

## **SECTION '2' – Applications meriting special consideration**

**Application No :** 17/01895/FULL1

**Ward:**  
**Darwin**

**Address :** Warren Farm Berrys Green Road Berrys  
Green Westerham TN16 3AJ

**OS Grid Ref:** E: 543769 N: 158902

**Applicant :** Mr Tearle

**Objections : YES**

### **Description of Development:**

Demolition of all existing buildings and erection of seven detached dwellings, with reconfigured access road and dedicated parking spaces.

Key designations:

Biggin Hill Safeguarding Area  
Green Belt  
London City Airport Safeguarding

### **Proposal**

This full application is for the erection of seven detached houses within what is a redundant egg producing battery farm. Seven barns of varied size will be demolished, together with an existing two storey house which was associated with the redundant farm. The site will be comprehensively redeveloped with the existing access relocated and to a more central position in relation to the frontage. The proposed houses will be spread fairly evenly across the site. In all, the proposed houses will incorporate a total footprint of 853sq m and a floor area of 1490sq m (accounting for the ground and first floor accommodation). Although landscaping would be subject to a condition requiring more details approval, the submitted plans indicate that the north-eastern corner of the site - between the proposed access road and to the south of the boundary with 'Treetops' - will be landscaped and subject to potential tree planting.

Following receipt of revised plans received 17 November 2017, the initial proposal was revised to reduce the total number of houses from eight to seven, whilst attached garages/car port structures were removed from the retained houses in order to reduce the level of built development across the site.

The planning application is accompanied by a Design and Access Statement, Arboricultural Report and Bat Mitigation Survey.

### **Location**

The application site comprises of a redundant egg producing battery farm which falls within the Green Belt. It is situated approximately mid-way along Berrys Green

Road along its eastern side, approximately 700m to the north of its junctions with Buckhurst Road and New Barn Lane and 700m to the south of its junction with Berrys Hill. The site measures 0.74ha in area and measures up to approximately 210m in length. Its width varies from approximately 40 metres along its frontage to between 25m - 30m along its rear section. Presently, the site is occupied by five substantial barns, two smaller barns and a detached two storey house. The access is located around the north-eastern tip of the site.

Berrys Green Road is characterised by residential ribbon development which is mainly concentrated along the northern half of the road which, for the most part, is made up of detached houses occupying substantial plots and which maintain a generous degree of separation to one another. These characteristics contribute to the open and rural character of the area. The area surrounding the application site is particularly verdant in character, with the adjoining highway being narrow and tree-lined, while the site immediately to the south is subject to a blanket Tree Preservation Order (No 568). The northern boundary adjoins the site at 'Treetops' which is occupied by a detached bungalow. The western site boundary adjoins a footpath and Cherry Lodge Golf Club beyond that.

## **Consultations**

### Comments from Local Residents

Nearby owners/occupiers were notified of the application and representations were received which can be summarised as follows:

- cramped development
- excessive number of units
- road unable to cope with additional vehicles
- site fronts a narrow single track lane which is at full capacity
- road safety concerns
- concern regarding congestion on local roads
- lack of infrastructure to support scale of proposal
- lack of site notice at the site [agent has responded to say that a site notice was installed]
- out of character with Green Belt location
- far smaller schemes have been refused on Green Belt grounds
- inconsistencies in planning decisions affecting the area
- plans should be reconsidered
- noise and light pollution
- proposal is contrary to Green Belt policies
- no special circumstances to justify potential harm to Green Belt
- additional bulk of built in development
- amended plans for seven units do not improve what is an inappropriate development in the Green Belt and address previous concerns regarding impact of the proposal
- given lack of frequent public transport links, families will rely on private cars resulting in increased traffic, and pollution
- significant construction activity involving large lorries will undermine living conditions for local residents

## Comments from Consultees

The Council's Drainage consultant has raised no objection, subject to conditions.

From an Environmental Health perspective, a contamination assessment should be undertaken.

