

PLANNING COMMITTEE

9th September 2020

THE FOLLOWING ALTERATIONS AND AMENDMENTS HAVE BEEN
RECEIVED SINCE THE PLANNING OFFICER'S REPORT WAS
PRESENTED TO MEMBERS

1.0. Highways:

The local highway authority has assessed the revised parking layout and commented that two of the five wheelchair accessible bays (spaces 31 & 36) are not positioned close to the entrance to the building. The Applicant has agreed to re-visit the parking layout to relocate the wheelchair accessible bays closer to the rear entrance, most likely within bays 12 – 15 which would be acceptable.

No change to recommendation.

1.0 Alterations to officer report including consultations and representations

- 1.1. Amendment to paragraph 2.2. The retained dwelling at number 14 Lynwood Avenue will have three bedrooms rather than four. This does not change the overall assessment of the scheme.
- 1.2. Amendment to paragraph 5.3. An additional e-petition was submitted in relation to the application containing 125 signatures. The e-petition raised the same issues as the hard copy petition referred to in paragraph 5.3 of the committee report.
- 1.3. Paragraph 6.1 – Transport and Highways. Comments shown below.

Application proposals

The current proposal reduces this to two family dwellings at the rear of 14 Lynwood Avenue.

Access

The existing access to the site is via a vehicle crossover. The proposed access would include the removal of this existing crossover replacing it with the construction of 1 central bellmouth junction to serve the properties on this site.

The bellmouth junction radii have not been shown in the drawing and they need to be a minimum of 4m. We are confident that this can be achieved and therefore, the detailed design and construction of the new access should be carried out under a Highways agreement and this should be secured by condition.

Presently, no gates are shown on the drawing which is acceptable. However, if the installation of gates is required at a later date a separate planning application would need to be submitted.

Parking layout

The site is located in a predominantly residential area; therefore in accordance with Local Plan car parking standards the proposal requires 6 on-site car parking spaces for the new dwellings in addition to the 2 car parking spaces required for the dwelling at 14 Lynwood Avenue. I can confirm complies with our Local Plan car parking standards.

Despite the development meeting the required standards, we note the concerns of the neighbouring residents and therefore, we would request that the applicant looks to provide a third parking space to the front of no. 14 whilst maintaining the trees proposed. We have explored this option and it appears that 3 parking spaces could be accommodated. This additional space would help with visitors to no.14 and alleviate some of the concerns associated with overspill parking.

I note that 2 of the car parking spaces for the new dwellings to the rear of the development are shown as car ports and I can confirm that this is acceptable.

Visibility

Transport and Highways can confirm that the 2.4m x 2.4m pedestrian visibility splays and the 2.4m x 43m junction visibility splays are acceptable. These should be secured by condition to ensure they are maintained.

Pedestrian links

I can confirm satisfactory pedestrian links have been provided to each property.

Street lighting

At present, no details have been provided for street lighting on the plan. If any high level street lighting is proposed for the private access road, details will be required in order to prevent the light affecting residential properties and compromising road safety. Also details of any alterations required to street lighting around the new junction should be provided. These details can be secured by condition.

Servicing and deliveries

It is assumed that servicing and deliveries for the new dwellings will be undertaken from the new access road which appears to be adequate to accommodate the vehicles associated with this. No. 14 Lynwood Avenue is expected to continue to be served from Lynwood Avenue as is currently the case. This is acceptable. However, it is noted that for larger deliveries or those taking longer to load/unload, the new access road could be utilised as it is of sufficient width and this property benefits from a right of access over the road and this should help alleviate pressure on Lynwood Avenue. A Servicing, Refuse and Deliveries Management Plan must be submitted for approval to detail these measures. This can be secured by condition.

Refuse

Although it has been demonstrated that a refuse vehicle can enter and leave the site in a forward gear, the layout is slightly tight and although it is acknowledged that there is scope to improve this. Our waste and recycling department have confirmed that they would prefer a central bin collection point close to Lynwood Avenue so that they would not need to enter the access road, continuing to collect bins from Lynwood Avenue. Given the very limited implications of this given the fact that there would only ever be 2 additional bins collected per collection round and also given this is fairly standard practice, we agree with our waste and recycling department and this is deemed acceptable. We therefore, suggest that the applicant revises the design to incorporate a waste collection point for 4 wheelie bins along the site access road. This should only be used on collection days, with bins being kept within the curtilage of the individual properties at all other times.

