

**STAFFORDSHIRE MOORLANDS DISTRICT COUNCIL
PLANNING APPLICATIONS COMMITTEE**

27 September 2018

Application No:	SMD/2018/0046	
Location	Land adjacent to GKN Drive Line Ltd Higher Woodcroft Leek	
Proposal	24 dwellings	
Applicant	Hostday Ltd	
Agent	DBD Architectural Consultancy Ltd.	
Parish/ward	Leek	Date registered 2/3/18
If you have a question about this report please contact: Jane Curley tel: 01538 395400 ex 4124 Jane.curley@staffsmoorlands.gov.uk		

REFERRAL

This is a major application

1. SUMMARY OF RECOMMENDATION

REFUSE

2. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

2.1 The application was historically associated with the adjacent factory, now operated by GKN but is now in separate ownership. It is understood to have been used in the past for coke storage as part of the now removed gas works. According to the application, it was last used as part of the adjacent factory for temporary storage of palletised products. However it has clearly not been used for some time and is overgrown with many self set trees, some of which have been recently removed by the applicant.

2.2 There are some significant level changes across the site. The submitted sections (PL 16B) show that the site slopes steeply from east - west and from south to north. Significant earth works will be required to develop the site for housing. To the north of the site are allotments, to the south a public footpath and beyond this housing. To the west and at a much higher level is public open space known as Woodcroft. To the east is an established factory operated by GKN Driveline Ltd which sits on land at an appreciably lower level to the application site; the plans show 4-5m lower. GKN undertake a variety of B2 (General Industrial) uses at the site.

3. DESCRIPTION OF THE PROPOSAL

3.1 This is a full application. It is a resubmission of a similar application which was withdrawn by the applicant prior to determination. This application attempts to address the issues raised. At the time of the previous application the Case Officer referred to the application being 'littered with issues and insufficient information'. The applicant is frustrated at the delay in the determination of this application and wishes to bring matters to a head. The application is therefore presented to Members.

3.2 The proposal is for 24 dwellings, a mix of three and four bedroom properties. A new access to the site is proposed off Higher Woodcroft leading through the yard area of GKN factory onto the site. A combination of signage and road markings is proposed giving the factory traffic priority with traffic leaving the proposed housing being subject to give way signs/markings. The applicants say in this way it can be ensured that the yard is clear of factory traffic before other vehicles cross the yard to exit onto Higher Woodcroft. Where the site borders the GKN factory to the east an acoustic fence is proposed. The DAS says that if the policy requirement for affordable housing were to be applied, then the profit margin for the developer would be too tight. The DAS says that there is an abundance of smaller terrace housing in Leek suitable for first time buyers and that there is a need for family homes thus freeing up the smaller low cost housing for the first time buyer.

4. RELEVANT PLANNING HISTORY

PAD/2017/0072 Pre application advice sought for residential development

SMD/2016/0753 Construction of 24 dwellings. Withdrawn

5. PLANNING POLICIES RELEVANT TO THE DECISION

5.1 The Development Plan comprises of:

- Saved Local Plan Proposals Map / Settlement Boundaries (adopted 1998).
- Core Strategy Development Plan Document (adopted March 2014)

Staffordshire Moorlands Local Plan (1998)

5.2 Development boundaries within the 1998 Adopted Local Plan are still in force until such time as they are reviewed and adopted through the site allocations process. Following consultation last year a Preferred Options Site Allocation DPD is currently out for consultation.

Adopted Staffordshire Moorlands Core Strategy DPD (26th March 2014)

5.3 The following Core Strategy policies are relevant to the application:-

- SS1 Development Principles
- SS1a Presumption in Favour of Sustainable Development
- SD1 Sustainable Use of Resources
- SD3 Carbon-saving Measures in Development
- SD4 Pollution and Flood Risk
- SS6C Rural area strategy
- DC1 Design Considerations
- DC2 Heritage
- C1 Creating Sustainable Communities
- NE1 Biodiversity and Geological Resources
- T1 Development and Sustainable Transport
- T2 Other Sustainable Transport Measures

Local Plan

The Council agreed to publish the Local Plan Submission Version for representations in February 2018. At this point, the Council agreed that the Local Plan was “sound”. Formal representations were then invited from residents, businesses and other stakeholders to

provide them with the opportunity to support or challenge the soundness or legal compliance of the Local Plan. This stage in the process followed three previous public consultations since 2015 which had informed the preparation of the Local Plan alongside a comprehensive evidence base.

