Recommendation

Approve Subject To A Section 106 Legal Agreement

1. Proposal

1.1. This is a detailed application for demolition of the existing Bath Court office building, and construction of a 435 bed student accommodation block incorporating ancillary facilities and a ground floor hot food takeaway retail unit (Use Class A5). The building would be 11 and 12 storeys high and provide a total floor area of 12,066sqm (GIA).

1.2. It would accommodate 8 one bedroom studio flats at ground floor with a reception, gymnasium, two study rooms, grab and go coffee facility, common room, laundrette facilities and administrative offices. There would also be a retail unit occupied separately to the remainder of the building. From the first floor upwards the building would accommodate one bedroom studio flats, 6-bed flats and 8-bed flats. In total there would be 75 studio flats, 20 No. 6-bed flats, and 30 No. 8-bed flats. Communal kitchens/living areas would be provided for the flats. At basement level there would be cycle parking for 108 cycles, 8 car parking spaces including 3 disabled parking spaces, music and dance studio and bin store. The scheme also includes a CHP plant to provide a sustainable energy source for the development.

1.3. Vehicular access to the basement would be via the existing vehicular access to the existing basement which would be realigned to make more efficient use of space at basement level. Along Bath Row four existing on street parking spaces would be repositioned to provide a longer goods loading / unloading bay.

1.4. A garden would be provided at first floor level incorporating raised planting beds and seating to provide an outdoor recreational space for the students. At present there is some low level hedge planting along the Middleway frontage and a similar arrangement would be provided in the proposed development. There are also four sycamore trees along the eastern boundary of the site that would be removed.
1.5. The building has been designed to take advantage of its corner position and the triangular shape of the site by providing an additional floor at the western corner of the site which is the apex of the triangle. This corner provides the focal point of the development and would be the most visible part of the development from views along the Middleway from Five Ways. The east elevation would be carved out to form a courtyard overlooked by bedrooms.

1.6. The building would be rendered in coloured ceramic terracotta tiles, which would give the building a distinctive character and reflect the historic links Bath Row has to the Victorian Public Baths that were built in this area. The external skin of the building would be made of numerous glazed ceramic rods in varying widths and an assortment of tones of blue and turquoise. The ceramic facade ‘floats’ above an extensively glazed and set back ground floor. The top floor would be clad in glass and grey metal panels, in contrast to the ceramic tiles below. These materials would also be used within the courtyard and to subdivide the ceramic cladding on the outer elevations, particularly accentuating the entrance on Bath Row.

1.7. It is proposed that the development would operate to a Management Plan and would incorporate the following measures:

- a full time, site based, general Manager who during term time would be supported by an on-site team of staff providing security, reception services, repairs, maintenance and cleaning services;
- reception facilities open from 07:00 – 20:00 Monday to Saturday and 9:00 – 16:00 on Sunday’s with security staff present outside of these hours to ensure a 24 hour managed presence;
- CCTV to provide surveillance across the scheme;
- a zero tolerance policy towards anti-social behaviour enforced by the Management Team;
- waste and litter management;
- measures to discourage students from bringing cars to the development and a detailed start and end of term policy to ensure minimal disruption to nearby residents; and,
- servicing for the scheme and the retail close to the vehicular ramp accessed from Bath Row.

1.8. Additionally, the applicant is willing to enter into a planning obligation agreement to make a financial contribution of £100,000 for public transport and public realm improvements in the vicinity of the development.

1.9. In support of the application, the following documents have been submitted:

- Air Quality Report;
- Design and Access (including Fume Extraction Strategy and Sustainability Statement);
- Land Contamination Report;
- Noise and Vibration Assessment;
- Planning Statement (including Statement of Community Involvement and Heritage Assessment);
- Student Need Report;
- Transport Statement;
- Tree Survey.

Ground Floor Plan
2. Site & Surroundings

2.1. The application site is located at the junction of Bath Row (B4127) and Islington Row Middleway (A4540), to the south west of the City Centre. It is about 300m east of the Five Ways junction and approximately 900m west of Bristol Road. It covers 0.14 ha and is triangular in shape with the apex fronting the Bath Row/Islington Row Middleway junction. Bath Row forms the northern boundary of the site and the Middleway forms the southern boundary. Along the eastern boundary, in a deep cutting, is the Five Ways to New Street Station railway line.

