
Site Address: 8 Downley Road, Havant, PO9 2JD
Proposal: Application to determine if prior approval is required for the proposed demolition of warehouse and office building.
Application Type: Demolition Notification/Application
Application No: APP/24/00600 Expiry Date: 29/08/2024
Applicant: Mr Hughes
Royal London Property Fund
(C/O Canmoor Projects)
Agent: Mrs Fellows Case Officer: Kayleigh Taylor
Fellows Planning Limited
Ward: Leigh Park Central and West
Leigh

Recommendation: **GRANT PRIOR APPROVAL**

1 Site Description

The application site, measuring approximately 1.7ha comprises large, vacant, commercial buildings. The site is within the New Lane industrial area and is accessed by Downley Road to the west. The site is bound by the railway line to east, with residential properties beyond.

2 Planning History

02/67435/000 - Alterations and extension to existing workshop unit incorporating increase in height and recladding of all elevations., PERM,16/07/2002

99/56131/009 - Change of Use from General Industry with ancillary vehicular parking (Use Class B2) to use of part for Open Storage of new cars awaiting transference to local car showrooms/forecourt and use of remainder as Contractor's Depot/Yard, with provision of a new access from New Lane, PERM,11/06/1999

98/56131/008 - 169 proposed car parking spaces to north of main building, PERM,02/10/1998

91/56131/000 - Erection of gas meter kiosk on north elevation., PERM,

91/56131/003 - Loading bay and shutter door inserted into southern elevation., PERM,

91/56131/004 - Retention of canopy to south elevation over access and loading bay., PERM,

92/56131/007 - Retention of Test Rig facility to south side of existing building., PERM,

APP/15/00062 - Construction of new plant room to eastern elevation., PERM,29/04/2015

APP/24/00606 - Demolition of existing buildings and redevelopment of the industrial site comprising of a single industrial building, split into three units having a flexible set of mixed industrial uses. This includes use classes E(g) (iii), B2 and B8 along with ancillary offices, car parking, yard areas, soft landscaping and associated infrastructure., PENDING DECISION

3 Proposal

- 3.1 Application to determine if prior approval is required for the proposed demolition of warehouse and office building.
- 3.2 The application is submitted for demolition under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), ("GPDO") Schedule 2, Part 11 Class B - the relevant parts of which for this consideration state:

Class B – demolition of buildings

Permitted development

B. Any building operation consisting of the demolition of a building.

Conditions

B.2 Development is permitted by Class B subject to the following conditions—

(b) where the demolition does not fall within paragraph (a) and is not excluded demolition—

(i) the developer must, before beginning the development, apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to the method of demolition and any proposed restoration of the site;

(vii) the development must not begin before the occurrence of one of the following—

(aa) the receipt by the applicant from the local planning authority of a written notice of their determination that such prior approval is not required;

(bb) where the local planning authority give the applicant notice within 28 days following the date of receiving the application of their determination that such prior approval is required, the giving of such approval; or

(cc) the expiry of 28 days following the date on which the application was received by the local planning authority without the local planning authority making any determination as to whether such approval is required or notifying the applicant of their determination;

(viii) the development must, except to the extent that the local planning authority otherwise agree in writing, be carried out—

(aa) where prior approval is required, in accordance with the details approved;

(bb) where prior approval is not required, in accordance with the details

Submitted with the application;

- 3.3 The application has been submitted with a Construction Management Plan with appendices, Tree survey, Arboricultural Impact Assessment and Tree Protection Plan, Ecological Appraisal, Intrusive Geoenvironmental and Geotechnical Site Assessment, Air Quality Assessment and Swept Path Analysis. Further information has been submitted during the course of the applicaiton, including a pre commencement road condition survey.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough
CS13 Green Infrastructure
CS16 High Quality Design
CS20 Transport and Access Strategy
DM10 Pollution
DM11 Planning for More Sustainable Travel

Havant Borough Local Plan (Allocations) July 2014

N/A

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Building Control, Havant Borough Council

A person intending to demolish a building or part of a building exceeding 1750 cu ft (50m³) must notify building control in writing at least six weeks before work is planned to start. They must also notify the adjacent occupiers and the gas and electricity authorities.

A submission was made to Building Control 02/08/24 for the Demo work and a Section 81 Notice has been sent by BC.

Councillor Jason Horton

No comments received.

