

## Planning Committee Report

<b>Planning Reference No:</b>	09/1325N
<b>Application Address:</b>	Land at 2 & 4 Heathfield Avenue and 29, 29A & 31 Hightown Crewe
<b>Proposal:</b>	Demolition of Existing Buildings and Erection of New Buildings and Redevelopment of Link House to Provide 35 Apartments and Two Retail Units with Associated Infrastructure
<b>Applicant:</b>	RG Harris Ltd
<b>Application Type:</b>	Full
<b>Grid Reference:</b>	370113 355956
<b>Ward:</b>	Grosvenor
<b>Earliest Determination Date:</b>	29 June 2009
<b>Expiry Dated:</b>	17 August 2009
<b>Date of Officer's Site Visit:</b>	27 February 2009
<b>Date Report Prepared:</b>	9 June 2009
<b>Constraints:</b>	

### **SUMMARY RECOMMENDATION:**

**That Authority be delegated to the Development Manager to approve the application subject to completion of S106 Agreement and imposition of conditions**

### **MAIN ISSUES:**

- Impact on the Character of the Town Centre, Conservation Area and the Listed Building**
- Impact on Highway Safety**
- Impact on Neighbouring Amenity**
- Impact on Drainage and the Water Environment**
- Impact on Protected Species and Nature Conservation**

## **1. REASON FOR REFERRAL**

This application is to be determined by the Southern Planning Committee as the proposals relate to the erection of over 10 residential properties.

## **2. DESCRIPTION OF SITE AND CONTEXT**

The application site comprises an unallocated brownfield site within the settlement boundary of Crewe. The site is split into two sections one is located at the junction between Heathfield Avenue and Hightown (south) (site 2) comprising a 360sq. m piece of land which is occupied by the Link House and the other piece of land is 1846 sq. m located at the junction between Heathfield Avenue and Hightown (north) (site 1) and is occupied by a number of vacant commercial premises and lock up garages. The site is located less than 100m from the town centre boundary. There is a mix of land uses

within the locality including small scale retail some commercial and predominantly residential properties comprising Victorian terraces.

There are three car parks nearby designated under Policy TRAN.8.

### **3. DETAILS OF PROPOSAL**

The proposals relate to the demolition of the existing buildings on the northern site and the erection of a building containing two retail units (42 sq. m and 84 sq. m approx) 5 flats (four two bedroom and one one bedroom) on the ground floor with lift shaft, and refuse areas, on the first floor 7 two bed units are shown and one, one bed unit. On the second floor 7 two bed units are shown and two one bedroom units. The third floor shows two, two bed units one of which will be a luxury apartment with a mezzanine floor. The maximum height of the building will be 14.7m

At site 2, to the south, the new building comprises two, two bedroom flats and one, one bedroom flat at ground floor level. No parking is provided on this side of the development however a cycle rack is shown. The first floor shows one two bedroom and two one bedroom apartments, the second level shows one one bedroom unit and one two bedroom unit and the bedrooms for one of the units on the first floor and the third floor shows one one bedroom unit and one two bedroom unit. The Link House has a ridge height of 11m and the new build element on site 2 to the south will be 14.7m also.

The scheme provides three disabled car parking spaces and 24 other car parking spaces. Two cycle racks will also be provided.

This application was due to be determined at the Crewe and Nantwich Borough Council Development Control Committee meeting on 5 March 2009 however it came to the Council's attention that the application was invalid because the applicant had failed to notify all the owners of the land. This has now been rectified as the land in question has been removed from the application site. This has resulted in a slightly amended site layout plan although the number of car parking spaces and the design and location of the apartment buildings has not changed.

### **4. RELEVANT HISTORY**

None relevant

### **5. POLICIES**

#### **Regional Spatial Strategy**

EM17 (Renewable Energy)  
L5 (Affordable Housing)  
DP2 (Promoting Sustainable Communities)  
MCR4 (South Cheshire)

#### **Local Plan Policy**

NE.5 (Nature Conservation)  
 NE.9 (Protected Species)  
 BE.1 (Amenity)  
 BE.2 (Design Standards)  
 BE.3 (Access and Parking)  
 BE.4 (Drainage Utilities and Resources)  
 RT.3 (Provision of Recreational Open Space and Children's Playspace in New Housing Developments)  
 TRAN.8 (Existing Car Parks)  
 TRAN.9 (Car Parking Standards)  
 TRAN.5 (Provision for Cyclists)  
 RES.2 (Unallocated Housing Sites)  
 RES.3 (Housing Densities)  
 RES.7 (Affordable Housing) (modified)  
 BE.18 (Shop Fronts and Advertisements)  
 NE.19 (Renewable Energy)  
 S.8 (Existing District and Local Shopping Centres)