2.2. The site currently accommodates a 1970’s office development comprising two and three storey red brick office blocks with underground parking accessed from the northern end of the site off Bath Row. It is almost wholly developed with only small areas of planting on both the site’s frontages and four small sycamore trees along the eastern boundary. Ground levels fall slightly from west to east.

2.3. On the opposite side of the Middleway are a 3 storey office building and Five Ways House, a 9 storey office block. On the far side of Bath Row is a park with a 4 storey residential development beyond, whilst on the opposite side of the railway line is iQ, a 9 storey student housing scheme. There is also a petrol filling station just north east of the site and Five Ways railway station to the south east. The wider area is characteristic of its position at the edge of the city centre with housing, offices, leisure and retail nearby, with the area around Five Ways junction acting as a local centre.

2.4. The Middleway forms the northern boundary of the Edgbaston Conservation Area. Opposite the Middleway, within the Conservation Area, there is a Grade II listed building, Enfield Hall, fronting Enfield Road.

Location Plan

Street View

3. Planning History


3.2. 29 April 2010. Application 2010/02215/PA. Planning consent granted for change of use of Unit 4 from Class A2 (Financial & Professional) to Class B1 (offices).

3.3. 17 July 2013. Application 2013/03744/PA. Planning consent granted for change of use of Unit 4 from B1 offices to B1 offices or student accommodation and alterations to south elevation.

3.4. 29 May 2014. 2014/02485/PA. Planning consent granted for change of use of Units 1 and 2 from B1 offices to B1 offices or student accommodation including blocking up of existing doors to provide new windows.
4. **Consultation/PP Responses**

4.1. Prior to submission of the application the applicant undertook a public consultation exercise that involved an event at Bath Court. A number of local residents and local businesses were invited to the event along with local councillors, MP's and other statutory and amenity bodies in order to provide them with an opportunity to comment on the proposed development and voice any concerns. The consultation event generated very little interest.

4.2. In addition the City Council has formally notified adjoining occupiers, residents associations, local ward councillors and M.P.s for Ladywood and Edgbaston. Site and press notices have also been displayed. In response three letters have been received from local residents objecting on the following grounds

- there are already several student housing schemes nearby and no need for another;
- the proposed building is too big for this site and the building it too high. The only higher buildings are some distance away on Broad Street itself and at Five Ways Roundabout. Looking down Islington Middleway towards the east the building would look out of scale both in height and bulk. When viewed from the north side of Bath Row, or from the flats in the Five Ways Estate the height and bulk would dominate and for large periods of the year would shade the flats from sunlight;
- despite the developer’s intentions of dissuading students from bringing their vehicles to the site itself, they will not be able to prevent students parking their vehicles in nearby residential streets. Providing only 8 spaces is totally inadequate, even with some restraint on car usage and is nowhere near the provision recommended in the City Councils own planning guidelines. The situation at beginning and end of term will also be problematic;
- there needs to be sufficient refuse bins
- a hot food takeaway is not the best use for the proposed retail unit and a mini supermarket would be better;
- the public consultation was very limited in extent both geographically and time

One letter of support from a local resident who comments that the junction of Bath Row and Islington Row needs some more height and this delivers it and FiveWays station is very close by.

4.3. Conservation Heritage Panel – there were mixed views about the elevations but generally the Panel were minded to support the scheme subject to additional views along the Middleway and from the Conservation Area.

4.4. BCC Transportation Development – no objection subject to conditions to secure a highways agreement for the off-site highway works, the provision of cycle parking and a construction management plan. In addition the Transport Statement refers to a S106 planning obligation for highway/public realm measures to prevent cars parking on the wide footways fronting the Middleway where drivers may be tempted to drop-off and pick-up students from the block.
4.5. BCC Regulatory Services - no objection subject to conditions to secure details of fume extraction equipment to the hot food takeaway, a restriction on noise from plant and machinery, details of sound insulation between the commercial unit and living accommodation, a site assessment and, if required, a remediation scheme to deal with contamination, and an hours restriction on the hot food premises.

4.6. Centro – any comments will be reported.

4.7. Network Rail - in light of the proximity to the railway and the potential for the works to impact on the safety, operation and integrity of the adjacent railway and tunnels they request that:-

- the developer submit for their approval a risk assessment and method statement; details of any vibro-compaction machinery / piling machinery; measures to protect the safety, operation and integrity of the railway; details of scaffolding works; details of demolition works; drainage plans; details of excavation works; a minimum 2 metres gap between the proposed building and their boundary fencing; and, details of a suitable trespass proof fence adjacent to the railway boundary;

- the City Council attach conditions to secure details of any vibro-impact works on site, a risk assessment and method statement; details of the disposal of both surface water and foul water; and, details of ground levels, earthworks and excavations to be carried out near to the railway boundary.