Councillor Munazza Faiz

No comments received.

Councillor Sharon Collings

No comments received.

County Archaeologist

No objection.

Developer Services, Southern Water

No comments received.

Ecologist

Thank you for consulting me on this application. I have provided detailed consultation advice in relation to this site for APP/24/00606.

In summary, I am content that the site is not of significant value in terms of habitats and is generally unsuitable for supporting populations protected and notable species. The buildings proposed for demolition are considered unlikely to support roosting bats and nesting birds.

If you are minded to grant permission, can I suggest that ecological avoidance, mitigation and enhancement measures are secured by condition.

Development shall proceed in accordance with the ecological avoidance, mitigation, and enhancement measures as detailed in the Ecological Appraisal (FPCR, July 2024) unless otherwise agreed in writing by the Local Planning Authority. Reason: to provide ecological protection and enhancement in accordance with the Environment Act 2021, Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

Environment Agency

No comments received.

Environmental Health Manager, Community Group

Comments received 17/09/2024

I have now had the opportunity to study the Construction Management Plan provided, together with the full Appendix 2 - Yellow Tabs register items.

Based on the information provided, I am satisfied that as long as the CMP is closely followed, the proposed measures should suffice in limiting impact on nearby residential receptors and other businesses, during the demolition process.

Communication measures are in place for liaison between site management and nearby residential receptors, to deal with any complaints which may arise, and the same are available to this office for contact with site management.

Additional items which can be advised in the form of an informative if necessary, are as follows:

- All deliveries to and removal of materials, plant, equipment, machinery, and waste from the site must only take place within the permitted working hours.
- The use of any site lighting, whether required for safe working or for security purposes, must be used in such a manner to ensure no impact on any nearby residential receptors.
- All vehicles working on the site, that require them, to be fitted with 'broadband' or 'white noise' reversing alarms.
- It should also be noted that besides the keeping of haul roads damp during dry weather conditions, any areas where tracked excavators, and the like are working, must be always kept damp.
- Whilst dust control is covered in some detail under Yellow Tag Dust control YT-003, the methods of dust control should also be in accordance with the guidance as laid out in the BRE Report 456 - Control of Dust from Construction and Demolition activities, and the IAQM Guidance on the assessment of dust from demolition and construction 2014.

Hampshire Highways

Comments received 05/09/2024

The applicant has submitted a Framework Construction Management Plan (CMP) dated 25 April 2024 which the Highway Authority have reviewed and have the following comments to make.

The applicant makes reference to appendices within the submitted CMP, however no plans are appended to the document. The applicant should include the appendices in an updated CMP.

A programme of and phasing of demolition:

The applicant has not provided a programme for the proposed demolition works and proposed demolition timeline should be confirmed in an updated CMP.

The provision of long-term facilities for contractor parking:

The CMP suggests parking provision is to be provided for subcontractors within the site

compound. The number of parking spaces should be confirmed, and the applicant should confirm whether this is appropriate provision for the number of workers expected on site.

The arrangements for deliveries associated with all construction works:

It is noted contractors are to be on site between the hours of 08:00-16:00. No information has been provided on the periods designated for construction periods and deliveries. It is unclear if construction is to take place on Saturdays.

A commitment should be included within the CMP to state that no deliveries are to occur within network peak periods of 08:00-09:00 (AM), 16:00-17:00 (PM) and 12:00-13:00 (Saturday).

No narrative has been provided on the scheduling of deliveries. Given the nature of the site no more than one delivery can occur at one time due to limited turning facilities and

the size of the site compound. The number of vehicle movements and deliveries expected per day and the method for scheduling deliveries to ensure more than one does not occur at the same time should be outlined.

Construction Routing:

The applicant has stated that vehicles would arrive to the site using the B2149 Petersfield Road, then either Crossland's Drive or Barton's Road via New Lane to access Downley Road. The applicant is required to provide construction vehicle routing from the Havant Bypass (A27) This should be the most direct route to the site and avoiding residential areas where possible. The applicant should provide a plan presenting the proposed route.

Loading and Unloading of Vehicles:

Materials loading and unloading is to occur within the site compound as identified within the Demolition Logistics Plan. It is unclear if any turning provisions are provided on site for vehicles to manoeuvre to access and egress in forward gear. No supporting swept path analysis has been provided to justify this statement. It is requested that this is provided for the largest vehicle to access the site to ensure these movements can be

undertaken. Restrictions may be required on the size of vehicles if considered necessary by the Highway Authority.