In June 2018, the Council subsequently agreed to submit the Local Plan Submission Version to the Secretary of State for examination. An examination in public will now be held this Autumn in order to determine whether the Local Plan is sound and legally compliant. Subject to the findings of the appointed inspector, the Local Plan is expected to be adopted in the Spring of 2019. At this point, it will supersede the adopted Core Strategy and become part of the statutory development plan for the District.

In this context, the Council's position on the weight to be given to the policies contained in the Local Plan Submission Version in terms of the three criteria set out in Paragraph 48 of the NPPF is as follows:

- The stage of preparation – the Local Plan is now at an advanced stage of preparation as the Council has submitted it to the SoS for examination
- The extent to which there are unresolved objections to relevant policies – this varies depending on the policy in question. The Officer Comments section of this report identifies the level of outstanding objections to each policy and recommends the amount of weight to be given to them at this stage in the process
- The degree of consistency of policies with the NPPF – given that the Council has submitted a Local Plan that it considers to be sound, all policies are deemed to be consistent with the NPPF.

Emerging Policies

The following policies are considered to be relevant to this application:

- Policy SS1 Development Principles
- Policy 1a Presumption in favour of sustainable development
- SS2 Settlement Hierarchy
- Policy H1 New Housing Development

National Planning Policy NPPF

National Planning Policy Guidance

6. CONSULTATIONS CARRIED OUT

Press Notice expiry date: 11th April 2018

Site Notice expiry date: TBA

Local residents have been notified by letter.

6.1 7 letters of objection received from nearby residents and one letter from GKN Drive line which is also accompanied by a Transport Assessment.

- The site is largely greenfield – much of it has never been developed
- The site is home to many birds and animals including badgers
- Many trees and saplings have already been chopped down
- Highway safety –it is not practical to have a new road dropping into a factory yard on a steep slope as is proposed
- Higher Woodcroft provides access to GKN which has a high volume of delivery vehicles ranging from small flatbed trucks to maximum size articulated lorries which

often struggle to get up to GKN, and if the delivery area of GKN is full these vehicles have to wait on the road.

- There is a vehicle body repair business near close to the main A53 car transporters often have to resort to loading and unloading in the road, and the road is also used as a parking facility by staff employed at these premises.
- The proposed entrance to this development would appear to have to impinge on the present delivery and loading area of GKN thus making this area even smaller for large vehicles to manoeuvre in.
- Cars are often parked on both sides of Higher Woodcroft creating single line traffic
- Access onto the A53, is already difficult and dangerous. More cars will add to this. . There is also limited visibility at the exit of the Higher Woodcroft road to traffic approaching from the direction of the town centre.
- It is imperative that some type of traffic calming be put in place on the section of road between the site for the new development and the junction with the A53.
- Disruption during construction
- Right of way adjacent to the site entrance must be kept clear

GKN Driveline Ltd

6.2 Comment that the company occupy the land adjacent to the application site. GKN undertake a variety of B2 (general industrial) uses at the site. 40 staff are employed at the site. As a result, operational vehicles such as forklifts and goods vehicles are regularly present on the site and the access is currently used by these vehicles and staff members who are familiar with site operations and layout. Access to GKN's site is taken from Higher Woodcroft. GKN are concerned about the impact of vehicles belonging to the residents of the proposed development and associated pedestrians sharing their access. In particular, there are safety concerns over the dual use of the access and residents who may not have full awareness of site operations. Additionally, should any accidents or near-accidents occur, GKN are concerned that they may face on-site restrictions which would have a detrimental impact on operations and subsequently, their business. It does not appear that a transport impact assessment has been submitted in support of the proposals. The GKN consider the proposed access to be unsafe and unacceptable. Given the safety issues and potential conflict of uses at the site access, GKN have instructed further transport work to independently assess the impact of the proposals on the site access and operations.

Town Council

6.3 Recommend approval

Local Highway Authority

6.4 No objection subject to conditions including one to secure a reduction and clarification of the multiple and conflicting road markings shown at the access from higher Woodcroft. Comments that Higher Woodcroft is of adequate width for commercial/industrial/residential use. Speeds at the access point will be low. Visibility of the access off Higher Woodcroft from the access to the development will be good. Priorities will be defined by road markings. Plots 14 to 24 will need careful design to avoid over steep driveways.