### **Other Material Considerations**

PPS1: Delivering Sustainable Development  
 PPS3: Housing  
 PPS6: Planning for Town Centres  
 PPS9: Biodiversity and Geological Conservation  
 PPG13: Transport

SPD Development on Backland and Gardens

## **6. CONSULTATIONS (External to Planning)**

**Highways:** Requires 150% car parking provision, details of retail parking provision and transport assessment

**Environmental Health:** Requests lighting scheme and noise assessment to be conditioned

**Cheshire Fire and Rescue Service:** comments:

- access to building regulations standards
- require details of the water main installations
- means of escape in accordance with building regulations
- recommended inclusion of an automatic water suppression system.

**United Utilities:** No objections.

**Cheshire Wildlife Trust:**

Recommends native species are specified for tree and shrub planting throughout the site. Bird nesting boxes could be installed in retained mature trees. This could be conditioned

**Natural England:** No objections

**Environment Agency:** No response required**7. VIEWS OF THE PARISH / TOWN COUNCIL:** No parish council**8. OTHER REPRESENTATIONS:**

Letters of objection from 1, 5, 7, 8, 10, 11, 12, 14, 17, 18, 19, 20, 21, 26, 30 Heathfield Avenue 10, 14 Samuel Street Heathfield Gospel Hall, Crewe.

Petition with 108 signatures on it.

The grounds of objection can be summarised:-

- insufficient car parking spaces and access issues and pedestrian safety issues
- design
- protected species
- trees
- pollution and asbestos during construction works
- impact on foundations
- drainage/ flooding issues
- lack of consultation with neighbours
- impact on existing shops
- concern building will not be finished
- social implications
- insufficient bin storage
- private access rights/ security issues
- amenity issues
- ownership issues

**9. APPLICANT'S SUPPORTING INFORMATION:*****Design and Access Statement (May 2009 & Prepared By Alison Pike Architects)***

- Proposals relate to the erection of 35 flats on two adjacent sites located either side of the junction of Heathfield Avenue and Hightown Crewe together with two retail units. The residential element comprises a mix of 1 and 2 bed apartments with 23 properties intended for private sale and 12 units to be owned and managed by Wulvern Housing;
- The site contains 5 commercial properties with lock up garages and the smaller site is occupied by the Link House a three storey property;
- The commercial properties are now vacant. Link House is a vacant dwelling which was previously in multiple occupation;
- Vehicular access is taken from Heathfield Avenue;
- There are a small number of trees to the western end of the larger site;
- Heathfield Avenue has some good quality terraced housing whilst the commercial property fronting onto Hightown is of generally poor standard and appearance;
- Variety of small shops on Hightown but town centre less than 400m away;
- Sets out policy framework and relevant policies from RSS and Local Plan;
- Land use is compatible with surroundings;
- Achieves a high standard of design;

- Proposal provides 75% parking however this is a sustainable town centre location;
- The site will be connected to the main sewers and there is no a requirement for additional infrastructure provision;
- No bats are present at the site however it is recommended that demolition works take place outside of the bird breeding season;
- Agreement provisionally for a section 106 agreement although stipulate that financial costs of development may curtail the amount;
- 12 affordable units will be provided according with policy RES.7;
- 'The Housing Needs Survey' 2005, 'Crewe Affordable Housing Requirement' and 'Housing Needs in Crewe' indicate that affordable rented accommodation is the only realistic tenure option in many cases. The recession will increase the number of families unable to purchase;
- 'The Housing Needs Survey' 2005 identified a deficit of 1 bed apartments and 2 bed affordable apartments;
- Wulvern Housing have been involved in the discussions and will be a party to the planning obligation and will agree to shared ownership units to 80% cap and local connections cascade;
- The developer proposes to build 11 of the 12 affordable units prior to the commencement of work on the commercial elements of the scheme This will be provided on a separate site due to the phasing issues. The twelfth unit will be on the ground floor on the northern site;
- The design and built form has evolved in response to discussions with planning officers;
- The scheme will be built to achieve the Code for Sustainable Homes Level 3;
- Solar panels will provide at least 10% of energy requirements from renewable sources;
- Part M of the Building Regulations compliant;
- Opportunity to regenerate an important gateway into Crewe town centre.