- all future residents are informed of the noise and vibration emanating from the railway, and of potential future increases in railway noise and vibration.

4.8. West Midlands Police – there is potential for students to bring vehicles to the site, which could have an adverse impact on the existing parking requirements of the surrounding public highways. Also concerned about the period where students are leaving / arriving on the site at the start and end of the academic year. These periods normally involve private vehicles transporting possessions to, and from, the student accommodation. Any congestion caused by these vehicles would severely affect the flow of traffic along the adjacent busy public highways and could increase the potential for road traffic collisions. If this application was to be approved a transport plan should be produced to deal with this. Consideration should also be given to a condition requiring a CCTV scheme. The standards laid out in the Secured by Design ‘New Homes 2014’ should be followed where appropriate.

4.9. West Midlands Fire Service – any comments will be reported.

4.10. Severn Trent Water – no objections subject to a condition to secure drainage plans for the disposal of foul and surface water flows.

5. Policy Context

5.1. In addition to the National Planning Policy Framework, relevant local planning policies include:-

- Birmingham UDP Saved Polices 2005;
- Draft Birmingham Development Plan 2031;
- Specific Needs Residential Uses SPG;
- Places for All / Living SPG;
5.2. To the south of the application site, on the opposite side of the Middleway, is the Edgbaston Conservation Area, with Enfield Hall being the nearest listed building. There are no tree preservation orders but the Railway Corridor along the northern boundary is a Wildlife Corridor.

6. Planning Considerations

Land Use Planning Policy

6.1. The public examination into the Birmingham Development Plan 2031 has recently taken place and the Inspectors report is likely soon. Although not adopted significant weight should therefore be given to the policies within the Draft Birmingham Plan, but bearing in mind that they could be subject to change through the examination process. Policy TP32 refers specifically to student housing, it advises that proposals for off campus provision will be considered favourably where:-

- there is a demonstrated need for the development;
- the proposed development is well located in relation to the educational establishment that it is to serve and to the local facilities which will serve it, by means of walking, cycling and public transport;
- the proposed development will not have an unacceptable impact on the local neighbourhood and residential amenity;
- the scale, massing and architecture of the development is appropriate for the location; and
- design and layout of the accommodation together with the associated facilities provided will create a positive living experience.

6.2. The Demand Report submitted with the application notes that the full time and sandwich student population in Birmingham stood at 50,600 in 2012/13, up from 5,620 (12%) since 2007/08. Over the same period there has been a 21% increase in the number of students from outside the region. The report also notes that there is likely to be a significant increase in demand for rooms in the city centre from BCU students from 2013/14 onwards, as the University moves students from Perry Barr to its new Eastside Campus. The stock of private student accommodation currently totals 7,500 with a further 9,500 room provided directly by the Universities. There are also extant planning consents for a further 3,300 rooms in the city but which have yet to be implemented.

6.3. I am therefore satisfied that there is demand for further student accommodation. Moreover, the site is well located close to Birmingham’s major attractions, and being located midway between both the University of Birmingham and Aston University, and would appeal to students at both these Universities. It is also well served by public transport with Five Ways station on the opposite side of Islington Row Middleway and bus services that run along both Bath Row and Islington Middleway. In addition about 100m away is access to the Worcester & Birmingham Canal, which provides a footpath and a cycle path into the city centre and towards the University of Birmingham.

6.4. The development of housing generally within the city centre is encouraged by paragraph 5.32B of the UDP and policy GA1.1 of the draft Birmingham Plan. The accommodation proposed would clearly not be available on the open market and
would only be available to students. However by providing such housing specifically for students, the pressure on market housing to accommodate students is lessened, thereby most likely increasing the available stock of Birmingham’s market rented housing for the non-student sector. Although the housing would be for student use only, the proposal does incorporate a number of different forms of housing including studio apartments and 6-bed and 8-bed cluster flats. The provision of this mix of housing types accords with Places for Living and paragraph 5.7 of the adopted UDP.

6.5. Furthermore, by providing a range of ancillary facilities for the students as well as a retail unit at ground floor, the development represents a mixed use development. This is encouraged by Paragraph 17 of the NPPF as it further supports the aim of sustainable development. City centre development also allows for a higher density development as stated in Places for All. The 435 bedrooms is considered to be an appropriate density of development for this site.

