



Supplementary - Planning Committee

Wednesday 12 December 2012 at 7.00 pm

Committee Rooms 1, 2 and 3, Brent Town Hall, Forty Lane, Wembley, HA9 9HD

Membership:

Members

Councillors:

Ketan Sheth (Chair)
Daly (Vice-Chair)
Aden
Baker
Cummins
Hashmi
John
CJ Patel
RS Patel
Krupa Sheth
Singh

first alternates

Councillors:

Thomas
Long
J Moher
Kansagra
Ms Shaw
Cheese
Van Kalwala
Hopkins
Gladbaum
Oladapo
Hossain

second alternates

Councillors:

R Moher
Naheerathan
Moloney
HB Patel
Sneddon
Beck
Ogunro
Lorber
Harrison
Powney
Mashari

For further information contact: Joe Kwateng, Democratic Services Officer
020 8937 1354, joe.kwateng@brent.gov.uk

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www.brent.gov.uk/committees

The press and public are welcome to attend this meeting

Members' briefing will take place at 5.30pm in Committee Room 4

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

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Supplementary Information

Planning Committee on 12 December, 2012

Case No.

12/2612

Location	Alpine House, Honeypot Lane, London, NW9 9RU
Description	Redevelopment of the site with erection of mixed-use scheme to provide 144 residential units (Class C3), 1800sq/m of employment workspace (Class B1), 5 live/work units (Sui generis) and associated parking, amenity space, landscaping and access.

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Members Site Visit

Following on from the site visit members have sought clarification on the following:

- *Proposed number of units*

A total of 144 residential units and 5 live work units are proposed. 31 of the residential units are affordable together with the 5 live work units. The breakdown of unit types throughout the development is set out in a table on page 23 of the committee report.

- *Affordable Tenure Mix*

The proposed tenure mix of the affordable residential units is 22 affordable rented units (10 x 2 bed units, 6 x 3 bed units and 6 x 4 bed units), 9 shared ownership units (9 x 2 bed units) and 5 shared ownership live/work units which equates to 25% based on habitable rooms as set out in the Committee Report.

- *Parking Numbers*

The development originally proposed 105 car parking spaces located within the site and on street along Honeypot Lane and Westmoreland Road. However, the number of parking spaces needed to be reduced to 102 spaces to accommodate footways with a minimum width of 2m along the boundaries of the site. This is discussed in detail within the "Car Park Provision" section on page 25 of the committee report.

- *Overall amenity space*

SPG17 requires family sized ground floor units to have a dedicated private amenity space of 50sqm. Smaller units are required to have 20sqm of amenity space. Communal amenity areas contribute towards the overall calculation. In this case, all of the ground floor units in Block A (including the 4 bedroom duplex units) have private gardens which are a minimum of 50sqm. All of the other units in the scheme have private balconies/terraces which are a minimum of 8.7sqm.

The scheme also has two communal amenity spaces located to the front of Blocks B and C and a play space between Blocks A and D which is accessible to all units. A private communal amenity area is proposed for all residents within Block A which is located to the rear of Block A.

The total amount of amenity space proposed for the development (including all private areas and communal areas) is 4527sqm, which exceeds the requirements of SPG17 (SPG17 would require a minimum 3420sqm). Overall, the scheme provides a good mix of private and communal amenity space.

Consultation Responses

Initial comments have been received from the London Borough of Harrow. They have raised concerns with parking displacement and the likely parking impact within Harrow's boundaries. They have suggested that their objections could be overcome subject to amendments of the Section 106 Heads of Terms in relation to controlled parking zones to include provision of this within Harrow if this is required post development. Your officers in Transportation have suggested that monies from the Section 106 Contribution could be put aside and allocated to the London Borough of Harrow for the provision of a CPZ within Harrow's boundaries if required post development.

Objection

One objection (QARA) has been received raising the following matters:

- All parking should be providing on site to prevent impact on surrounding roads;
- Extension of a CPZ around Queensbury Underground Station is not a solution to parking concerns- disliked by disliked by the vast majority of residents.

Officer: Matters relating to parking/highways are set out in the *Remarks* section of the Committee Report.