From a technical Highways perspective, the following comments were raised:

*"The previous outline application for 6 houses was permitted. The number has now increased by a third. The site is within the lowest (0) PTAL area. The site is not sustainable and all trips associated with the site are likely to be by car.*

*Berrys Green Road is a relatively narrow lane. The frontage of the site where it meets the road is being opened up and it was agreed under the previous application that the sightlines were acceptable.*

*The impact will be the trips generated by the additional 2 houses on the immediate highway network. There will be an impact as a number of the lanes are narrow with single way working and additional vehicles will increase the potential delays etc. However, it is difficult to quantify the effect this will have and, although I would prefer to see a reduction in the number of dwellings, I do not think there is likely to be such a severe impact as to justify a ground of refusal.*

*I assume the refuse vehicle will enter the site. The turning head has been moved from the previous application. I would ask that the applicant supplies a swept path diagram to confirm that a 10.3m refuse vehicle can turn on site."*

In response to the above, the agent has provided a swept path analysis. The Council's Highways engineer is satisfied with the details provided. Accordingly, no technical Highways objection has been raised in relation to the revised plans for the seven proposed dwellings, subject to conditions.

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*I assume the refuse vehicle will enter the site. The turning head has been moved from the previous application. I would ask that the applicant supplies a swept path diagram to confirm that a 10.3m refuse vehicle can turn on site."*

In response to the above, the agent has provided a swept path analysis. The Council's Highways engineer is satisfied with the details provided. Accordingly, no technical Highways objection has been raised in relation to the revised plans for the seven proposed dwellings, subject to conditions.

### **Planning Considerations**

The application falls to be considered with regard to the following UDP policies:

- H1 Housing
- H7 Housing density and design
- T3 Parking
- T11 New accesses
- T18 Road Safety
- EMP5 Development outside business areas
- BE1 Design
- BE3 Buildings in rural areas
- NE5 Protected Species
- NE7 Development and trees
- G1 The Green Belt

Paragraph 80, 89 and 90 of the NPPF are relevant to this application and relate to the Green Belt. In addition, the new national technical housing standards are of relevance.

Policy 7.16 of the London Plan gives the strongest protection to London's Green Belt in accordance with national guidance. Inappropriate development should be refused except in very special circumstances and development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance; such improvements are likely to help human health, biodiversity and improve overall quality of life.

### **Emerging local plan**

- Draft policy 49 (Green Belt)
- Draft policy 4 (Housing Design)
- Draft policy 37 (General Design of Development)

## Planning History

There is a lengthy planning history relating to the application site. The planning history since 1995 is set out in the table below.

|          |  |   |
|----------|--|---|
| 95/02603 | Replacement single storey agricultural building  | Permitted 1996                          |
| 01/01134 | Change of use from chicken farm to Light Industrial/Commercial (Class B1) and storage (Class B8)   | Refused 2001                            |
| 01/03966 | Change of use from chicken farm to light industrial/commercial (Class B1) and storage (Class B8)   | Refused & dismissed at appeal 2002      |
| 01/03967 | Demolition of agricultural buildings and erection of 4 dwellings and garages (Outline)   | Refused & dismissed at appeal 2002      |
| 03/00438 | External "Norfolk incinerator"   | Permitted 2003                          |
| 03/00439 | Change of use from chicken farm to light industrial/commercial (Class B1) and storage (Class B8)   | Refused 2003                            |
| 03/00443 | Demolition of agricultural buildings and erection of 2 dwellings (Outline)   | Refused & dismissed at appeal in 2003   |
| 05/01002 | Change of use of poultry farm buildings to mixed use comprising Class B1, B2 and B8  | Refused 2005 & dismissed at appeal 2006 |
| 14/04310 | Change of use of Agricultural Building to Class C3 dwellinghouses to form 3 dwellinghouses (56 day application for prior approval under Class MB of Part 3 of schedule 2 of the GPDO 1995 as amended).   | Refused 2014                            |
| 15/00472 | Change of use of Agricultural Building to Class C3 dwellinghouses to form 3 dwellinghouses (56 day application for prior approval under Class MB of Part 3 of schedule 2 of the GPDO 1995 as amended).   | Prior approval granted 2015             |
| 15/01340 | Single storey rear extension, extending beyond the rear of the original house by 8m, for which the maximum height would be 3m, and for which the height of the eaves would be 3m. (42 Day Notification for Householder Permitted Development Prior Approval) | Refused 2015                            |
| 15/02449 | Single storey rear extension, extending beyond the rear of the original house by 8m, for which the maximum height would be 3m, and for which the height of the eaves would be 3m. (42 Day Notification for Householder Permitted Development Prior Approval) | Refused 2015                            |
| 15/05159 | Demolition of all existing buildings and erection of seven detached dwellings, together with access road and parking facilities (Outline)  | Withdrawn                               |
| 16/01961 | Demolition of all existing buildings and erection of six detached dwellings, with reconfigured   | Permitted 2016                          |

|  |  |  |
|--|--|--|
|  | access road and dedicated parking spaces<br>OUTLINE APPLICATION REGARDING<br>ACCESS AND LAYOUT |  |
|--|--|--|

