

# ADDENDUM REPORT

Planning Committee



**Item Number: 6.4**

**Site: Victoria House, Cattedown**

**Planning Application Number: 20/00672/FUL**

**Applicant: Mr Tim Barrow, Armada Street Flats Ltd**

**Pages: 29-66**

- I. Members are advised that 1 additional Letter of Representation has been received. This objects to the application and raises the following comments:
  - Further details and assurances are requested in relation to fuel storage and safety measures that will be imposed on the Premises.

In terms of fuel storage, this is controlled by separate legislation managed by the Health and Safety Executive. Notwithstanding, the below condition is recommended to ensure that officers are satisfied with the relevant details to its siting.

In terms of general health and safety on the site, the applicant has provided a draft risk assessment setting out how it intends to operate the site safely. In the event planning permission is granted then the applicant will need to seek the relevant permissions from the Civil Aviation Authority (CAA) in accordance with separate pieces of legislation before being able to operate flights.

Officers have discussed this directly with the CAA who have advised that any operator will need to conduct their own risk assessment before being granted permission to operate in and out of this site. Simply put, if the applicant cannot demonstrate to the CAA that they can operate safely then they will not be able to implement the planning permission if granted. The LPA will not have direct control or monitoring over this as it falls under separate legislation.

Planning conditions have been imposed to control a number of other matters. Highway and pedestrian safety requires details to be agreed before development commences. The Police Architectural Liaison has assessed the secure by design statement which provides good site security which in turn enhances health and safety. A de-confliction agreement has been set up with the Cattewater Harbour Commissioner (CHC) to reduce conflict with moving vessels which is a direct health and safety measure – if this is not followed then officers would expect that the CHC notify the LPA of this so that appropriate action can be taken.

2. In reference to the aforementioned Letter of Representation, members are advised that officers have already agreed with applicant to impose the following condition related fuel storage:

**CONDITON: FUEL STORAGE  
PRE-INSTALLATION**

*No fuel shall be stored or dispensed at the site until a plan identifying the location of the fuel storage container along with any ancillary equipment and infrastructure has been submitted to and approved in writing by the Local Planning Authority. Evidence of any other legal requirements relating to control of fuel storage and dispensation shall be provided.*

**Reason:**

*To ensure that fuel is safely stored and accommodated on site in accordance with relevant legislation so as to protect amenity and wider health and safety matters in accordance with Policies DEVI, DEV2 and DEV20 of the Plymouth and South West Devon Joint Local Plan 2014-2034 (2019) and the National Planning Policy Framework 2019.*

3. Members will note in the report that concerns were raised over noise and the possible impacts on Greenergy Staff. Whilst the noise impact assessment concludes that the impacts will not be harmful, and Public Protection Service have not objected, if members were so inclined officers suggest an additional informative could be added to promote a direct line of communication between the applicant and Greenergy to provide advance warning of in-bound and out-bound flights that will traverse the Greenergy site. This will be similar to the de-confliction agreement set up between the applicant and the Cattewater Harbour Commissioner, once again enhancing health and safety issues.

This has been discussed with the applicant who has advised that they have attempted to contact Greenergy to discuss operational matters and would welcome this line of communication.