Revisions to Section 106 Heads of Terms

The following amendments are sought to the proposed Heads of Terms of the Section 106 Agreement:

(b) Affordable Housing - 25% based on habitable rooms **comprising 22 affordable rented units (10 x 2 bed units, 6 x 3 bed units and 6 x 4 bed units) and 9 shared ownership units (9 x 2 bed units) and 5 shared ownership live/work units;**

For clarification the definition of affordable rent is set out below:

"For 2-bed affordable rented units, Affordable Dwellings let at rents up to a level of 80% of what would be the reasonable estimated market rent for the respective unit

For 3-bed and 4-bed affordable rented units, Affordable Dwellings rent at lets which comply with the target rents set annually by the Homes & Community Agency".

It is recommended that this definition is included within the Section 106 Agreement.

(e) Sustainability - submission and compliance with the Sustainability check-list ensuring a minimum of 50% score is achieved and BREEAM rating 'Very Good' and minimum Sustainable Homes Code Level 4 (with compensation should it not be delivered). **Further carbon reduction measures beyond CSH4 to achieve a 30% reduction in carbon emissions compared to Part L of the Building Regulations 2010;**

Part (e) previously referred to a contribution of £750K towards further carbon reduction measures. It is recommended that the reduction is secured through a savings percentage rather than a set financial figure so that it can be checked by a code assessor. For comparison, the original scheme approved was an 80% carbon saving on part L 2006 which roughly equates to a 40% saving on Part L 2010. Therefore the proposed reduction of 30% is part way there and indeed exceeds CSH4 and Policy 5.2 of the London Plan. However, it is accepted that it is not viable in this scheme to achieve a further reduction, mainly because of the low sales values in the area.

(h) As committee report but include ...(v) lighting columns along Westmoreland Road and Honey Pot Lane service road, **in accordance with revised site layout - 102_PLN_1100 L**

Floorspace Breakdown and CIL Calculation

The committee report states that there is proposed net gain in floorspace of 14,381sqm. This figure is incorrect and the breakdown of gross internal floorspace for the site is as follows:

Private residential element - 16.275sqm
 Affordable residential element (including work/live units) - 5.412sqm
 Commercial element - 1800sqm

For the purposes of the CIL calculation the affordable residential element (including the work/live units) is exempt from the levy. However the private residential element and commercial element are liable for CIL. The total floorspace of these two elements is 18,075sqm.

Therefore the amount of CIL is $35 \times 18075 = £632,625$

Further clarification to GLA comments raised in the Stage 1 referral letter

- *Affordable housing*

A mixture of affordable rented units and shared ownership units are proposed. This tenure split is considered acceptable by the Local Planning Authority subject to the larger 3 and 4 bedroom affordable rented homes to be

let at target rents. This definition is set out above within the Section 106 HoTs. Network Housing have confirmed their commitment to this requirement. This meets a need in Brent.

- *Children's play space*

Supplementary report "Revised Statement and Calculations for Play Space and Informal Space Requirements regarding Proposed Development at Alpine House, Honeypot Lane, London, NW9 9RX" has been submitted that includes child yield calculations based on the unit mix breakdown within the different affordable housing tenures. This concludes that there will be approximately 70 children within the development. In line with SPG guidance, in total the scheme should deliver 708.8sqm of children's play space (239.5sqm on site for under 5's provision). The application proposes 629sqm of playspace, in addition the site is located c.300m from a Queensbury Park which provides play facilities for older children.

- *Design*

The GLA have raised concerns with the treatment of the Honeypot Lane frontage in relation to the treatment of the gabled end of each block so that they overlook Honeypot Lane and consideration of the edge of the scheme facing onto Honeypot Lane and the space between Honeypot Lane and the development. In response, the agents have advised that the scheme has been through a rigorous design process and that they are of the view that the edge of the scheme facing Honeypot Lane is clearly articulated as the 'front of the development. A number of visualisations have been submitted as part of the application 102_PLN_7000 A, 102_PLN_7001 A, 102_PLN_7002 A, 102_PLN_7003 A and illustrate the way the design utilises the Live/Work units at ground floor to help provide animation to Honeypot Lane. Furthermore, it should be noted that consider the new proposal is a significant improvement on the extant permission (11/0156) which offers largely blank gables onto the Honeypot Lane.