An amended Design & Access Statement has been received clarifying some of the issues regarding affordable housing.

#### **Bat Species Survey: (December 2008 & Ecologically Bats)**

- Bats are not using the buildings as a roosting place;
- Some roosting potential but no identified areas to support a substantial roost of bats;
- The surrounding area would discourage any significant use by bats in the area;
- Connectivity to green areas is poor;
- Suggests best practice measures;
- Nesting birds have used some areas of the buildings;
- Recommends best practice measures for bats and avoidance of demolition during the bird breeding season.

## **10. OFFICER APPRAISAL**

The main issues are the impact of the development on the character and appearance of the area, neighbouring amenity, highway safety, the provision of open space, affordable housing and the impact upon protected species.

### **Principle of Residential Development**

The site lies within the settlement boundary of Crewe and is classed as an unallocated Brownfield site. RES.2 states that development on such sites will be permitted subject to policies BE.1- BE.5. Residential development on the site is therefore acceptable in principle, subject to details relating to matters of design, amenity, car parking, access and drainage considerations.

This approach is advocated by National Planning Guidance (PPS3: Housing) which states that most additional housing development should be concentrated in urban areas. This should involve the more efficient use of land by maximising the re-use of brownfield urban land to minimise the amount of greenfield land being taken for new development. Annex B of PPS 3 (Housing) classes the curtilage of a building as previously developed land. Therefore, the site is not regarded as greenfield land. In light of this, and considering the proximity of this site in relation to public transport and local services, the broad principle of residential development in this location is considered acceptable. However, to fully accord with Policy RES.2 (Unallocated Housing Sites), the development must also be in keeping with the requirements of policies BE.1 – BE.5.

PPS3 does not offer any density threshold for new developments; it only stipulates a minimum of 30 dph. That said, policies RES.3 suggests between 30-50 dph where the quality of the local environment is not compromised and provided that this is on a scale in keeping with the character of the area. In this instance, the proposals achieve a density of over 150dph which accords with national guidance. However regard must also be had to the character of the area; that said this is an urban location within a short walking distance of Crewe town centre and the site itself and the surrounding area is in need of regeneration.

As this is a Brownfield site in a highly sustainable location with good access to public transport and the redevelopment of the site would result in the regeneration of the area and benefit the local economy, the principle of residential development is accepted.

### **Amenity**

The Planning Statement submitted by the applicant indicates that the use of the site for a mix of residential and retail purposes is compatible with surrounding land uses. Given the location of the site within short walking distance of the town centre, the proliferation of residential development surrounding the site and the provision of a small parade of shops, both retailing and residential development are considered to be compatible with the existing land uses.

The principal issue regarding the proposals is the issue of overlooking between units as the proposed buildings on opposite sides of Heathfield Avenue are only 13m apart. This is below the spacing guidelines within the SPD Development on Backland and Gardens. That said, these separation distances match those along Heathfield Avenue between the existing terraced properties and these properties co-exist without detriment to the amenities of occupants.

It is therefore considered unreasonable to impose greater separation distances in this location given the established tight knit pattern of development within the locality.

The proposed apartment buildings achieve between 13m-15m separation from commercial properties along Hightown and Heathfield Avenue: as these are commercial premises this will not result in unacceptable overlooking.

Car parking and amenity space areas are provided to the northern and western sides of site 1 which are closest to existing dwellings on Heathfield Avenue therefore the proposals will not result in a significant loss of light to either windows or garden areas at these dwellings.

Blank gables are provided on site 1 to the Three Link Hall and between the Link House and the new apartment building on site 2. Windows are proposed on the rear elevation of the building on site 2 but this would only overlook the car parking for the Hightown Methodist Church and is not considered to result in an amenity issue. Given that this building is bounded by a hall to the west and a car park to the south it will not overdominate garden areas or result in a loss of light for windows.

The scheme provides less than 50 sq. m private amenity space per unit. That said, many of the apartments have balconies and as recent appeal decisions have argued this is often a buyer beware issue rather than a reason to refuse permission. Moreover this is an urban location close to the town centre where occupants can expect less amenity space as a trade off for the convenience of the locality in terms of accessibility to goods and services.

## **Trees**

There are nine trees at site 1 to the north none of which are worthy of a tree preservation order. Three of these trees are shown for removal however the scheme does enable the retention of six of these trees (two are contained within the pavement outside the application site).