The bin collection point needs to accommodate 4no, 240litre wheelie bins for plots 1 and 2. No.14 Lynwood Avenue can have its own bin collection point within the property boundary. No bins should be collected from the highway as they will reduce its effective width and cause hazards for blind, partially sighted and/or wheelchair/pushchair users (MfS 6.18.13).

It should also be noted that the gradient from collection point to the highway should not exceed 1:12 or 8%.

The exact location of the waste collection points should be included within the Servicing, Refuse and Delivery Management Plan and I confirm this can be secured by condition.

Drainage

Drainage details need to be provided for surface water run-off and sewer connections which can be secured by condition.

The use of Sustainable Drainage Systems is seen as a primary objective of Government and should be applied whenever practically and technically feasible. SUDS: manage runoff flow rates using infiltration and the retention of storm water; are sympathetic to the environment; can provide habitat to wildlife in urban areas; encourage natural ground water recharge; manage pollution at its source thus protecting water sources from pollution (MfS 11.4.12-13).

Guidance on SUDS is available in the Interim Code of Practice for Sustainable Urban Drainage Systems, Part H of the Building Regulations and Sewers for Adoption 6th Edition (MfS 11.4.14).

Utilities

Where possible, all utility apparatus should be laid in corridors throughout the site in the form of trenches and ducts. This will facilitate the installation of future connections as the development proceeds (MfS 11.5.4).

The location of the services must be where future maintenance of those services will lead to minimum disruption to residents and street users.

Highway works and contributions summary

The applicant will need to enter into a Minor Highway Works Agreement with Slough Borough Council for the satisfactory implementation of the highways schedule.

The highways schedule includes:

- Any temporary access points required for construction;
- Installation of new junction;
- Reconstructing the footway fronting the application site;
- Reinstatement of the redundant crossovers to standard to footway construction;
- Installation of any street lighting modifications (as necessary);
- Drainage connections (as necessary);
- Gully cleaning (nearest gullies around the site and site access);
- Dedication as highway maintainable at the public expense, free of charge, of any sight line areas which fall within private ownership;

Traffic generation

The application site has the potential to generate in the region of 27 vehicle movements per day (two-way) compared to 10 movements per day (two-way) from the existing use. This is an increase of 17 traffic movements. Although it is agreed that this increase would have limited impact on the highway network it is the Council's policy to encourage alternative, sustainable modes of transport and modal shift. In order to further limit any impacts on the highway from the application site, the applicant should contribute towards improvements to walking & cycling facilities in the vicinity of the proposed development site. The contribution is calculated at a rate of £368 per additional trip therefore the additional 17 trips require a contribution of £6,256.

On-Street Parking

Due to the existing high level of on-street parking in the area, the congestion and current safety concerns along Lynwood Avenue and the concerns of these having a potential impact on the safe operation of the new junction and surrounding Highway we request that the applicant funds a contribution of £6,000 for a study to identify any issues and to recommend control any measures or features to alter or restrict on-street parking on Lynwood Avenue to improve highway safety and to prevent obstruction of the highway.

Objections

Emergency access concerns – The proposed site layout is adequate for emergency services access and exceeds the minimum 3.7m required by them, in addition the proposal does not have any direct impact on emergency vehicles accessing Lynwood Avenue as this remains the same as the current situation.

Transport and Highways note that there have been numerous objections regarding existing problems on Lynwood Avenue including; rat running; speeding; traffic during peak hours; on-street parking and an increase in number of accidents. These are existing concerns which the development will have limited impact upon, however given the concerns of the situation potentially being exacerbated by this development it has been reflected in the contributions sought by the Highways department.