- *Sustainable Development*

All residential units and the commercial units will be connected to the site wide heating network. The CHP will be the lead boiler in Building D and therefore connected to the site wide network.

The GLA have requested further information a number of technical matters on sustainable development. This information has been provided and will be submitted to the GLA as part of the Stage 2 Referral.

- *Trip Generation*

Transport for London (TfL) have requested a Trip Generation Assessment with details of Model Split Assessment. The applicant's transport consultant has been in contact with TfL and provided details of Multi Modal Trip Rates for both the residential and commercial elements of the scheme, which concluded that there would be 25 additional bus trips in the AM peak hour for the residential element and a marginal increase for the commercial element. TfL have confirmed that the level of public transport trips to be generated would be unlikely to result in a significant impact to the bus network.

Description of proposal

The basement areas within Blocks A and C have been incorrectly described within the committee report. Block A contains a small basement area that accommodates the studio accommodation for the work live unit and living space for one of the 2-bed flats and associated plant and metre equipment for the block. Block C contains a basement running across the whole footprint of the block which accommodates underground parking, the studio accommodation for the work live unit and plant and equipment for the block.

Site Plan

The boundaries of the site plan within the committee report do not show the full extent of the site. The red line should extend to the northern side of Westmoreland Road and the edge of the eastern footpath of Honeypot Lane.

Amendments to planning conditions

Condition 5

It is recommended that this condition is reworded to include the car club bays and Electric Vehicle Charging Points. The condition is reworded to read as follows:

Page 3

All parking spaces (including disabled bays *and car club bays*), *Electric Vehicle Charging Points*, cycle

parking, refuse storage, turning areas, loading bays, access roads and footways shall be constructed/provided and permanently marked out prior to occupation of any part of the approved development, or upon further application within such longer period as may be approved by the Local Planning Authority. Such works shall be carried out in accordance with the approved plan(s).

Reason: To ensure that the proposed development does not prejudice the free flow of traffic, or the conditions of general safety within the site and along the neighbouring highway & amenity.

Condition 7

To be consistent with the restrictions on noisy works applied under Environmental Health regulations, it is recommended that the following hours are proposed:

During construction on site:-

- (i) *The operation of site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 - 1800 Mondays - Fridays, 0800 - 1300 Saturdays and at no time on Sundays or Bank Holidays;*
- (ii) *The hours of demolition and construction limited to 0800 - 1830 Mondays - Fridays, 0800-1300 Saturdays and at no other times on Sundays or Bank Holidays.*

Reason: To limit the detrimental effect of demolition and construction works on adjoining residential occupiers by reason of noise and disturbance.

Conditions 9 and 10

It is recommended that following conditions 9 and 10 are deleted and replaced with the following condition (condition 9) to reflect the remarks section of this committee report and the provisions of the Section 106 Heads of Terms:

Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works and treatment of the surroundings of the proposed development shall be submitted to and approved in writing by the Local Planning Authority within 3 months of the date of this permission. Any approved planting, turfing or seeding included in such details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- (i) *areas of hard landscape works including details of materials and finishes. These shall have a permeable construction and include features to ensure safe use by visually impaired and other users;*
- (ii) *the location of, details of materials and finishes of, all street furniture and external storage facilities;*
- (iii) *proposed boundary treatments including walls, fencing and retaining walls, indicating materials and height;*
- (iv) *all planting including location, species, size, density and number;*
- (v) *any sustainable construction methods which are to be used;*
- (vi) *details of proposed children's play equipment;*
- (vii) *details of the green roof within Block D;*
- (viii) *details of external lighting (including proposed sitting within the site and on buildings and light spillage plans showing details of lux levels across the surface of the site and at residential windows)*
- (ix) *the finished levels of all buildings, roads (indicating gradients), landscape works and boundaries relative to adjoining properties;*
- (x) *a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping.*

Any planting that is part of the approved scheme that, within a period of five years after planting, is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area.