Additional shrub planting is proposed to the road frontages to provide amenity and soften the edges of the development. This is considered acceptable within this built up section of the town which does not contain a great deal of landscaping or tree cover.

Whilst one of the neighbours has requested that a tree be removed, as this tree is in good health and contributes to the character of the area, it is not considered necessary or desirable to condition its removal.

## **Protected Species**

As the proposals relate to the demolition of buildings a bat survey is required.

The survey concludes that bats are not currently using the buildings as a roosting place and the building is highly unlikely to be used for roosting bats due to the noisy urban nature of the surroundings which would discourage bat presence and the poor connectivity with those green spaces which exist within a 2km radius of the site. Best practice measures are nevertheless suggested and this will be conditioned accordingly.

Birds nests were present in the buildings and therefore it is necessary to condition that demolition works will only take place outside of the bird breeding season or else the site is checked by an ecologist prior to demolition.

## **Design Standards**

The area comprises a mix of tight knit Victorian terraces and some run down commercial properties with little architectural merit. There are a number of such properties on the site that are proposed to be demolished. The Link House at site 2 does however have architectural merit. It is a two storey Victorian detached building with features such as bay windows, an articulated porch feature and bargeboard detailing. Its external appearance will not change as a result of the proposals and its continued use will secure its longevity.

As this is a gateway site towards the town centre the scheme provides legibility, a focal point and improves vistas across the townscape.

### *Site 2*

The design of the new building on site 2 has a public front and private back like many of the Victorian properties and whilst this is a modern and innovative design there are aspects of it which respect the character of the surrounding properties and thus overall this building fits in and improves the character of the area dramatically.

Whilst the provision of wavy and mono pitched roof forms and the unfettered use of stainless steel, glazing and render are in stark contrast to the traditional brick and slate buildings within the locality, the crunchy and tight knit appearance of the roof respects the compact nature of the surroundings. The proportions and scale of the building also complement Link House rather than dwarfing it due to the contrast in materials and additional glazing provided at the third and fourth floors. The regular arrangement of the balconies also mimics the Victorian bay windows.

The solar panels are located on the rear elevation which is prominent within the streetscene. That said, the solar panels are dispersed throughout the development which would give these the appearance of rooflights. Moreover their presence on a modern building would not appear as an alien feature. The blank elevation whilst to the rear, is prominent to the streetscene as it

backs onto an open car park. Additional windows along the rear elevation would break up the massing of the building and create interest and this has been negotiated with amended plans having been received.

The provision of openings predominantly on the northern and eastern elevations promotes 'eyes on the street' and the perception of overlooking. Low boundary walls are provided to the footpaths to make a distinct separation between public and private spaces.

### *Site 1*

The scale, design and detailing for the new buildings on both sites is highly symmetrical to give the appearance of bookends to the street. This creates a sense of entrance into the area and replicates the formulaic symmetry utilised in Victorian architecture which is a predominant feature of the area.

Given that the south elevation facing Heathfield Avenue is substantially longer than the northern elevation along site 2, the architect has employed certain techniques to break up the bulk and mass of this; these include projecting sections with balconies which give the appearance of bay windows, variation in the eaves heights and variation in render and facing brickwork.

The window detailing is remnant of Victorian windows with horizontal glazing bars, and rectangular stone lintels. There are some unusual features on the building such as the solar panels and the access road with entrance frame. The solar panels would appear out of place on a historic building however they respect the modern choice of materials on this building and would therefore not appear out of keeping. The galvanised steel frame to the access road articulates what would otherwise appear as a void in the elevation and therefore seeks to hang the design together.

The back to the development is private and has communal walkways and stairwells. However as public access to the building is prevented through the provision of a secure entrance to the building this seeks to remediate some of the social problems associated with such a design. The low boundary wall provided to the gardens also seeks to discourage public access.

Turning to the elevation facing Hightown, it is from these views that the significance of the symmetry and modernity is fully felt. The scheme provides two identical book ends to the junction between Heathfield Avenue and Hightown and the blocks of retail/ residential have the appearance of a separate entity which melds with the existing eclectic mix of commercial and residential properties of differing ages. The recessed entrance which comprises predominantly glazing promotes legibility without pulling focus from the book end buildings. At ground floor level the two retail units are separated into three shop fronts which are of a size and scale to those in the locality which ensures that this building does not dwarf the adjoining building or appear over scaled with reference to its location. The use of projecting bays and variation in ridge and eaves height seek to break up bulk and massing whilst still remaining symmetrical.