Ecology Officer

6.5 Recommends refusal on the grounds that ecological survey data on the habitat suitability of the site for invertebrates requires further survey during the spring and summer. He advises that an invertebrate survey was carried out by Rachael Hacking Ecology date 19/12/18. The survey concluded that further surveys may be necessary to establish if the

site is an open mosaic on previously developed land. Open mosaic on previously developed land habitat is a habitat of principal importance as defined under the Natural Environment and Rural Communities (NERC) Act 2006. These habitats can support important species and assemblages of invertebrates. Also advises that there are two badger setts present on site. These will need to be closed for the development to proceed to ensure no offences under the Protection of badgers Act 1992. He recommends conditions to protect and secure appropriate measures.

Regeneration Officer

6.6 Advises that the proposal for development of 24 new homes will provide the following outputs:

- The new householders occupying each new house will spend some of their income locally through shopping and use of local services. National research has identified that 34% of all household expenditure is spent at district level or below. For this development of 24 units this is calculated at £225,312 per year.
- Each new house will generate direct jobs within the construction industry or associated supply chain, of which 25% are likely to be locally based. Indirect Jobs are also generated by local spend in shops and services. This is calculated at an additional local job for every seven new homes. Using these multipliers the development will generate 6 direct jobs and 3.5 indirect jobs.
- The development will also generate approximately £4,409 council tax for the area per

Annum

Project Officer (Open space)

6.7 Would very much like to see the design and layout of the housing positively addressing the proximity of Woodcroft open space which sits adjacent to the site, in terms of potential access between the two sites and from a community safety perspective. It would be preferred if the layout of the housing could face onto the open space and acknowledge it as a positive feature to enhance the development.

6.8 Advises that in terms of developer contributions would be seeking an off-site play contribution to Brough Park. The updated Open Space, Sport and Recreation Study (2017) identifies Brough Park Play Area as poor quality, having deteriorated since the 2009 assessment, with need for investment as this is a key destination site for Leek and will be used by the new residents. Would also like to request an off-site contribution towards playing pitches. This would be targeted at Birchall Playing Fields in Leek, towards sport pitch improvements and the provision of a new 60 x 40 synthetic grass pitch. There is currently an under supply of both grass pitches and synthetic sports pitches in Leek. The improvements stated above would increase capacity for outdoor sports provision in Leek, benefitting any new residents on the proposed development site.

Trees and Woodland Officer

6.9 Awaiting comments.

SCC County Education

6.11 Advise that Westwood College is projected to have sufficient space to accommodate the likely demand from pupils generated by the development. However, Woodcroft First School and St. Edward's Church of England Academy are projected to be full for the foreseeable future. It has been identified that the level of growth proposed in Staffordshire Moorlands Local Plan for Leek will necessitate a new first school to be delivered within one

of the residential development sites. The County Council is working with Staffordshire Moorlands District Council (SMDC) to plan strategically for the education infrastructure required to accommodate the children generated by the level of housing growth proposed across the District. The County Council has a statutory duty to secure the sufficient supply of school places, which includes requiring developers to provide additional education provision in line with the pupils generated by proposed new housing. We will therefore be requesting a contribution towards first school provision. A fair, transparent and consistent approach must be taken across developments proposed in the Leek area. As a new first school will be necessary to accommodate the level of development proposed in the area, this site will be required to contribute proportionally to the cost of providing the new school and acquisition of the land (relative to the development). We have been advised that the cost of a new 150 place first school (1 form entry) would be in the region of £3,030,000 (excluding acquisition of the necessary land). Based on 24 dwellings the proportional contribution towards a new first school of this size would be £74,208 (plus the proportional cost of the acquisition of the necessary land).

Local Lead Flood Authority

6.12 No objection subject to condition to achieve SUDS

Police Architectural Liaison Officer

6.13 No objection

7. OFFICER COMMENT AND PLANNING BALANCE

Principle of Development

7.1 As with all applications, the LPA is required to determine this application in accordance with the Development plan, unless there are material circumstances which indicate otherwise and in determining these applications, it shall have regard to the provisions of the Development Plan, in so far as material to the application and to any other material considerations.

7.2 Core Strategy Policy SS1a establishes a 'Presumption in Favour of Sustainable Development' in line with the National Planning Policy (herein referred to as the NPPF) where: (1) planning applications that accord with policies within the Core Strategy will be approved without delay and (2) where there are no relevant policies or they are out of date, the Council will grant planning permission unless material considerations indicate otherwise considering:-

- I. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, or,
- II. Specific policies in within the NPPF indicate that development should be restricted.