Condition 10 - Protection of Existing Trees

It is recommended that the following condition is added to any forthcoming planning consent:

*The proposed tree-protection details as outlined in **Page 4** Arboricultural Method Statement prepared by Andrew Colebrook Arboricultural Consultancy shall be adhered to throughout all stages of the construction of the*

development hereby approved.

Reason: To ensure retention and protection of trees and other landscape features on the site in the interests of amenity.

Condition 15 - Contaminated Land

A Soil Investigation Report has been submitted. Officers in Safer Streets have confirmed that they are satisfied with the investigation. The soil testing undertaken as part of the Soil Investigation Report did not find any contamination that requires mediation, other than slightly elevated contamination in areas where the soil is to be removed as part of the development works anyway. As such, it is recommended that conditions 15 (a) and (b) set out in the committee report is removed and replaced with the following worded condition:

All soft landscaped areas shall have a minimum topsoil coverage of 300mm. Any soil imported to site shall be tested for chemical contamination and to ensure that it meets BS3882:2007. A report verifying that the imported soil meets the above criteria shall be submitted to the Local planning Authority and approved in writing prior to first occupation of any of the residential units hereby approved.

Reason: *To ensure that soil imported to site does not pose a risk to future end users.*

It is also recommended that the following informative is added to the planning decision notice:

It is important that the workers are vigilant for signs of potential contamination in the soil during excavation works. This may include obvious residues, odours, fuel or oil stains, asbestos, buried drums, buried waste, drains, interceptors, tanks or any other unexpected hazards that may be discovered during site works. If any unforeseen contamination is found during works Safer Streets must be notified immediately. Tel: 020 8937 5252. Fax 020 8937 5150. Email: ens.licencingandmonitoring@brent.gov.uk

Condition 19 - Site Drainage

In response to the Environment Agency's request for a detailed drainage design for the site, the applicant has submitted a plan showing details of Site Surface Water Drainage. This plan has been reviewed by the Environment Agency who have confirmed that such details are satisfactory. It is therefore recommended that condition 19 set out in the committee report is removed and the plan showing details of the Site Surface Water Drainage (47/SITE/5100 B) together with an accompanying letter from David Unerman Associates received on 30th November 2012 is added to the list of approved documents.

The Environment Agency have requested that condition 18 (Flood Risk Assessment) set out in the committee report is still included as part of any forthcoming planning consent.

The following conditions have not been included in the committee report. It is recommended that form part of any forthcoming planning approval:

Details of the gradient of the basement car park access ramp

Further details of the gradient of the basement car park access ramp shall be submitted to and approved in writing by the Local Planning Authority within 3 months of the date of this permission. The gradient of the access ramp shall not exceed 5% for a distance of 4m from the back of the new highway boundary and shall not exceed a gradient of 10% along its length as a whole. The access ramp shall thereafter be constructed in full accordance with the approved details.

Reason: To ensure safe and adequate access facilities to the basement car park.

Details of shower facilities for commercial units

The provision of shower and changing facilities within the commercial units for use by employers/employees travelling to work by bicycle as shown in Plan No: 102_PLN_1100 Rev L shall be provided prior to first occupation of the commercial unit hereby approved, and thereafter permanently retained.

Reason: To provide satisfactory facilities for cyclists.

Lifetime Home Standards and Wheelchair Accessible Units

All residential units within the development hereby approved shall be built to Lifetime Home Standards and a minimum of 10% of the residential units shall be wheelchair accessible units as detailed within the Design and

Access Statement and Drawings 102_PLN_6002_C, 102_PLN_6003_B, 102_PLN_6004_B, 102_PLN_6012_B.

Reason: In the interests of securing inclusive access.

Recommendation: Remains Approval subject to the completion of a satisfactory Section 106 Agreement and referral to the Mayor.

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Agenda Item 04

Supplementary Information

Planning Committee on 12 December, 2012

Case No.

