

## Addendum to Committee Report CC/0050/19

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### 1.0 Addendum

- 1.1 Since the publication of the report for application CC/0050/19, the applicant submitted a revised Construction Management Plan to address the concerns raised by the Highways Development Management Officer relating to the afternoon delivery slot of 13:30 to 14:30 and vehicles reversing safely.
- 1.2 The Highways Development Management Officer has reviewed the document and considers the amended Construction Traffic Management Plan sufficient to secure safe and suitable management of construction traffic for the proposed development.
- 1.3 In light of this, condition 3 on the schedule of recommended conditions in the published report has been removed and a compliance condition has been inserted. An updated schedule of recommended conditions is included in Appendix A.

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### APPENDIX A: Recommended Conditions

#### Time limit for commencement

1. The development to which this permission relates must be begun within three years from the date of this consent.

Reason: To prevent the accumulation of unimplemented planning permissions, to enable the County Planning Authority to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91(1) of the Town and Country Planning Act 1990 (as amended).

#### Approved Drawings

2. The development hereby permitted shall not be carried out other than in complete accordance with the following drawings:
  - Drawing number: PL04, Revision B, Dated: July 2019 "Proposed Site Plan"
  - Drawing number: PL06, Revision B, Dated: July 2019 "Proposed Elevations"
  - Drawing number: PL05, Revision B, Dated: July 2019 "Proposed Ground Plan Floor"
  - Westfield School, Highfield Road, Bourne End, Application Site Boundary at 1:1250 (A4)
  - Drawing number: 10275 TPP 01, Revision -, Dated: August 2019 "Westfield School, Highfield Road, Tree Protection Plan"

For the avoidance of doubt this includes the specified finishing materials.

Reason: To define the development which has been permitted so to control the operations and to comply with policy DM37 of the WDLP.

### **Pre-commencement Conditions**

3. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the County Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:
  - Capacity and condition assessment of the existing surface water drainage network and updating works where required
  - Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
  - Consideration of incorporating SuDS
  - Confirmation of the proposed rate of discharge
  - Drainage layout detailing the connectivity between the dwelling(s) and the drainage component(s), together with storage volumes of all SuDS component(s)
  - Details of how and when the full drainage system will be maintained, this should also include details of who will be responsible for the maintenance
  - Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction

Reason: To manage surface water and prevent flooding in accordance with policy DM38 and DM39 of WDLP.

4. Should the development not commence by 1<sup>st</sup> January 2020, the ecology survey and report submitted to support this application should be updated as recommended in section 6.2 of the *Ecological Impact Assessment Report* (ECOSA, July 2019).

Reason: To ensure that there are no changes in the assessment of potential impacts on protected species and/or other ecological features of interest in the time that has elapsed thereby ensuring protected species are safeguarded in accordance with policy DM34 of the WDLP.

### **Development Phase Conditions**

5. The development shall be carried out in accordance with the submitted Construction Traffic Management Plan, titled Construction Deliveries Statement Revision 1.

Reason: In order to prevent danger, obstruction and inconvenience to users of the highway and of the development during the construction of the development in accordance with policy DM33 of the WDLP.

### **Post Development Phase Conditions**

6. Prior to the initial occupation of the development, the scheme for parking and manoeuvring indicated on the submitted plans shall be laid out in accordance with the approved plans and that area shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway in accordance with policy DM33 of the WDLP.

7. Prior to the initial occupation of the development, a school travel plan shall be submitted to and approved in writing by the County Planning Authority. The plans shall include a named travel plan coordinator, a programme for facilitating the monitoring of the travel plan and full analysis of the existing modal split for staff and pupils at the school, detailed proposals for future sustainable transport promotion and provision, with the aim of securing no increase in the number of car movements generated on the school journey.

Reason: In order to promote more sustainable transport options in accordance with paragraph 102 of the NPPF and policy DM33 of the WDLP.

8. Measures to mitigate the impact of the development on protected species and other ecological features of interest and measures for enhancement shall be implemented in accordance with the details set out in Section 5 of the Ecological Impact Assessment Report (ECOSA, July 2019).

Reason: To ensure that protected species are safeguarded at all phases of development and to ensure a net gain for biodiversity in accordance with policy DM34 of the WDLP.

### **On-going Conditions**

9. For the duration of occupation of the development, the school travel plan shall be reviewed annually and updated. In the event of an increase in the number of car movements as identified in the school travel plan, the school shall undertake measures, as identified in the travel plan, as necessary to promote a reduction in the number of car borne trips.

Reason: In order to promote more sustainable transport options in accordance with paragraph 102 of the NPPF and policy DM33 of the WDLP.