In essence, planning application references 01/01134, 01/03966, 03/00439, 05/01002 were refused on the basis that these would result in intensification in the use of an access with inadequate sightlines, and would result in an unacceptable increase in vehicle parking and associated thereby constituting inappropriate development in the Green Belt.

In respect of the residential schemes, refs 01/03967 and 03/00443, it was also considered that these would result in intensification in the use of an access with inadequate sightlines, and this would constitute inappropriate development in the Green Belt within which there was a presumption against residential development.

Prior Approval was granted under ref. 15/00472 for the conversion of three of the existing barns to dwellings: this following an earlier unsuccessful application for a similar scheme (ref. 14/04310). Subsequent to that, Prior Approval was refused for applications to extend the existing dwelling on the site.

Most recently, under application ref. 16/01961, the Council granted outline permission for the demolition of all of the existing buildings within the site and the erection of six detached dwellings, with a reconfigured access road and dedicated parking spaces. It was noted that the proposal would result in a significant reduction in the level of built form within the site, and that such a reduction would significantly enhance its openness of the site. It was concluded that the characteristics of the application site and proposal amounted to very special circumstances to justify the scheme.

## **Conclusions**

The main issues for consideration are: the appropriateness of this development in the Green Belt, including its impact on the openness of the Green Belt and the purpose of including land within it; and whether, if the development is inappropriate in the Green Belt, the harm by reason of inappropriateness or any other harm, would be outweighed by other considerations so as to amount to very special circumstances. This application follows the grant of outline permission under reference 16/01961 for a residential scheme comprising six detached dwellings, in which the principle of residential redevelopment of the site was accepted, and it was concluded that the commercial use of the site was no longer viable. In essence, this proposal seeks permission for one additional dwelling and incorporates detailed plans in contrast to the previous outline application. This proposal is considered in light of that previous proposal.

As outlined above, the application site forms a redundant egg producing battery farm. The site is dominated by various barns which straddle the length of the site, including four substantial chicken sheds within the south-east corner of the site and another within the western end of the site. In addition, the site includes a two storey detached house which occupies a central position of the site and two other barns to its north and west. These structures are accessed by a driveway comprising of

hardstanding which extends from the site entrance. The site contains a high proportion of built forms and is highly developed. Despite that, in policy terms the existing agricultural-related development is considered to constitute appropriate development in the Green Belt.

The National Planning Policy Framework allows some *“limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.”* In terms of the question of whether the site represents previously developed land, it is noted that the site is predominantly occupied by agricultural buildings and therefore it does not fall entirely within the NPPF definition of previously developed land. Accordingly, such a housing proposal represents inappropriate development in the Green Belt for which very special circumstances are required to be demonstrated in order to justify the scheme. Paragraph 87 of the NPPF states that *“as with previous Green Belt policy, inappropriate development is by definition harmful to the Green Belt and should not be approved, except in very special circumstances.”*

In this case following amendments to the General Permitted Development Order the site benefits from Prior Approval relating to the conversion of three of the existing sheds to residential use, which could incorporate a cumulative floor area of 450sq m (as granted under application ref. 15/00472). In effect, this would enable three additional houses to be constructed on site, whilst the remaining agricultural structures could remain in situ. In comparison to the prevailing planning policies at the time of the 2001 and 2003 planning applications, for which residential development was previously sought, current planning policies allow for a greater flexibility in terms of the re-use of buildings which have legitimately been used for agricultural trades or businesses. On this basis, it is considered a more intensive residential use of the site can be justified in principle.

Whilst local objections have been received on the basis this scheme will comprise an unacceptably cramped form of development, will be excessive in scale, and appear out of character in the Green Belt, in view of the self-contained nature of the development, the degree of separation of the proposed houses from neighbouring properties, and the proposed landscaped area adjacent to the boundary with ‘Treetops’, it is not considered that the living conditions of surrounding residents will be appreciably undermined.