7.3 This site lies within the development boundary of Leek. There are no buildings on the site. Although the applicant refers to the land as brownfield land, until some recent clearing took place the land had very much started to regenerate with self set trees, vegetation etc. Since the clearing there is evidence of some areas of hard standing. Notwithstanding this the site lies within a sustainable location and its development for housing would be in accordance with Policy SS5 which sets out the development strategy for Leek which includes the provision of a range of housing. There is no objection in principle. Issues to

consider include access, affordable housing, design, amenity, ecology, drainage, trees, and developer contributions. These issues are address below.

Access

7.4 Access to the site is proposed via a new access leading from Woodcroft Road through the yard of GKN into the site. It is an unusual arrangement. The plans show a series of road markings and signage to direct vehicles. The layout is designed such that drivers leaving the housing site would give way to vehicles in the yard and to arrivals to the housing. Vehicles leaving the housing would then cross a 'hatched area' to approach another give-way line at Woodcroft Road.

7.5 GKN, who occupy the adjacent factory and whose yard will be crossed have submitted their own Transport Assessment prepared by PTB Transport Planning Ltd. They strongly object to the application on access grounds. The TA says that the proposed arrangements are sub-standard in many ways and are potentially unsafe. They refer to the failure to demonstrate that HGVs can safely enter/leave the site and manoeuvre around the site, they question the unsuitability and safety of the shared access between residential and industrial traffic. They say that the lack of a Road Safety Audit of the proposed access arrangements is a serious omission from this planning application. Setting aside safety concerns, it says that the use of the GKN Driveline access and yard to serve the development has the potential to cause disruption and delay to the GKN Driveline operation during both the construction and occupation phases of the housing development. The proposed road layout itself falls well short of relevant guidelines for residential use, particularly in terms of steep gradients. It says that the additional traffic associated with the residential development will cause further issues with already restricted two-way traffic movement on Woodcroft Road during the construction and occupation phases of development; leading to further delay for GKN Driveline, other industrial properties, and residential properties on Higher Woodcroft. It concludes by saying that the application fails to provide a safe and suitable access and in line with the NPPF and should be refused.

7.6 The Local Highway Authority has considered the application and the response from GKN. It raises no objection to the application subject to conditions. The LHA advice that the access across a commercial yard is acceptable in principle and that Higher Woodcroft is of adequate width for commercial/industrial/residential use and speeds at the access point will be low. Furthermore they say that visibility of the access off Higher Woodcroft from the access to the development will be good and priorities will be defined by road markings. It is for these reasons that no objection is raised.

7.7 Although many of the letters of objection refer to traffic/access issues and GKN object strongly, the advice of the LHA is that a suitable and safe access for all users to the site can be achieved and that the impact on the highway network is acceptable. For these reasons the proposal is considered to comply with Polices DC1 and T1 and the NPPF and it is not considered that a refusal on highways grounds could be sustained.

Affordable housing

7.8 Policy H2 requires that sites such as this should provide 33% of the total number of dwellings as affordable dwellings, secured in perpetuity. In the submitted DAS the applicant states that the provision of this level of affordable housing would result in insufficient profit for the developer. He also provided some headline figures with the application, however these fell significantly short of a full Viability Appraisal which is what is required in such circumstances. The applicant was invited to submit one.

7.9 The applicant has however had a change of heart and has now committed to providing 33% of the dwellings as affordable homes in line with policy and to enter into a legal agreement with the Council to secure this. Subject therefore to the applicant entering into such a legal agreement there is compliance with Policy H2.

Layout, scale and appearance

7.10 The design of the dwellings was subject to negotiation during pre application discussions. The dwellings are now all two storey (previously the application included some three storey properties) and are a mix of detached and semi detached units. The overall appearance/design of the dwellings is considered to be acceptable in this location.

7.11 As described above the site is subject to some significant level changes. The applicant says that the engineering works proposed result from the need to achieve suitable road gradients and a platform for development. The Site sections plan, PL16B show the proposed level changes clearly. Essentially Plots 14-22 are cut into the bank resulting in the need for retaining structures/ walls along the western boundary. The sections show that due the tapering western boundary the impact of the retaining walls on these plots at the rear becomes gradually poorer. The sections show that by plot 16 the retaining wall is as high as the property and at its closest less than 6 metres from the rear elevation. No sections are provided for plots 14 and 15 but it can only be assumed that the situation is similar if not worse. The outlook from the rear windows of these plots would be poor and the level of daylight into rear windows would be restricted. Whilst on plan these properties appear to have generous gardens, the reality is that many would not and others would be terraced reducing the 'useable' space; the size and quality would overall be poor.