Schedule of Contributions:

£6,256.00 transport contribution (prior to commencement);

£6,000 parking study/control measures/Traffic Regulation Orders (prior to commencement);

Summary

Subject to the applicant providing the requested information to satisfy our concerns and being able to discharge the required conditions (with regard to 1 – details of access, 2 – no vehicular gates unless prior permission given, 3 – pedestrian inter visibility splays 2.4x2.4m, 4 - junction visibility splays 2.4x4.3m, 5 - no street lighting unless permission obtained, 6 – servicing refuse and delivery management plan, 6 – drainage and surface water details; and associated informatives for highway works agreement) I can confirm that we have no objections to this application from a Transport and Highways Perspective.

1.4. Paragraph 6.2 – Thames Water. No comments received.

1.5. Paragraph 6.3 – Tree Officer. Comments shown below:

Related policies:

British Standard 5837:2012 Trees in relation to design, demolition and construction -

Recommendations clearly sets out the requirements for tree retention in proximity to

development and will be used as the benchmark for considering development proposals.

The Local Plan for Slough 2004 (adopted)

Policy EN2 & EN3 (Landscape Requirements)

Comprehensive landscape scheme will be required for all new development proposals. Where existing mature trees, or other features such as watercourses, which make a significant contribution to the landscape, these should be retained and incorporated into the new scheme. Landscaping should be carried out in first planting season following the completion of the proposed development and a scheme of for the subsequent maintenance and retention of the existing and proposed planting should be established. Offsite planting may be required where there is substantial loss of landscaping on site or where there is the opportunity to enhance existing landscape in the vicinity of the development...

Core Strategy 2006 - 2026 (adopted December 2008)

To preserve and enhance Slough's open spaces and to protect the Green Belt from inappropriate development and seek, wherever practically possible, to increase the size and quality of the Green Belt land in the Borough.

H To protect, enhance and wherever practically possible increase the size of the Borough's biodiversity, natural habitats and water environment and those elements of the built environment with specific townscape, landscape and historic value.

I To reduce the need to travel and create a transport system that encourages sustainable modes of travel such as walking, cycling and public transport.

J To reduce areas subject to risk of flooding and pollution and control the location of development in order to protect people and their property from the effects of pollution and flooding.

K To promote a safe and healthy community that is inclusive of the needs of the Borough's diverse population.

CORE POLICY 9 (NATURAL AND BUILT ENVIRONMENT)

Development will not be permitted unless it:

- Enhances and protects the historic environment;
- Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;

- Protects and enhances the water environment and its margins;
- Enhances and preserves natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features.

possible and any removal will need to be justified in the survey. Where removal of trees and other habitat can be justified appropriate replacement should consider both habitat creation and amenity value.

Trees make an important contribution to the character and appearance of an area. Trees which are healthy and are of high amenity value can be protected by the making of a Tree Preservation Order (TPO) under the Town and Country Planning Act 1990. Tree Preservation Orders can help to protect trees from inappropriate treatment and prevent their removal, as permission must first be sought from the council to carry out most types of tree surgery.

Appropriate protection of TPO trees and those identified for retention will be expected in line with good practice during construction of a development.

National Planning Policy Framework revised 2019:

170 Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan)
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures

175. When determining planning applications, local planning authorities should apply the following principles:

- c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and
- d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity

Designations

None-

CONSULTANT'S REPORT

Documents reviewed

Site plan & swept path plan diagram dwg. no 2587-PL-401

Previous application

Barrell Tree Consultancy Arboricultural assessment & method statement 12 & 14 Lynwood Avenue, Slough, Berkshire 14th June 2019 19155-AA-CA
Barrell Tree Consultancy Tree Protection Plan 19155/BT/1

History

P/12604/002 12 & 14 Lynwood Avenue: demolish 14 Lynwood Avenue and construct 5 new properties. Refused

Discussion

14 Lynwood Avenue has an unusually large rear garden. This application seeks to develop the garden with x 2 new properties and a smaller replacement building for 14 Lynwood Avenue.

No supporting arboricultural information has been provided to support this application. However under the previous application an assessment was provided dated 2019 and is therefore still current to guide the comments for this application.

There are two category A oak trees in proximity to the development site which are visible on Blandford Road and have amenity value. Plot 1 is located approximately 22m from the oak (T18 on previous plan) and Plot 2 is located in close proximity to one of the oak trees (T16 on the previous plan).