In terms of highway issues, this scheme includes the re-siting of the vehicular access to a more central position in relation to the frontage. Whilst the Council has previously expressed concerns in relation to the intensification in the use of the existing access, such a comprehensive redevelopment as is now proposed will enable the vehicular access and entrance road to be designed in a manner which will achieve adequate sightlines; furthermore, the likely trip generation for seven houses is considered to be acceptable in light of the current lawful use of the site. A swept path analysis included in the proposed plans shows that refuse vehicles will be able to turn on site.

Taking account of the above, it has previously been accepted the site in its existing form and use is no longer financially viable in view of its significant constraints. Whilst not constituting previously developed land, the site is nonetheless highly developed with little sense of openness maintained. In view of the passage of time and their lack of use, the buildings appear unsightly and fail to contribute positively to local character. It is also established that the site can accommodate a more intensive residential form of development, albeit by way of the conversion of existing buildings on the site.

In terms of its key merits, as with the previous scheme for six detached houses (ref: 16/01961) the proposal will result in a significant reduction in the level of built form within the site, with the current buildings footprint reduced from 2840sq m to 853sq m (with the overall floor area falling from 2919sq m to 1490sq m). (The 'Prior Approval' layout could, by contrast, retain an overall buildings footprint on 2256sq m within the site). Such a reduction as is now proposed will significantly enhance the openness of the site, with overall buildings coverage reduced from approximately 38% to 11%, this involving much of the site being re-contoured and landscaped. The overall floor area and building footprint will remain identical to that approved for the six dwellings under the previous outline application. On the whole, the proposed houses are modestly proportioned with an element of the proposed first floor accommodation inset within the roof area within some of the units. Furthermore, attached and detached car ports have been removed from the proposed units (as per the revised plans received 17.11.17) in order to reduce the number of built structures within the site and ensure an equal floor area to the previous proposal. The siting of Unit 1 has also been relocated further eastward (again, as per the revised plans received 17.11.17), meaning that the far-western side of the site will be open, and ensuring that the proposed houses are more tightly clustered. Taking account of these revisions, it is considered that the proposal will have a positive effect on the visual amenity and openness of the Green Belt and maintain a similar form to the previous 6-unit scheme.

The proposed houses will be generously apportioned within the site which will bear some reflection of local character. Whilst this proposal includes one additional dwelling since the previous scheme (following amendments made at application stage resulting in the removal of one house from the eight initially proposed), given the similar floor area and volumes and the siting and spacing of the proposed houses, it is considered that the proposal remains acceptable in terms of Green Belt and local character.

Notwithstanding the above, housing is a priority use for all London Boroughs. Policy 3.3 Increasing housing supply, Policy 3.4 Optimising housing potential and Policy 3.8 Housing choice in the London Plan (2015) generally encourage the provision of small scale infill development in previously developed residential areas provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space.

In regard to ecology, a bat survey was submitted with the application which found that there was no bat activity or roosts found; however, it is considered that all

buildings should be resurveyed before any works commence by a licensed bat ecologist should circumstances have changed in the intervening period.

Policy 3.5 of the London Plan and the Housing SPG (2016) states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit should comply with Nationally Described Housing Standards (2015). The floorspace size provision for all of the units is compliant with the required standards and is considered acceptable. The shape and room size in the proposed units is generally considered satisfactory for the ground and first floors where none of the rooms would have a particularly convoluted shape which would limit their specific use. In accordance with Standard 11 of Housing: Supplementary Planning Guidance. (March 2016) of the London Plan 90% of all new dwellings should meet Building Regulation M4(2) 'accessible and adaptable dwellings'.

In conclusion, it is considered that the above factors amount to very special circumstances to justify such development in the Green Belt. This proposal is considered to represent a sustainable form of development, making effective use of this redundant agricultural unit, whilst enhancing local character and openness.

Background papers referred to during production of this report comprise all correspondence on the file refs set out in the Planning History section above, excluding exempt information.

**as amended by documents received on 17.11.2017**  
**RECOMMENDATION: PERMISSION**

**Subject to the following conditions:**

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

**Reason: Section 91, Town and Country Planning Act 1990.**

- 2 Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.**

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.

- 3** Before any part of the development hereby permitted is first occupied boundary enclosures of a height and type to be approved in writing by the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of visual amenity and the amenities of adjacent properties.