6.6. With regard to the proposed hot food takeaway retail unit, UDP policy advises at para 8.7 that such uses should generally be confined to shopping areas or areas of mixed commercial use, that account will be taken of cumulative impact, residential amenity, vitality and viability of existing shopping centres, highway impacts and opening hours. Whilst the application site is not within a shopping area, it is within a mixed use area. The proposed use would not affect the vitality or viability of Five Ways Shopping Centre and there are no cumulative impacts. The application site is well served by public transport and BCC Transportation Development have not raised any objections. The nearest residential properties are over 50m away on the opposite side of Bath Row and as recommended by BCC Regulatory Services conditions are attached to secure fume extraction details and to ensure that the premises are closed by 23.30 on Sundays to Thursdays and midnight on Fridays and Saturdays.

Design

6.7. The proposed 12 storey building is appropriate to its surroundings. The building would relate to the other significant buildings in the immediate surroundings of the site including the 9 storey iQ building 30m to the east of the site and the 9 storey Five Ways House 70m to the west of the site. In the wider context there is Five Ways Tower which is 21 storeys and is approximately 150m to the west and the redeveloped Auchinleck House at the Five Ways junction which will, when finished, provide a 16 storey hotel. Consequently I consider that the scale of the building is acceptable and accords with paragraphs 3.14D and 15.22 of the adopted UDP and draft policy TP32.

6.8. Paragraph 15.22 of the adopted UDP advises that development must contribute to an improved physical environment. The existing development does little to contribute to the local environment and the proposed scheme provides the opportunity to make a high quality contribution to the local environment. In addition, the design of the building provides an active frontage to Bath Row by providing the retail unit and the main entrance to the development on this frontage. The façade treatment with the coloured ceramic tiles is well conceived and would give the building a distinctive character and reflect the historic links Bath Row has to the Victorian Public Baths that were built in this area.

6.9. Places for All reflects paragraph 15.22 by promoting active frontages at ground floor. It also confirms that some allowance can be made for corner sites in terms of massing with paragraph 15.22 stating that landmark developments at principle points of access into the city centre enhance orientation and legibility. Although Bath
Row may not be considered a primary route into the city equal to nearby Bristol Street or Broad Street, it is an important route as it leads directly to the Holloway Circus junction and onto New Street station and the Bullring shopping centre. In light of its prominent location, and the massing of nearby buildings it is considered that the development is suitable to its corner location.

6.10. Draft policy TP32 states that development must not have an unacceptable impact on residential amenity. The nearest nearby dwellings are those opposite the site within the Five Ways Estate. These dwellings are some distance from the site and are separated from the site by Bath Row and a large landscaped area. Whilst residents of these properties would have a view of the proposed development, it is considered that they would not suffer any significant adverse effect.

6.11. Draft policy TP32 also refers to the development creating a positive living experience. The layout of the scheme has been designed to provide a modern student living experience with ancillary facilities including a gym, music and dance studio and a roof terrace garden. Furthermore the rooms all meet the size standards set out in the Specific Needs Residential Uses SPG as all the studio rooms exceed 12.5sqm and all the cluster flat rooms exceed 6.5sqm.

6.12. This application is accompanied by a Heritage Statement which discusses the development in relation to its impact on the adjacent Edgbaston Conservation Area, and the Grade II listed building at Enfield Hall opposite the site. The Middleway visually and physically separates the application site from Edgbaston Conservation Area and the listed building Enfield Hall. I therefore consider that the proposed development would have little impact on the character of the Conservation Area or the setting of Enfield Hall.

6.13. The Sustainability Statement notes that the development’s design incorporates measures to reduce energy consumption. This includes the overhanging terracotta cladding to help shield the ground floor facilities from summertime overheating and therefore to reduce cooling costs. Energy consumption would be further reduced by installing low energy lighting, thermostatic radiator valves, and low energy white goods. These measures would accord with draft policy TP3. In addition to reducing energy consumption, the development would be fuelled by sustainable energy sources including a gas-fired Combined Heat and Power system as specifically supported by draft policy TP4, and potentially photovoltaic solar panels.

Access & Parking

6.14. The development proposes eight parking spaces of which three would be for disabled users. The management plan for the development would actively encourage students not to bring cars to the site. As such it is likely that car parking would be used by disabled users and by staff members only. As such the parking provision is considered appropriate for this development. Cycle parking is provided at a ratio of 1 cycle space per 4 bedrooms, which accords with the Council’s 2012 Car Parking Guidelines.

