of SuDS to be used on the site in accordance with best practice and the CIRIA SuDS Manual (C753) as well as details on the delivery, maintenance and adoption of those SuDS features;
- b. Information evidencing that the correct level of water treatment exists in the system in accordance with the Ciria SuDS Manual C753.

The development shall be carried out and thereafter maintained strictly in accordance with the approved strategy unless otherwise agreed in writing by the local planning authority.

REASON: To ensure satisfactory disposal of surface water from the site; to ensure no adverse effects on the integrity of designated sites for nature conservation purposes. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid potential adverse impacts.

8. No development hereby permitted shall commence until details of the internal finished floor levels of all of the proposed buildings and finished external ground levels in relation to the existing and finished ground levels on the site and the adjacent land have been submitted to and approved by the Local Planning Authority in writing. The development shall be carried out in accordance with the approved details.

REASON: To safeguard the character and appearance of the area and in the interests of residential amenity. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid potential adverse impacts.

9. No development shall proceed beyond damp proof course level until a landscaping scheme identifying all existing trees, shrubs and hedges to be retained, together with the species, planting sizes, planting distances, density, numbers, surfacing materials and provisions for future maintenance of all new planting, including all areas to be grass seeded and turfed and hardsurfaced, has been submitted to and approved by the Local Planning Authority in writing.

REASON: In order to secure the satisfactory appearance of the development; in the interests of the visual amenities of the locality.

10. The landscaping scheme, submitted under Condition 9, shall be implemented and completed within the first planting season following the commencement of the development or as otherwise agreed in writing with the Local Planning Authority and shall be maintained in accordance with the agreed schedule.



Any trees or plants which, within a period of five years from first planting, are removed, die or, in the opinion of the Local Planning Authority, become seriously damaged or defective, shall be replaced, within the next available planting season, with others of the same species, size and number as originally approved.

REASON: To ensure the provision, establishment and maintenance of a standard of landscaping.

11. No development shall commence until the measures of tree and hedgerow protection submitted and approved as part of the planning permission have been implemented and these shall be retained throughout the development period until such time as all equipment, machinery and surplus materials have been removed from the site.

REASON: To ensure that the trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability during the construction period.

12. No development hereby permitted shall commence until a desk top study of the former uses of the site and adjacent land and their potential for contamination has been submitted to and approved in writing by the Local Planning Authority (LPA).

Should the submitted study reveal a potential for contamination, intrusive site investigation and risk assessments shall be carried out, including the risks posed to human health, the building fabric and the wider environment such as water resources. Where the site investigation and risk assessment reveal a risk to receptors, no development shall commence until a detailed scheme for remedial works to address these risks and ensure the site is suitable for the proposed use has been submitted to and approved by the local planning authority in writing.

The presence of any unsuspected contamination that becomes evident during the development of the site shall be brought to the attention of the local planning authority. This shall be investigated to assess the risks to human health and the wider environment and a remediation scheme implemented following written approval by the Local Planning Authority. The approved scheme for remediation works shall be fully implemented before the permitted development is first occupied or brought into use.

On completion of the remediation works and prior to the occupation of any properties on the development, the developers and/or their approved agent

shall confirm in writing that the works have been completed in full and in accordance with the approved scheme.

REASON: To ensure that any contamination of the site is properly taken into account before development takes place. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid potential adverse impacts.

13. The development shall be carried out in accordance with the measures set out in the submitted Bat Survey and Great Crested Newt eDNA report (AECOM, September 2017), Biodiversity Mitigation and Enhancement Plan (Ecosupport, February 2018), Invasive Non-Native Species Site Assessment and Management Plan (AECOM, August 2017), Supplementary Ecological Information (Ecosupport, February 2019), GCN Justification letter (Ecosupport), Landscape and Ecology Management Plan (AECOM, March 2019), Reptile Mitigation Strategy (AECOM, March 2019) and Preliminary Ecological Appraisal (AECOM, April 2017) unless otherwise agreed by the local planning authority in writing. The site shall thereafter be managed and maintained in accordance with the recommendations of those approved documents at all times unless otherwise agreed by the local planning authority in writing.

REASON: To ensure the protection of bats, reptiles, great crested newts and birds that could be adversely affected by the development; in the interests of the proper ecological management of the site.

14. No work relating to the construction of any development hereby permitted (including works of demolition or preparation prior to operations) shall take place before the hours of 08:00 or after 18:00 hours Monday to Friday, before the hours of 08:00 or after 13:00 on Saturdays or at all on Sundays or recognised public holidays, unless otherwise first agreed in writing with the Local Planning Authority.

REASON: To protect the living conditions of existing residents living nearby

## **11.0 Background Papers**

P/19/0344/FP