Measures to prevent spread of mud onto the Highway:

Wheel washing facilities have been identified within Appendix A which are located as close the site egress as possible. This location is acceptable. Notwithstanding, no narrative has been provided within the CMP regarding these facilities. Wording should be included to state that wheel wash facilities are to be available for the full demolition period. Additionally, a commitment should be provided regarding access to a road sweeper for the full demolition period should this be required.

Pre-commencement Survey:

The applicant has not provided any information assessing the current state of local highway network. Whilst it is understood that works on site have already commenced, the applicant is required to undertake a highway condition survey including photographs on the surrounding highway network and a plan confirming the location of the photographs. A commitment is also required within the CMP to state that any damage to the highway will be repaired at the cost of the applicant should it be demonstrated that any damages are related to construction activities.

Segregation and Protection of Pedestrian Routes:

No narrative has been provided on the protection of existing pedestrian routes during demolition. This should be outlined to minimise the impact on the existing footway abutting the development site.

Location of temporary site buildings, compounds, construction material, and plant storage areas:

The applicant is required to provide information on the location of all temporary site buildings, compounds, construction material, and plant storage areas and present this on plan within an updated CMP.

Recommendations

Having regard to the above, the Highway Authority there is insufficient information for the Highway Authority to provide comments on this planning application. Further comments will be provided upon receipt of the above requested information.

Comments received 08/10/2024:

Application to determine if prior approval is required for the proposed demolition of warehouse and office building. | 8 Downley Road, Havant, PO9 2JD.

The Highway Authority provided comments dated 05 September 2024 on the previously Framework Construction Management Plan (CMP) dated 25 April 2024. The applicant has submitted an updated document which the Highway Authority have reviewed and have the following comments to make.

A programme of and phasing of demolition:

The applicant has provided a works programme and stated within the updated framework CMP that the proposed demolition works are projected to take 12 weeks to be completed. This is noted.

The provision of long-term facilities for contractor parking:

The applicant has stated that no more than 10 members of staff will be on the site during demolition at any time. The proposed 10 car parking spaces for staff and operatives is considered acceptable to accommodate demand within the site.

The arrangements for deliveries associated with all construction works:

It is stated within the updated CMP that usual working hours site are 08:00-16:30 from Monday to Friday. It has also been confirmed that usual working hours for Saturdays will be 08:00-13:00. This is noted.

A commitment has been included in the updated CMP to state that no deliveries are to occur within network peak periods of 08:00-09:00 (AM), 16:00-17:00 (PM) and 12:00-13:00 (Saturday). This is noted.

A commitment has also been provided to state that no more than one delivery vehicle can occur at one time due to limited turning facilities and the size of the site compound. This is noted.

Construction Routing:

The applicant has provided a plan (Appendix 4) demonstrating construction vehicle routing from the Havant Bypass (A27) via B2149 Petersfield Road, then either Crossland's Drive or Barton's Road via New Lane to access Downley Road. This is considered the most direct route to the site and is acceptable.

Loading and Unloading of Vehicles:

The applicant has indicated on plan the proposed location for the loading and unloading of materials and plant. This is noted.

The applicant has provided vehicle tracking for a 16.5m articulated lorry and large tipper vehicle which demonstrates the ability for these vehicles to enter the site, turn and leave in a forward gear. This is noted.

Measures to prevent spread of mud onto the Highway:

Wheel washing facilities have been identified within Appendix A which are located as close to the site egress as possible. This location is acceptable.

A commitment has been included within the updated CMP to state that wheel wash facilities are to be available for the full demolition period. A commitment has also been made stating that a road sweeper will be available for the full demolition period. This is noted.

Pre-commencement Survey:

The applicant has provided a highway condition survey dated September 11 2024 including photographs mostly of the footway fronting the site on Downey Road along and a plan confirming the location of the photographs. The applicant should also include photographs of the carriageway on Downey Road.

A commitment is also required within the CMP to state that any damage to the highway will be repaired at the cost of the applicant should it be demonstrated that any damages are related to construction activities.