6.15. It is anticipated that the development would attract the usual servicing requirements which would be accommodated within a dedicated service bay along Bath Row. The provision of this service bay would involve the repositioning of the existing four on-street parking spaces and a condition to secure the necessary Traffic Road Orders is attached. In addition the management company would develop a drop-off/pick-up plan to provide additional mitigation against the potential car journeys made by
parents/students at peak times of the year such as the beginning and end of term and year. As recommended by the Police a condition to this effect is attached.

6.16. In light of the low level of traffic likely to be generated by the development, the Transport Assessment demonstrates that the proposed development is unlikely to generate more than 30 movements in any one direction during the peak hours the vast majority of which would be related to the retail element which in reality would represent linked/pass-by vehicular trips. It therefore concludes that the highway network is adequate to support the vehicle movements from the proposed development so as not to be detrimental to highway safety of road users. Accordingly the development accords with paragraph 6.39 of the adopted UDP. BCC Transportation Development have raised no objections and conditions are attached to secure a highways agreement for the off-site highway works, the provision of cycle parking and a construction management plan.

Noise and Air Pollution

6.17. A noise and vibration survey has been undertaken to confirm the principal noise and vibration sources (road and rail traffic) and quantify the levels of noise and vibration having a potentially adverse effect on the quality of habitable rooms and amenity areas. No significant adverse vibration was recorded from rail traffic, however, road traffic from the Middleway has the potential to significantly affect student use of the building. The report notes that whilst the site is suitable for student development detailed consideration of noise mitigation measures at the building façade is required to provide suitable living conditions. Acoustic glazing is therefore proposed along with a mechanical ventilation system. To the rear façade a solid balustrade to a height of 1.6m is proposed.

6.18. BCC has declared the whole city an Air Quality Management Area and an Air Quality assessment has therefore been undertaken. The assessment notes that with no mitigation there is, at worst, a moderate adverse impact from dust associated with the demolition and constructions works, which can be reduced to a medium or low risk through appropriate mitigation measures. A Construction Management Plan is therefore attached to secure these measures. For particulate matter, predicted concentrations all fall within levels where there are no grounds for refusal but migration of any emissions should be considered. However, for nitrogen dioxide higher levels are predicted at ground and first floors, and as such appropriate mitigation must be considered. The Assessment notes that at certain times of the day when traffic levels are less it would be acceptable to have openable windows but when traffic levels are high, it is important that the occupants have a choice to keep the windows closed. It is therefore necessary for rooms at the ground and first floor levels to have mechanical ventilation. For emissions from the proposed CHP any increase in nitrogen dioxide concentrations is considered negligible compared to existing levels.

6.19. BCC Regulatory Services have raised no objections and as recommended conditions are attached to restrict noise from plant and machinery and details of sound insulation between the commercial unit and living accommodation.

Trees and Ecology

6.20. The tree survey identifies four early-mature sycamore trees located along the eastern boundary with the railway line. It notes that due to their impaired condition and restricted growing space three of the trees are classified as having a low retention value and are likely to only offer a temporary contribution to the character
of the site. The fourth tree is largely dead. It is therefore proposed to remove all four
trees. Within the site there is no space for replacement tree planting, the applicant
has therefore offered a financial contribution toward public realm improvements,
including replacement tree planting. I therefore have no objections to the loss of
these four trees.

6.21. The site is dominated by buildings and hard standing and is subject to considerable
disturbance (traffic, street lighting) because of its urban location. The buildings are
well maintained and offer negligible scope to provide suitable habitat for roosting
bats or nesting birds. As such, I consider the site to have limited ecological value.
However, trees and shrubs along the boundary with the railway have some potential
to be used as nesting sites by common/widespread garden bird species. A condition
is therefore attached to ensure that any vegetation clearance takes place between
the beginning of September and late February / early March, so as to avoid the
nesting season. Additionally, conditions are attached to ensure that biodiversity
enhancements are incorporated within the scheme design – integral nest boxes and
bat roost units, “wildlife-friendly” landscape planting.

Flooding and Ground Conditions

6.22. The application site is in Flood Zone 1 where there is a low probability of flooding.
The proposed use is therefore appropriate, however, there is potential to increase
flood risk elsewhere through the addition of hard surfaces and the effect of the new
development on surface water run-off. It is therefore necessary as recommended by
Severn Trent Water to attach a condition to secure a drainage details to reduce the
overall level of flood risk in the area and beyond.

