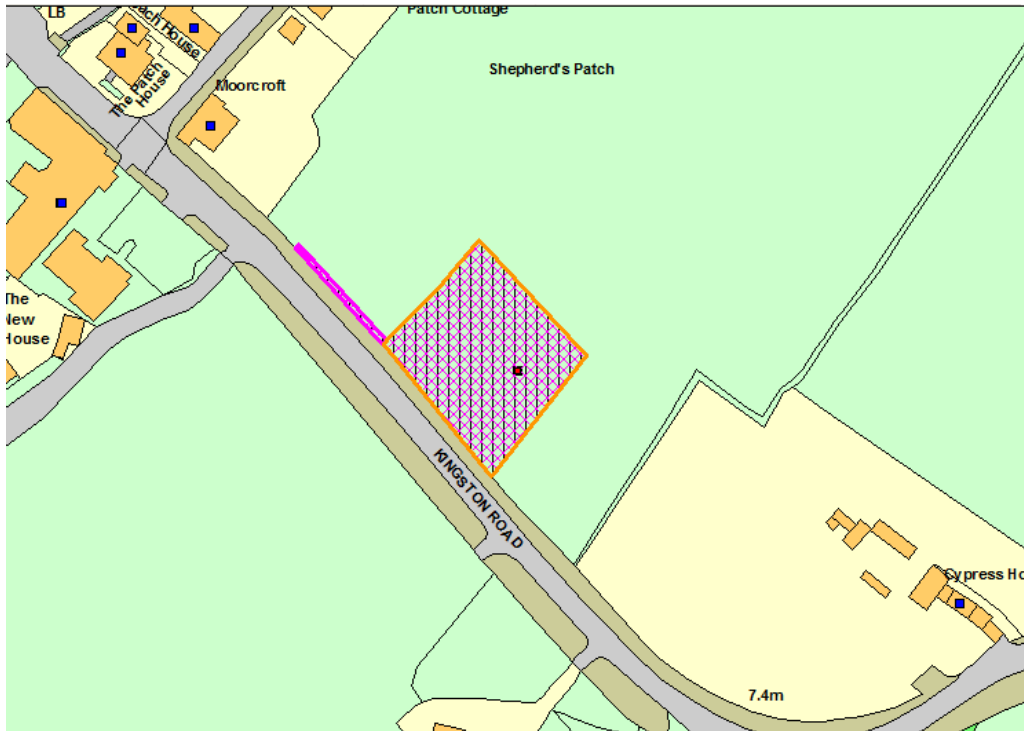


LATE PAPERS FOR DEVELOPMENT CONTROL COMMITTEE
23rd July 2019

Item: 01	Application: S.19/0181/FUL
Address - Land At, Kingston Road, Slimbridge, Gloucestershire	

Map on the Committee Report has been amended



Item: 02	Application: S.19/0760/VAR
Address: Land To The East Of High Green, Longney, Gloucester, Gloucestershire	

Consultation responses

Frampton on Severn Parish Council: Request that consideration is given to the Transport Management System in that it should include prior notification to all households affected by the transport movements and that all movements should be accompanied by an escort vehicle. Also that large transport movements should be outside school hours to reduce congestion in the villages.

Fretherne & Saul Parish Council: Concern about heavy vehicles going through the village particularly during busy commuter and school drop off and pick up periods. Highlighted the restricted nature of the lanes and presents of park vehicles
Suggested a convoy system with escort vehicle and the use of an information/warning mail shot and road signage along the route.

Senior Contaminated Land Officer: Recommends that they undertake an unexploded ordnance survey before continuing. This could be condition if required.

Public:

Further objection received raising landscape, heritage, ecology and highway impacts, loss of agricultural land, lack of alternative site assessment. The harm caused by the proposal outweighs the benefits of renewable energy.

Revised Plans

Revised site layout plan Drawing E0232_03 Rev P received on 16/7/2019 – moving the invertors out of the archaeological sensitive areas.

The archaeological sensitive areas are outlined on proposed drainage arrangement plan – E183/22 Rev B received 5th April 2019.

Revised DNO substation Drawing E0232_11 Sheet 5/7 Rev A received on 16/7/2019 – clarifying the fence height – all max 2.45m

Canal Option

The Parish Council and Ward Cllr have raised the suggestion that the canal can be used as an alternative transportation option to reduce the highway traffic and avoid the difficulty of using the restricted local lanes.

This option has been discussed with the agent/applicant who are exploring the option. The initial assessment has raised a number of real challenges to the canal proposal and whether this can be considered to be workable. These include canal surveys, shipping times, delivery rates, construction programmes, additional consents, third party land ownership, permits and logistical concerns as to whether this option is viable in practice. Whilst it is positive that the agent is still investigating this option it is difficult to withhold consent when the highway option is available and further mitigation can be provided.

Highway Option

The possible use of escort vehicles and hours of deliveries to be outside busy school drop off and pick up times has been discussed and the agent has agreed that avoiding busy and congested times would be beneficial to everyone. The details of this and other mitigation can be considered via condition 13 the Construction and Decommission Method & Logistics Statement.

Decommissioning

Concern regarding decommissioning, whether this will happen and how it will be funded have been raised. This is understandable given the temporary nature of the proposal. Whilst the use of the bond has been suggested this would normally be between the landowner and the developer to give the landowner some reassurance that they would not be left with the cost of restoration.

Condition 4 does require an approved land restoration scheme to be implemented once the scheme is no longer generating electricity or 30yr deadline date.

Land remediation

The submitted heritage report outlines specific activity during WW2 with features on site including 2 bomb craters. A Second World War bombing decoy site is also present immediately south of the site area, as well as the remains of a 20th century Royal Air Force dispersed military camp, to the east of the canal.

Given this local history there may be potential for remains of explosive devices to be present in the area and our Senior Contaminated Land Officer has recommended an unexploded ordnance survey be carried out before work commences. This can be required via a condition.

Updated conditions

The drawing numbers outlined in conditions 2 & 5 are updated to reflect the above drawings.

20. No development shall take place, until an unexploded ordnance survey has been submitted to and approved by the Local Planning Authority, confirming that all risks have been satisfactorily mitigated.

Reason:

To ensure that the risks from unexploded ordnance to future users of the land are eliminated and or minimised and to ensure that development can take place without unacceptable risk to workers and local residents.