- 4** Details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works shall be carried out in accordance with the approved details.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area

- 5** Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

**Reason:** To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan.

- 6** No development shall take place until details of drainage works have been submitted to and approved in writing by the Local Planning Authority, and drainage works shall be carried out in accordance with the approved details prior to first use of any dwelling. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles of sustainable drainage systems set out in Annex F of PPS25, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system scheme (SuDS) is to be implemented, the submitted details shall:

- i)** provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and / or surface waters;

**ii) specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and**

**iii) provide a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.**

**The scheme shall be implemented, maintained and managed in accordance with the approved details**

**Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan.**

**7 Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.**

**Reason: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.**

**8 While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.**

**Reason: In the interest of pedestrian and vehicular safety and in order to comply with Policy T18 of the Unitary Development Plan.**

**9 Details of the finished surfaces of the access road, garage drives and parking areas, which shall include coloured materials and block paving, and of the street lighting installations, shall be submitted to and approved in writing by the Local Planning Authority before the development commences and the access road, drives, parking areas and street lighting shall be completed in accordance with the**

approved details before any of the dwellings hereby permitted are first occupied.

**Reason:**In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual amenities of the area.

- 10 Whilst the development hereby permitted is being carried out, provision shall be made to accommodate operatives and construction vehicles off-loading, parking and turning within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority and such provision shall remain available for such uses to the satisfaction of the Local Planning Authority throughout the course of development.

**Reason:**In the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

- 11 Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

**Reason:** In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

- 12 Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

**Reason:** To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan.

- 13 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no building, structure or alteration permitted by Class A, B, C, or E of Part 1 of Schedule 2 of the 2015 Order (as amended), shall be erected or made

**within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.**

**Reason: In the interest of the visual amenity and openness of the Green Belt and to accord with Policies G1 and BE1 of the Unitary Development Plan and Section 9 of the National Planning Policy Framework.**

**14 Details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved levels.**

**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.**

**15 No part of the development hereby permitted shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being submitted to and approved in writing by the Local Planning Authority.**

**a) The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval in writing. The desk study shall detail the history of the sites uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved in writing by the Local Planning Authority prior to investigations commencing on site.**

**b) The site investigation, including relevant soil, soil gas, surface water and groundwater sampling shall be approved in writing by the Local Planning Authority.**

**c) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors, a proposed remediation strategy and a quality assurance scheme regarding implementation of remedial works, and no remediation works shall commence on site prior to approval of these matters in writing by the Authority. The works shall be of such a nature so as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment.**

**d) The approved remediation works shall be carried out in full on site in accordance with the approved quality assurance scheme to demonstrate compliance with the proposed methodology and best practise guidance. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Authority for approval in writing by it or on its behalf.**

e) Upon completion of the works, a closure report shall be submitted to and approved in writing by the Authority. The closure report shall include details of the remediation works carried out, (including of waste materials removed from the site), the quality assurance certificates and details of post-remediation sampling.

f) The contaminated land assessment, site investigation (including report), remediation works and closure report shall all be carried out by contractor(s) approved in writing by the Local Planning Authority.

**Reason:** In order to comply with Policy ER7 of the Unitary Development Plan and to prevent harm to human health and pollution of the environment.

16 All of the existing buildings shall be resurveyed before any demolition works take place and a survey has been carried out to ascertain if any bats are roosting in the buildings concerned. The Council shall be advised of the timing of the survey. If any bats are discovered, details shall be submitted to and approved in writing by the Local Planning Authority of the timing of the works and any necessary mitigation measures. The works shall be carried out in accordance with the approved timing and mitigation measures.

All of the existing buildings shall be resurveyed by a licensed bat ecologist before any demolition works take place and a survey has been carried out to ascertain if any bats are roosting in the buildings concerned. The Council shall be advised of the timing of the survey. If any bats are discovered, details shall be submitted to and approved in writing by the Local Planning Authority of the timing of the works and any necessary mitigation measures. The works shall be carried out in accordance with the approved timing and mitigation measures.

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**Reason:** In order to comply with Policy NE3 of the Unitary Development Plan and in order to safeguard the interests and well-being of bats on the site which are specifically protected by the Wildlife and Countryside Act 1981 (as amended).

**18 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.**