This is a highly innovative and imaginative design which respects the character of the area, represents a design very much of its time and takes the opportunity to significantly improve the character of the area.

In terms of layout, the buildings frame the public realm and the car parking areas are deliberately kept to the back of the site and towards the existing properties along Heathfield Avenue in the interests of amenity and to enable such areas to be screened by existing tree cover.

### **Highway Safety**

The proposals provide 27 parking spaces which is 77% provision. As no spaces will be provided for the affordable units on site 2 to the south it is likely that the 27 spaces will be for the 24 units at site 1 which is over 100%.

This does not accord with the adopted standards within the Local Plan which require 150% provision and make no exception for affordable housing units. That said there is justification for diminished provision. Firstly this is a highly sustainable location in close proximity to Crewe town centre with good access to the bus network. The site is approximately a 25 minute walk from the train station. As such this is the opportunity for occupants to travel by alternative means.

Secondly, affordable housing tenants are less likely to own a private motorvehicle than the occupants of private housing due to the relatively high costs associated with owning a car.

It should also be noted that the site lies in close proximity to a public car park and whilst this may not be the most economically viable or attractive option, it nevertheless is available to provide car parking for visitors if required.

There are on street parking restrictions within the area which would discourage future occupants from parking on the road.

In terms of visibility, the vehicular access for the development is at site 1 and is located off Heathfield Avenue before the point at which the road narrows. The access is 4.5m wide, and provides a visibility splay of 2.4m x 90m which accords with guidance in Manual for Streets.

The access road has a clearing of 5.4m which is sufficient to enable a bin wagon to enter the site.

Three cycle racks in total have been provided, two on site 1 and one at site 2. Details will be conditioned accordingly.

In terms of pedestrian access, the site does provide pedestrian access and the parking will be minimised by the landscaping scheme to be submitted.

### **Drainage**

There are no sewers running through the site and there are no known drainage problems in the area. Given the size of the scheme drainage details will however be conditioned accordingly.

Given the high amount of hardstanding to be provided it is suggested that sustainable urban drainage measures are conditioned accordingly.

### **Open Space and Provision**

Policy RT.3 requires either a minimum amount of on site amenity space provision for developments containing over 20 dwellings or the provision of a commuted sums payment towards the enhancement of existing open space, where open space is available in close proximity to the development. The proposals would need to provide 15 sq. m of shared recreational open space per unit and 20 sq. m of shared childrens play space per family dwelling. This amounts to 525 sq. m of shared recreational open space and 520 sq. m of shared children's play space. This would take up just under half of the total site area.

Whilst Policy RT.3 makes specific reference to equipped children's playgrounds, as a number of commuted sums payments have been secured since the implementation of this policy it is considered for this purpose that the commuted sums payment may be used for alternative means i.e. upgrading football pitches or basketball courts. However as this will still be used for existing areas within walking distance of the development this is considered to accord with both policy RT.3 and circular 05/05: Planning Obligations.

It is accepted that the private open space within the site for the future residents of the development is limited. The site does not provide sufficient on site shared open space and moreover does not provide the 50 sq. m private amenity space as suggested by the development on Backland and Gardens SPD. That said private amenity space is provided by balconies and there are a number of green spaces within 2km of the site including Valley Brook, Queens Park and Derby Docks. Appeal decisions have suggested that people will walk up to 2km in search of services.

The applicant has confirmed as part of this application that they intend to make this contribution and subject to the collection of this funding it is considered that the open space provision on the site is acceptable, this will form part of the S106 Agreement.

As the development is to be phased it is agreed that the amount for the 11 units shall be provided prior to occupation and that the remainder be paid after the completion of the second phase of development.

### **Affordable Housing**

Policy RES.7 as modified states that affordable housing targets on windfall sites will be 35%. The scheme proposed shows 35 units. 35% of 35 is 12.25 equating to 12 units. The developer has agreed to provide 12 units on site.

The policy also requires that account is taken of the need to provide rental and subsidised units.

The developer has indicated that all the units to be provided will be for rent. The Design & Access Statement provides evidence that subsidised units are 'out of reach' of many people in housing need living in Crewe due to the rising cost of living, incomes and the recent downturn in the economy. This has been verified by Housing Officers.

Wulvern Housing has been involved at the outset and it is envisaged that they will be a signatory to the section 106 Agreement.