Segregation and Protection of Pedestrian Routes:

The applicant has detailed the segregation of pedestrians within the site from motorised vehicles and the demolition areas by heras fencing and a pedestrian gate to access the proposed welfare area. This is noted.

Location of temporary site buildings, compounds, construction material, and plant storage areas:

The applicant has indicated the location for site welfare and areas for the loading/unloading and storage of plant and materials. This is noted.

Recommendations

Having regard to the above, the Highway Authority there is insufficient information for the Highway Authority to provide comments on this planning application. Further comments will be provided upon receipt of the above requested information.

Further comments received 08/10/2024:

The applicant has provided an updated CMP including additional photographs of the public highway in the vicinity of the site and a commitment to state that any damage to the highway will be repaired at the cost of the applicant should it be demonstrated that any damages are related to construction activities.

Recommendations

Having regard to the above, the Highway Authority are now satisfied with the submitted CMP and have no objections to the proposed demolition works..

HCC Arboricultural Consultancy

The loss of healthy trees from the public domain is always regrettable and results in the urbanisation of the local environment.

The trees on site are of relatively low arboricultural value, but they do offer greening of the frontage to Downley Road.

If you are minded to consent this application, I would ask that a condition is applied that includes replacing the lost canopy cover of the 6 trees within ten years maximum, with trees planted into appropriate, adequate soil volumes for them to thrive within the site curtilage. This would mean ensuring space is ring-fenced for new planting and conditioned to carry forward to any future proposals.

Retained trees must be protected through the demolition – this detail in the supplied Arboricultural Method Statement reference 2442 / EH / AMS001 is to be fully employed throughout the demolition. Hoarding may be suitable as both site fencing and tree protection fencing but must be in the correct position.

Landscape Team, Havant Borough Council

No comments received.

Network Rail, Town Planning Technician

Network Rail is the statutory undertaker for maintaining and operating railway infrastructure of England, Scotland and Wales. As statutory undertaker, NR is under license from the Department for Transport (DfT) and Transport Scotland (TS) and regulated by the Office of Rail and Road (ORR) to maintain and enhance the operational railway and its assets, ensuring the provision of a safe operational railway. Due to the close proximity of the proposed development to Network Rail's land and the

operational railway, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing. This will allow our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway.

The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works. To start the process with our Asset Protection team, the applicant / developer should use the Asset Protection Customer Experience (ACE) system found on Network Rail's Asset Protection website

(<https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>).

Where applicable, the applicant must also follow the attached Asset Protection informatives. The informatives are issued to all development within close proximity to the railway (compliance with the informatives does not remove the need to engage with our ASPRO team).

The developer must ensure that their proposal, both during construction and after completion does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Network Rail strongly recommends the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect Network Rail's infrastructure.

Future maintenance

The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/or encroaching upon Network Rail's adjacent land and air-space. Therefore, any buildings are required to be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary.

This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works as well as adversely impact upon Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant.

As mentioned above, any works within Network Rail's land would need approval from the Network Rail Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g. all possession, site safety, asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Drainage

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer.

Suitable foul drainage

must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point during or post construction should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation within Network Rail's land boundary must not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Noise and Vibration

The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway should be made aware to the future occupiers of the site. It must also be assessed in the context of the National Planning Policy Framework which holds relevant national guidance information.

The current level of usage may be subject to change at any time without notification including increased frequency of trains, night-time train running and heavy freight trains. The appropriate building materials should be used to reduce any potential noise disturbance from the railway.

Vehicle Incursion

Where a proposal calls for hard standing area/parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

Landscaping

Any trees/shrubs to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. Network Rail wish to be involved in the approval of any landscaping scheme adjacent to the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. If required, Network Rail's Asset Protection team are able to provide more details on which trees/shrubs are permitted within close proximity to the railway.

Existing Rights

Whilst not a planning matter, we would like to remind the applicant of the need to identify and comply with all existing rights on the land. Network Rail request all existing rights, covenants and easements are retained unless agreed otherwise with Network Rail.

Property Rights

notwithstanding the above, if any property rights are required from Network Rail in order to deliver the development, Network Rail's Property team will need to be contacted.

Portsmouth Water Company

No comments received.

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 40

Number of site notices: 2 (Displayed by applicant in accordance with GPDO requirements)

Statutory advertisement: Not applicable.