Some other trees are indicated for retention and would appear to be T7 monkey puzzle & T12 birch (on previous plan). The remaining lower value trees will be removed from the site.

The proposal will impact significantly on the character of the local area which has large gardens with mature and establishing trees. It is unlikely that new/replacement tree planting will ever mitigate this loss.

Recommendations

Objection

Reasons

The proposal has an unacceptable impact on the character of the area which is sylvan in nature. The proposed tree planting will never truly screen the new properties from surrounding gardens and properties.

Conditions

Should there be a decision to approve this application, or in the event of a successful appeal the following details should be secured by way of planning conditions. Please use Slough standard conditions if preferred for: Details of levels, arboricultural method statement, & landscaping scheme).

1.6 Paragraph 6.4 – Land contamination. No comments received.

1.7 Section 12 (Highways and Parking). Please note as above that the retained property at number 14 Lynwood Avenue has three bedrooms rather than four and therefore two car parking spaces are required rather than three. Highways comments have now been received. Although there are some amendments to the scheme recommended (including providing an additional car parking space for number 14 in order to alleviate pressure on Lynwood Avenue) it is not considered that there are any highways issues that would warrant a reason for refusal.

1.8 The exception to this is that highways contributions are required in relation to the development. Given the application is recommended for refusal, a Legal Agreement to secure these would not be forthcoming, therefore a holding objection will be included to ensure the application is refused on Highways grounds if the schedule of contributions and works is not secured through a Legal Agreement. Based on this, a holding objection has been added as a reason for refusal.

1.9 Section 14 (Trees and biodiversity). Comments from the tree and landscape officer have now been received. There are objections to the proposed development on the basis that the proposal has an unacceptable impact on the character of the area. No tree survey or arboricultural report has been provided as part of the current application. This will therefore be included in the reason for refusal. In relation to ecology, there is no ecological report and as stated in the committee report, it is unlikely to enhance biodiversity and thus the character of the area would be unduly harmed. Reason for refusal 1 will therefore be amended to reflect this.

2.0 Recommendation

2.1 Change to recommendation by way of revising Reason for Refusal 1 to include reference to trees, and adding a holding objection as a Reason for Refusal. Change Reason 1 and add Reason 3 as follows:

Reason for refusal 1

The proposed development, by reason of its subdivision of long residential rear gardens to provide houses, the introduction of much smaller gardens in a row of properties characterised by long rear gardens, increased urbanisation of this part of Lynwood Avenue and introducing uncharacteristic buildings and areas of hardstanding within rear gardens is considered to be inappropriate backland development. As such the proposal would fail to respect, respond or enhance the established pattern of development of the area and harm the character and appearance of the street scene, leading to overdevelopment of the site. Should this proposal be allowed, it would be difficult for the Local Planning Authority to resist similar unacceptable inappropriate backland development in this part of Lynwood Avenue to the overall detriment of the vicinity and pattern of development of the area and would be to erode the special character and appearance of Lynwood Avenue and its immediate surrounds. It has not been demonstrated that the proposed development would not have a harmful impact on existing trees and ecology on the site. The proposal is considered to be contrary to the provisions of the National Planning Policy Framework 2019, Core Policies 1, 4, 8 and 9 of the Slough Local Development Framework Core Strategy 2006 – 2026 (Development Plan Document, December 2008) and Policies H13, EN1, EN2 and EN3 of Slough Local Plan 2004.

Reason for Refusal 3:

A holding objection is raised until the highways works and financial contributions as set out in paragraph 1.8 of the Amendment Sheet to Committee are secured through a Legal Agreement.

Reason for refusal 2 remains the same and is:

The proposed development, by reason of its siting and intensification of residential use to the rear gardens of the property at number 14 Lynwood Avenue would result in increased noise disturbance to numbers 12, 14 and 16 Lynwood Avenue and properties on numbers 23, 25, 41, 43 and 45 Blandford Road South. Such impacts upon the residential amenity of neighbouring occupiers are considered to be unacceptable and harmful, contrary to the aims of the National Planning Policy Framework 2019, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006 – 2026 (Development Plan Document, December 2008) and Policy EN1 of Slough Local Plan 2004.