12/1685

Location	ATLANTIC ELECTRONICS, 295-297 High Road, London, NW10 2JY
Description	Demolition of derelict building and the construction of a four storey building comprising 9 residential units on the upper three floors with a commercial unit on the ground floor

Agenda Page Number: 35-46

Members visited the site on Saturday, 8 December 2012. Clarification was sought on the following:

Relationship with No 299 High Road

The flank wall at neighbouring property No 299 contains three windows within a recessed wall. Two of the windows serve non habitable rooms i.e. Bathroom and toilet.

The remaining window which has obscured views of the High Street appears to serve a bedroom. This bedroom also receives outlook and light from a window to the rear of the property. Owing to the siting of the proposed building, the dual aspect nature of the bedroom and the window located within the recess benefiting from only a limited degree of light and outlook, officers are not of the view the proposed development will not have a detrimental impact on the amenity of residents at No 299.

Noise Intrusion

The new building will be subject to noise from both the High Street and the rear of the property. Officers have noted that no complains have been made from existing homes, which have been constructed to a lower standard than those proposed here. Further, there are a number of similar relationships within other developments in the Borough where an acceptable standard of noise insulation has been achieved. Environmental Health have requested that condition 4 be attached to prevent noise nuisance by way of post completion testing.

Treatment of Balconies

Balconies will need to be screened to restrict outlook to non-residential uses and minimise noise intrusion. Enclosed Winter gardens, with obscured glazing to the lower half of the screening and a ventilation system has been proposed. On balance, your officers consider this arrangement to be acceptable, but further details shall be secured by an additional condition. The condition shall read as:

Details of treatment, including specification of ventilation and glazing for all balconies shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.

Landscape

Condition 1 seeks to secure further details of landscaping. This condition shall be expanded to ensure details of tree planting, raised planting beds and boundary treatments are provided for. The amended condition shall read as:

Landscape proposals, including the provision of raised planting beds and boundary treatments for the treatment of the areas so designated within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any work on site. The landscape works shall be completed in

accordance with the approved details:-

- (i) prior to the occupation if the building
- (ii) in accordance with a programme agreed in writing with the Local Planning Authority.

Any planting that is part of the approved scheme that within a period of five years after completion is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory appearance and setting for the proposed development and to ensure that it enhances the visual amenity of the area.

Flat Sizes

The agent has retracted his argument that all units meet the internal floor space requirements. For the avoidance of doubt the flat sizes noted in this report are correct, i.e. three units fail to meet the Mayors Plan Standards by 1sqm. As detailed in the report, the applicant has agreed to contribute £10 000 toward public realm improvement to compensate for this shortfall.

Disabled Parking

Owing to the particular site constraints in this location on a Distributor Road, it is not considered possible to insist on a disabled parking bay at the site. However as in other similar cases to this there is an option to provide an on-street disabled bay in an appropriate location, by way of a Highways application.

Neighbouring Flue

Colleagues in Environmental Health have confirmed the Council has not received any complaints regarding the neighbouring flue.

Recommendation: Remains approval subject to S106, amended and new conditions

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Agenda Item 05

Supplementary Information

Planning Committee on 12 December, 2012

Case No.

12/2653

Location	Allotments R/O 1-31 odd, Wembley Hill Tennis Club Grounds & Sports and Social Club, Vivian Avenue, Wembley, HA9
Description	Redevelopment of site including the demolition of the former Wembley Hill Sports and Social Club building and the erection of 40 residential extra care units in two blocks (1 x two storey and 1 x three storey block), the provision of a new community open space, landscaping, and car parking with vehicle access gained via Corsham House (as amended by revised plans).

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Members visited the application site on 8 December 2012.

A local resident queried visibility for vehicle access across the footpath, and asked if any measures were proposed to control vehicle access. Firstly, Highways Officer's have confirmed that they are satisfied that adequate visibility will be achieved in either direction for vehicles crossing the footpath, but to safeguard this there should be no obstruction to visibility above a height of 850mm. The proposal to use a different type of surfacing material to emphasise the crossing for pedestrians is welcomed, and under the Section 278 agreement that will be entered into by the applicant, Transportation will require the provision of a raised surface, with a pinch point in the driveway width down to 3m where the access crosses the footpath. This treatment will reduce vehicle speed, emphasise the presence of the footpath to drivers and give priority to pedestrians. Furthermore the Transport Statement proposes the installation a gate or barrier on the Corsham House side of the access (east side of the footpath) to control vehicle access into the site. This is welcomed in principle by Transportation Officer's but further details of this will need to be secured through condition to ensure that it is

appropriately sited.