6.23. Given previous historical uses on the site, is it likely that the land is contaminated.
Safeguarding conditions are therefore attached as recommended by BCC
Regulatory Services to secure a site assessment and if required a land
contamination remediation scheme.

Impact on Adjoining Railway Line

6.24. Network Rail have not objected to the application, but in light of the proximity to the
railway and the potential for the proposed works to impact on the safety, operation
and integrity of the adjacent railway and tunnels they request that that the City
Council attach safeguarding conditions. Accordingly, conditions are attached to
secure details of: any vibro-impact works on site; a risk assessment and method
statement; disposal of surface and foul water; and, of ground levels, earthworks and
excavations to be carried out near to the railway boundary. In addition, the
comments made by Network Rail have been forwarded to the developer so that they
are aware of the need to submit further information to them.

Planning Obligations

6.25. The Birmingham UDP at paragraphs 8.50-8.54 advises that the City Council will take
all appropriate opportunities to negotiate planning obligations to enable development
to proceed, and to secure the proper planning of the area. Subsequently, new
Community Infrastructure Levy Regulations have been introduced, which set out
tests that planning obligations must meet. These tests are that they are necessary,
directly related to the development and reasonably related in scale and kind to the
development.
6.26. The proposed student building provides significantly more floorspace than the existing offices and there are also likely to be many more people using the proposed building than the existing buildings. I therefore consider that it is reasonable to secure a financial contribution toward public realm and public transport enhancements. The applicant has offered £100,000, which I consider is reasonable in this instance and comparable with other recent student housing developments.

7. Conclusion

7.1. In principle I am of the opinion that the proposed development complies with the UDP, emerging BDP and National Planning Framework. I am satisfied that there is a need for the development, it is well located, would not have an unacceptable impact on nearby residents and is well designed. None of the consultees have raised objections to the proposed development and as recommended safeguarding conditions are attached. Subject to completing a suitable legal agreement to secure a financial contribution toward public realm and public transport improvements, I am of the view that the application is acceptable.

8. Recommendations

8.1. That consideration of application 2014/08711/PA be deferred pending the completion of a planning obligation to secure the following:

   i) a financial contribution of £100,000 toward public realm and transport enhancements to be index linked from the date of this committee resolution and paid upon commencement of development; and

   ii) a financial contribution of £3,500 for administration and monitoring to be paid upon completion of the legal agreement.

8.2. In the absence of the planning obligation being completed to the satisfaction of the Local Planning Authority by the 26 February 2015, planning permission be refused for the following reason:

   i) In the absence of a legal agreement to secure financial contributions to public realm and public transport enhancements, the proposal conflicts with Policies 8.50-8.54 of the adopted Unitary Development Plan.

8.3. That the Director of Legal and Democratic Services be authorised to prepare, complete and seal the appropriate planning obligation via a unilateral undertaking or an agreement under section 106 of the Town and Country Planning Act.

8.4. That in the event of the planning obligation being completed to the satisfaction of the Local Planning Authority by the 26 February 2015, favourable consideration be given to this application, subject to the conditions listed below:

   1 Requires the prior submission of a contamination remediation scheme
   2 Requires the prior submission of a contaminated land verification report
   3 Limits the hours of use 07.00 and 23.30 on Mondays to Thursdays, 07.00 and 24.00 on Fridays and Saturdays and 10.00 and 23.30 on Sundays.
   4 Requires the prior submission of details of bird/bat boxes
5 Limits the noise levels for Plant and Machinery
6 Requires the prior submission of noise insulation
7 Requires the prior submission of hard and/or soft landscape details
8 Requires the prior submission of boundary treatment details
9 Requires the prior submission of a construction method statement/management plan
10 Requires the prior submission of sample materials
11 Requires the scheme to be in accordance with the listed approved plans
12 Requires the prior submission of a CCTV scheme
13 Requires the submission of extraction and odour control details
14 Requires the prior submission of a drainage scheme
15 Requires the prior submission of ground levels, earthworks and excavations
16 Requires any vegetation clearance outside of the nesting season.
17 Requires the prior submission of details of a vehicle management scheme
18 Removes PD rights for telecom equipment
19 Requires the provision of cycle parking prior to occupation
20 Requires the prior submission and completion of works for the S278/TRO Agreement
21 Limits the approval to 3 years (Full)

Case Officer: David Wells