Amendments to the report as published in the Agenda:

- 1.6. Amend Recommendation, paragraph 1.1 – addition to “Off site Financial contributions”:
- £6,000 contribution towards a parking study in streets to the east of the site (Mead Avenue and neighbouring streets).

Explanation: The LHA is now seeking a £6,000 contribution towards a parking study in the vicinity of the site, for Mead Avenue and neighbouring streets, to allow any impacts as a result of the development on existing residents to be assessed and to allow the LHA to take appropriate action to mitigate against these impacts. Impacts may arise as the result of the footpath improvements

- 1.7. Amend paragraph 5.1 as follows (deleted text ~~struck-through~~; new text in *italics*)::

| | | |
|-------------|--|---|
| P/00437/092 | EIA scoping opinion request report for Langley Business Centre | Currently being considered <i>Letter issued 8 Sept 2020</i> |
|-------------|--|---|

Explanation: The formal response was not issued prior to the application being submitted. While it was considered that the submission of the application (including EIA) superseded the consideration of the scoping opinion, it was subsequently noted that the EIA Regulations do not make any provision for a scoping opinion not to be issued. The letter raises no issues that have not been resolved during the course of this application, or that can be provided for by conditions, a section 106 agreement and / or reserved matters applications.

- 1.8. Amend paragraph 9.1 as follows (deleted text ~~struck-through~~; new text in *italics*):

- Issues not subject to EIA
 - Impact on the character and appearance of the area
 - Impact on amenity of neighbouring occupiers
 - ~~Wind conditions / microclimate~~
 - ~~Highways / Transport and parking~~
 - Sustainable Design and construction
 - *Flood risk and Surface water drainage*
 - *Ecology*
 - *Housing supply*
 - *Affordable housing*
 - *The amenities of the development for future occupiers*
 - Archaeology
 - Safe and Accessible Environment
 - Fire Strategy
 - Highways / Transport and parking
 - Impact on Heritage Assets including Archaeology

- *Health Impact Assessment*
- Infrastructure/S106 requirements

Explanation: The list of issues does not follow the order of topics in Sections 13 - 26 in the report. While the above change is partly a re-ordering of the non-EIA topics considered, some important issues are included in this list and one topic has been deleted from the list. This is “Wind conditions / microclimate”. It is noted that this issue was considered by the Applicant in their scoping opinion request, but was scoped out of the Environmental Statement. This is agreed, on the basis that the building heights and, in the case of the data centre the set backs from the eastern and southern boundaries that result in acceptable separation from adjacent residential properties, would result in negligible wind impact. However, an additional point is added to condition 6 to consider this as part of the Design Code with particular reference to Plot A and the northern footpath (refer to amended condition, below).

- 1.9. Amend paragraph 26.1 with the addition to “Off site Financial contributions” of a £6,000 contribution towards a parking study in the vicinity of the site, for Mead Avenue and neighbouring streets, as noted in the recommendation at 1.1 above.

Additional information provided by applicant

- 1.10. Since the Agenda was published for this Planning Committee meeting the agent for the application have provided an additional document entitled *An Overview For Slough Borough Council Planning Committee*. This has been sent to all members of the Planning Committee, and to the planning case officer. The document is described in the covering email as a “...a short, succinct and factual summary of the rationale and approach to the proposed application and its main benefits, together with a summary of the responses and support from the community following our public consultation”.
- 1.11. The *Overview* report is being made available on the Council’s website, on the public documents for the application.

Additional neighbour letters:

- 1.12. Following the recent re-consultation and since the Agenda was published for this Planning Committee meeting, two additional letters from neighbouring property owners / occupiers have been received.
- 1.13. One letter has been received in support of the application, noting the following points
- extra height increase shown for the blocks of flats at Plot A, which effectively adds an extra floor height to these buildings. As these appear to be lift and smoke vent over-runs located at the rear side of the buildings, they could be made to look smaller if set back from the face of the sight line from Station Road.
 - concerns regarding fire strategy
 - overall considered to be a very good scheme that should be approved.
- 1.14. One letter has been received in opposition to the application, noting the following points
- There is no material reduction in the height (up to 17m high) of the proposed 4-storey residential block with sporadic 5 storey elements at intervals, opposite the two storey houses in Station Road would continue to be out of character with the area and detrimental

to the street scene. The proposed realignment of block on Plot A would remain to be harmful to the survival of existing trees along the street frontage