Highways Officer's have confirmed that they would not consent to the installation of oak bollards, as proposed. Some form of bollard/post may be acceptable and these can be agreed by Transportation through the S278 works.

On site Members queried how much of the public footpath would be relaid. The requirement from Transportation is that the resurfacing should apply to the length of the footpath adjoining the site, and this should form part of the section 278 works.

A local resident at the site visit raised concern about the loss or reduction of grass verges along Victoria Court. This does not form part of the proposal, and lies outside of the application site. Condition 19 requires submission and approval of a Construction Method Statement, and Officer's recommend the wording of this be changed, so that there is a requirement that the applicants record and agree the conditions of the highway before any works commence.

Sustainability;

Following on from the main Committee report the Energy Strategy produced by Calford Seaden has been assessed further. This strategy follows the *Be Lean, Be Clean, Be Green* framework described by the London Plan, and commits the applicants to providing 25% reductions of CO2 emissions over and above the current 2010 Building Regulations. This is in line with London Plan (2011) policy 5.2 which requires a 25% reduction in CO2 emissions over and above the current 2010 Building Regulations.

The development has been designed to include a Combined Heat and Power Unit (CHP). On site renewable technology has been considered and photovoltaic (PV) systems are proposed. The use of PV systems is in line with London Plan policy 5.7. Full details of the array of PV panels and the amount of roof area that can be utilised will need to be set out in full in a Sustainability Implementation Strategy, submission of this is a requirement of the s106 agreement. At this stage the Energy Strategy envisages a 20% onsite renewable contribution.

The sustainability measures referred to, including the need for a Sustainability Implementation Strategy will be secured through the legal agreement.

A sustainability checklist with a self-assessed score of 50.3% has been submitted, Officer's have assessed this to have a slightly lower score of 48.3%. How these measures will be achieved will also form part of the Sustainability Implementation Strategy.

Landscaping;

Landscape Design Officer's find the measures proposed to compensate for the loss of vegetation, habitats and nature conservation value to be relatively good. Officer's are satisfied with the recommended tree protection measures, and that enough replacement trees are being proposed. In terms of landscaping the details submitted are generally very good, and further details of materials, boundary treatments, planting (species, number, location) and the green roof should be secured through condition(s). The proposal will have some adverse impacts on the sites nature conservation value. Clearly it is difficult to avoid this with the amount of development proposed, and the reinstatement of allotments proposed. In these circumstances Officer's consider it appropriate, and necessary to secure mitigation measures, to compensate, in part at least, for the loss of nature conservation value, such measures will be secured through condition(s), and the s106 contribution will also be directed towards providing compensatory habitat creation measures in the vicinity of the site (as referred to below).

Revised plans;

The revised landscaping strategy submitted confirms that additional trees will be planted, new trees are now proposed along the northern edge of the site. These will help to provide screening of the buildings for adjoining gardens. These are shown on revised drawings 2241-GMP-05G and 2241-GMP-06G.

S106 Heads of Terms;

These have been amended slightly. The financial contribution of £63,000 will also be directed towards compensatory habitat creation measures within an existing area of public open space in the locality, at either Sherrans Farm or Tokyngton Recreation Ground to mitigate the impacts of habitat loss on site. This is in conjunction with contributions towards local PCT support, sustainable transport improvements, open space, sports and environmental improvements within the local area.

An additional clause is proposed requiring the applicants, prior to a material start, to submit and have approved a Allotment Management Strategy.

Recommendation: Remains approval, subject to recommended changes to the s106 Heads of Term and additional condition(s) requiring (i) the submission and approval of further details of a vehicle access barrier to be installed, and (ii) that there shall be no obstruction to visibility above a height of 850mm either side of the vehicle access across the footpath.

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