Number of representations received: 0

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Method of demolition

(i) Principle of development

7.2 The GPDO grants a general permission for the demolition of buildings, with only the method of demolition and any proposed restoration of the site reserved for further consideration via the 'prior approval' process. The loss of the warehouse and office building on the site is not matter falling under consideration of this prior approval, although it is noted that there is a pending planning application seeking the redevelopment of the site (APP/24/00606).

7.3 On 22nd August 2024, following initial consideration of representations and consultation responses received, it was confirmed that Prior Approval was required in respect of the method of demolition and any proposed restoration of the site. This report therefore goes on to assess the application proposals in this respect.

(ii) Method of demolition

7.4 The demolition of warehouse and office building have implications for planning considerations which are relevant to this case including impact on residential amenity, impacts on the highway network, impacts on the railway network and ecology and trees,

Residential amenity

7.5 The application site lies within close proximity of a range of residential properties within Nutwick Road and Wisteria Gardens to the east of the application site on the opposite side of the railway tracks. The process of demolition has the potential to adversely affect the amenity of these properties by reason of dust, noise and general disturbance.

7.6 During the course of the application, detailed appendices have been submitted in relation to the CMP. Together with the Air Quality Report, these set out a range of mitigation measures to limit the risk of noise, dust and vibration disturbance. This also sets out that there would be *'No works or ancillary operations associated with the demolition, excavation, clearance and construction works at the development, which are audible at the site boundary, shall take place on any Sunday or Bank Holiday, nor on any other day except between the following times:*

Monday to Friday: 08:00 – 16:30

Saturday: 08:00 – 13:00 (only when required)

Sunday: By agreement only

Bank Holidays: No working.'

- 7.7 The Council's Environmental Health Officer is satisfied that the proposed measures contained within the CMP and its appendices should suffice in limiting impact on nearby residential receptors and other businesses, during the demolition process. Furthermore, there is separate Environmental Health legislation that the developer would need to comply with. Consequently it can be concluded that the proposed measures to mitigate the impacts on residential amenity meet the requirements of Policies DM10 and CS16 of the Core Strategy.

Impacts on the highway network

- 7.8 The application site lies in a sensitive location whereby any inappropriate levels of traffic control associated with the development are likely to give rise to adverse impacts on the highway network. The submitted CMP states that all access and egress will be controlled in accordance with Metro's Traffic Management Plan. All site access is via Downley Road. Haul routes will use the B2149 Petersfield Road, then Crossland's Drive via New Lane to access Downley Road. 10 parking spaces would be provided on site for the contractors working on site. Deliveries of plant and materials will be planned in advance with the Site Manager to reduce the need for waiting HGV's. When required, a wheel washing station will be set up at the site gates to clean mud and debris from vehicle wheels before the egress site for the full demolition period. Road sweeping operations are to be utilised when deemed necessary and as required to ensure that site roads are safe and that mud is not deposited on adjoining roads for the full demolition period.
- 7.9 During the course of the application, the HCC Highway Authority have requested further information. The applicant has provided this information and therefore the HCC Highway Authority are satisfied that the proposal would not result in an adverse impact on highway safety or result in severe residual cumulative impacts on the road network.
- 7.10 On this basis it is considered that the requirements of Policy CS20 of the Core Strategy have been secured.

Impacts on the railway network

- 7.11 The site is in close proximity to the railway line, which runs adjacent the eastern site boundary. Given that the demolition would be undertaken entirely within the site boundaries and the covering letter confirms that no piling will be required. Therefore, officers are satisfied that the proposed demolition would not prejudice the operation of the railway line. Network Rail have commented that the applicant / developer may be required to enter into an Asset Protection Agreement with them. This will be added as an informative on the decision notice.

Ecology and trees

- 7.12 The submitted CMP states;
- All works to follow recommendations set out in the ecological appraisal prepared by FPCR. This includes retention of two of the onsite trees within the scheme at the rear near the railway line. During the works, these features will be protected through the implementation of appropriate root protection areas (RPA's) and protective fencing in accordance with BS 5837 (2012) Trees in Relation to Design etc, as indicated by the Arboricultural Method Statement to BS 5837:2012,

the Tree Protection Plan EA-24-042-05 P03 prepared by BEA Landscape and the Arboricultural Survey and Impact Assessment (BEA Landscape & Design, 2024).