- There is no material change in the scale and bulk of the proposed data centre and this would continue to be overbearing and harmful to existing two storey houses on east and south sides of the site.
- Inadequate parking, off street servicing and garden amenity space for the proposed residential units.
- The proposed data centre would have a severe impact on daylight / sunlight of the proposed residential units. Bulk of the residential units proposed on the north-west side would be completely overshadowed by the proposed data centre.
- The block on the Station Road frontage and the excessively high Data Centre building would remain excessively visually obtrusive and out of character with the area to the detriment of visual amenity and character of the area.
- If retained for employment purposes, the site would create significantly more jobs than the proposed development. The proposal for 100% affordable housing on plot A does not overcome this harm.

Use classes order:

- 1.15. Paragraphs 10.1.8, 25.4 and 28.6 refer to recent changes in use classes The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020. This is currently the subject of a challenge by the group Rights : Community : Action (RCA). The impact of this challenge is that no change is currently proposed to the use classes being applied for.

Amended and additional conditions

- 1.16. Condition 6 is amended by the addition of point (o):

Prior to the submission of the first reserved matters application for the residential development a detailed Design Code shall be submitted to and approved by the Local Planning Authority. The detailed Design Code shall include the following:

- a. principles for determining the quality, colour and texture of external materials and facing finishes for roofing and walls of buildings and structures including opportunities for using recycled construction materials
- b. principles of built-form strategies to include density and massing, street grain and permeability, street enclosure and active frontages, type and form of buildings including relationship to plot and landmarks and vistas and to consider residential amenity
- c. principles of hard and soft landscaping including the retention of important trees and hedgerows and also including boundary treatments and refuse storage
- d. principles for determining the design of structures (including street lighting, lighting and boundary treatments for commercial premises, street furniture and play equipment)
- e. principles for determining the design of the public realm, areas of public open space, areas for play (including LEAPs, NEAPs, and MUGAs), and any areas such as community gardens, allotments or other.
- f. principles for determining the design and layout of the sports provision as appropriate
- g. principles for conservation of flora and fauna interests and encouragement of biodiversity
- h. principles of a hierarchy of spaces
- i. principles for the alignment, width and surface materials (quality, colour and texture) proposed for all footways, cycleways, roads and vehicular accesses to and within the site and individual buildings

- j. principles for on-street and off-street residential and commercial vehicular parking and / or loading areas that take into account road widening proposals on Station Road
- k. principles of cycle parking and storage
- l. integration of strategic utility requirements, landscaping and highway design
- m. details of integration of Secure by Design principles into the Design Code
- n. details of how the Code takes into account the creation of a setting for the locally listed Langley Station
- o. *a consideration of any microclimatic impacts of wind on the comfort of users of the development and its surroundings, with particular reference to Plot A buildings and the northern footpath.*

The details to be submitted in the reserved matters application shall be in accordance with the principles established in the approved Design Code.

REASON: To ensure that the Design Code provides sufficient guidance for the development of the site in accordance with good design principles and in a way that will be complimentary and appropriate to its surrounding, as set out in Policies 7, 8 and 11 of the Core Strategy 2008, saved Policies EN1, EN3, EN5, EN17 and T7 of The Adopted Local Plan for Slough 2004, to meet the objectives of the Slough Integrated Transport Strategy, and National Planning Policy Framework 2019 Chapters 8, 9, 12, 14, 15 and 16.

1.17. Conditions to cover the following points are also required (to be finalised in conjunction with Planning Manager):

- Employment and Residential Travel Plans
- Heavy Goods Vehicle Management Plan.
- EV Car Parking
- Car plan management plan
- Parking for business part to be policy compliant
- Play equipment spec / maintenance- include play equipment for children with disabilities.
- Design, access agreement, and maintenance strategy of any onsite public open space / play area
- Restriction on PD for commercial in the residential part
- Odour Abatement System for A class uses
- Fire Strategy.

Former Montem Leisure Centre Pre-Application Presentation

Agenda Item 8

This item has been WITHDRAWN from the agenda.