The developer has shown site 2 accommodating the affordable units; there are 7 two bed and 5 one bed units which provides a mix of different accommodation types which accords with the Housing Needs Survey 2005.

The affordable units are provided in one block on site 2 with one additional unit on site 1. Whilst the Local Authority would normally encourage a mix of private and social housing in the interests of sustainable communities, the majority of the affordable housing is to be provided in one block as the developer wishes to 'phase' the development:- the affordable units on site 2 will be built first as there is a demand for affordable housing where Housing Associations have secured funding. The downturn in the economy has affected both house prices and the demand for housing and therefore the building of the private housing at site 1 is dependent on the increase in demand for housing.

The section 106 agreement will require the provision of the 12 affordable units for rent, on the site as detailed above along with the following;

- A trigger for delivery of the affordable housing which will be that the first affordable block on site 2 be completed first and that the 12<sup>th</sup> unit be provided prior to the first occupation of the private market housing at site 1;
- A 'cascade' will need to be included to ensure that first priority is given to those in housing need who are resident in or who have connections to the wards of Crewe (wards of Alexandra, Coppenhall, Delamere, Grosvenor, Leighton, Maw Green, St Barnabas, St Johns, St Marys, Valley, Waldron, Wells Green, Willaston, Wistaston Green) followed by the whole of the Borough of Crewe and Nantwich;
- Provision for nomination rights to be given to Cheshire East Borough Council;
- The affordable units shall be units to rent, subject to a rent which is accepted as affordable by the Homes and Communities Agency for the Borough area which shall, so far as the law allows, exclude any right which the lessee may otherwise have to acquire the freehold or long leasehold interest in such units.

There are some discrepancies within the Design and Access Statement regarding affordable housing and the Council is seeking clarification on this and the location of the 12<sup>th</sup> unit within the development on the northern side of Heathfield Avenue. This has now been clarified the applicant has highlighted this unit on the floorplans.

## **Renewable Energy**

Policy EM17 of Regional Spatial Strategy requires that 10% of the developments energy needs are met by renewable energy sources. Six solar panels are provided on the southern elevation at site 2 and 20 at site 1. There are no calculations to demonstrate that this will provide for the energy needs of the development and therefore this will be conditioned accordingly.

In addition to the solar panels, the affordable units will need to be built to Level 3 of the Code for Sustainable Homes which will increase energy efficiency. This is above the minimum requirements for Building Regulations.

## **Retail Issues**

The site provides two small retail units at ground floor level on site 1 which faces the commercial properties along Hightown. It is anticipated that the units will provide modern retail units and provide street surveillance and an active frontage. It is intended that these units will provide for local needs.

Policy S.8 encourages new retail development within this area as a designated local shopping centre.

PPS6 places importance on the social inclusion and regeneration aspects of new retail development and considers these to be material in site selection.

Whilst PPS6 does encourage retail development within existing town centres, in this instance retail provision will result in social inclusion and regeneration benefits which is considered acceptable. The level of floorspace is so minor that it is highly unlikely to have an adverse impact on the town centres vitality and viability.

## **11. CONCLUSIONS**

The development represents an innovative design and a scheme which will improve the visual character of this site at the edge of Crewe. The scheme provides for affordable housing and will improve not only the visual character of the area but also rejuvenate the local economy. The scheme will not have a significant adverse impact on trees, highway safety, neighbouring amenity or protected species and provides for renewable energy.

## **12. RECOMMENDATIONS**

**That Authority be delegated to the Head of Planning (Development Control) in capacity as Development Control Manager to approve the application subject to completion of S106 Agreement to secure the affordable housing provision and the open space commuted sum payment as set out in the report and imposition of conditions**

## **APPROVE                      Conditions**

- 1. Standard**
- 2. Approved plans**
- 3. Materials**
- 4. Surfacing materials**
- 5. No demolition during bird breeding season or site checked by ecologist**
- 6. Access and car parking to be provided**
- 7. Cycle rack details and to be provided**
- 8. Solar panels to be provided and maintained and method statement**
- 9. No subdivision of retail units**
- 10. A1 shops only**
- 11. Landscaping**
- 12. Landscaping implementation**
- 13. Boundary treatment**
- 14. Waste management plan**
- 15. Sustainable urban drainage measures**
- 16. Noise attenuation**
- 17. Lighting scheme**
- 18. Finished floor levels**

**LOCATION PLAN:**