- Birds: A pre-demolition survey to check for nesting birds is required, should demolition commence within the active nesting period (March – September).
- Although the presence of reptiles using the habitats on site is considered unlikely, construction works should commence using a precautionary approach as set out in FPCR reports.
- During the works, all excavations should be made safe if left overnight by way of a 45 degree slope or mammal ladders. In addition, any scrub clearance works should be undertaken outside of the hibernation season for hedgehogs (October – March), or the habitat should be searched by a suitably qualified ecologist prior to clearance, and any animals found moved to a hedgehog house which is placed on Site, away from the area of works.

7.13 The Council's Ecologist has reviewed the submitted Ecological Appraisal and is satisfied that there would not be an adverse impact on ecology. It is noted the Council's Ecologist has recommended a condition to ensure compliance with the submitted Ecological Appraisal, however, there is no provision in GPDO to add conditions in determining this demolition proposal. Notwithstanding this, as this is a document submitted with this prior approval application, there is the expectation that demolition shall be in accordance with this document.

7.14 The HCC Arboriculturist has sought the replanting of trees to mitigate the loss of trees. This falls outside the scope of this prior approval application and the trees to be lost are not of such an amenity value to warrant a tree preservation order. Appropriate landscaping would be considered as part of the assessment of the concurrent application APP/24/00606, which seeks the redevelopment of the site.

8 Conclusion

8.1 The GPDO grants a general permission for the demolition of buildings, with only the method of demolition and any proposed restoration of the site reserved for further consideration via the 'prior approval' process. The loss of the warehouse and office building on the site is not matter falling under consideration of this prior approval, although it is noted that there is a pending planning application seeking the redevelopment of the site (APP/24/00606).

8.2 It has been established that there are no protected species residing within the site which might act as an impediment to the demolition activities.

8.3 However, given the scale and location of the demolition works and the need to protect residential amenity and address impacts on the highway network, additional information was required to be secured through the Prior Approval process.

8.4 Following the submission of additional information and re-consultation with key consultees, it is considered that the proposals now incorporate appropriate levels of control and mitigation, and it is considered that Prior Approval can be granted. The works will need to be carried out in accordance with the approved details.

9 RECOMMENDATION:

That the Head of Place be authorised to **GRANT PRIOR APPROVAL** for application APP/24/00600 subject to the following conditions:

- 1 The development must be carried out within a period of 5 years from the date on which this approval is given.

Reason: To comply with Part 11 paragraph B.2 (ix) (aa) of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Covering Letter
PL001 -Site Location Plan
PL002A -Existing Site Plan / Demolition Plan
PL010A -Existing Site Sections
PL115 -Existing GA Floor Plans
PL116 -Existing GA Elevations
BEA 24-042-01-P01 A0 Tree Survey Plan
BEA 24-042-02-P01 A0 Tree Constraints Plan
BEA 24-042-03-P02 A0 Arboricultural Impact Plan
BEA 24-042-04-P01A0 Tree Retention and Removal Plan
BEA 24-042-05-P03 A0 Tree Protection Plan
BEA 2442 Arboricultural Impact Assessment
BEA 2442 Arboricultural Method Statement
BEA 2442 Tree Survey
Ecological Appraisal - FPCR July 2024
AQA (Air Quality Assessment) - Hoare Lea - Rev 01
Intrusive Geoenvironmental and Geotechnical Site Assessment - TRC
Framework Construction Management Plan (CMP) - Metro DPP_1592_RO
issue 3 (dated 08/10/2024)
CMP Appendix 2 - Yellow Tabs Register (uploaded 13/09/2024)
CMP Appendix 3 - Site specific risks & control measures and risk assessment
(uploaded 13/09/2024)
CMP Appendix 4 - Traffic Management Plan (uploaded 13/09/2024)
CMP Appendix 5 - Pre-start Waste Managment Plan & Audit (uploaded
13/09/2024)
CMP Appendix 6 - Programme of works (uploaded 13/09/2024)
CMP Appendix 7 - Fire Risk Assessment (uploaded 13/09/2024)
CMP Appendix 8 - COSHH (uploaded 13/09/2024)
Pre- condition survey - Road (Date: 8th October 2024) - Metro
425.065366.00001_AT_B01 Swept Path Analysis
425.065366.00001_AT_B02 Swept Path Analysis

Reason: To comply with Part 11 paragraph B.2 (viii) (aa) of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).