7.12 There are also issues with plots 1-7 in terms of layout. These plots are situated along the eastern boundary directly adjacent to the GKN factory and yard. A Noise Assessment (NA) is submitted with the application. It identifies noise impacts and proposes various mitigation measures in order to reduce noise impacts to future occupiers of these plots including a 1.8m fence, double glazing, trickle ventilation and mechanical ventilation. The NA also identifies an extraction flue as causing notable daytime noise but dismisses these levels as insignificant given the context of the area as traditionally industrial. The NA summarises that with appropriate mitigation the site could be developed for residential use.

7.13 The Environmental Health Officer has considered the submitted NA. He is of the opinion that placing residential properties in close proximity to the factory/commercial unit occupied by GKN could compromise future operations of that commercial/industrial unit and cause significant amenity issues for future residents of the proposed development. He recommends refusal of the application. He advises that the NA indicates that residents requiring fully open windows for ventilation during the night (a reasonable expectation in this location) would be impacted by noise levels inside their bedrooms. These predicted levels would exceed those prescribed by WHO and BS8233:2014 for good quality sleep. The use of mechanical ventilation proposed by the NA to reduce these high levels of noise are not considered to be appropriate and particularly in this location which is not town centre nor is it adjacent to a busy highway for example. It is considered that future occupiers should be able to ventilate their properties by the use of open windows. Furthermore the NA was taken in winter when factory doors are likely shut. The EHO found factory doors open during hot weather. There are no planning restrictions currently applying to the GKN site leading to further concern that future night time residential amenity could be impacted if factory operation intensified or altered in nature. In addition the EHO comments that noise from the flue would cause significant disturbance, especially to the external amenity for future occupiers in Plots 3-6 (approximately).

7.14 In response to the EHO's comments the applicant has provided further information including details of a proposed residential development next to a live music venue/public house in Warrington from which the applicant draws a comparison. This has also been considered by the EHO. He advises that his advice and concerns remain unchanged and he recommends refusal of the application.

7.15 In addition to the above comments the layout is rather engineered. Two footpaths are provided which is not necessary for this number of dwellings. The applicant was advised to reduce the amount of frontage parking to increase 'green space'. The current layout is certainly better but still retains a rather car dominant environment. Although not reasons to refuse the application alone, they are negative aspects of the scheme. So too is the proposed entrance to the site through a commercial yard. It does not provide an attractive or welcoming place to live. It does not create a high quality place which the revised NPPF says is fundamental to what planning should achieve.

7.16 It is for all of these reasons that the layout is considered to be unacceptable on amenity grounds. As such the proposal does not comply with Policies DC1 or SD 4 which seeks to ensure good design and protect amenity and it conflicts with the NPPF which requires good design, a high standard of amenity for future occupiers and requires decision makers to avoid noise giving rise to significant adverse impacts on health and the quality of life.

Ecology

7.17 The Ecology Officer has considered the submitted report. He initially advised that the application should be refused on the grounds that ecological survey data on the habitat suitability of the site for invertebrates requires further survey. A further report has been received and is being reviewed by the Ecology Officer. Members will be updated on this at the meeting.

7.18 The Ecology Officer separately advises that there are two badger setts present on site and that these will need to be closed for the development to proceed to ensure no offences under the Protection of badgers Act 1992. In the event of permission being granted he recommends conditions to protect badgers during construction and to ensure a Licence from Natural England to close the setts is in place before any work commences on site.

Drainage

7.19 A Flood Risk Assessment and Drainage Strategy is submitted with the application. The LLFA has considered this and raises no objection subject to a condition to secure a scheme of sustainable drainage. With this in place there is no conflict with Policy SD 4 or the NPPF.

Trees

7.20 A Tree survey and Arboriculture Impact Assessment is submitted. It concludes that existing trees do not pose a constraint to developing this site. The comments of the Trees and Woodland Officer are awaited and will be reported at the meeting.

Developer contributions

7.21 The applicant has confirmed in principle his acceptance of the education and public open space contributions as outlined above. These contributions are required to mitigate the impact of the development on school capacity and public open space provision. They will need to be secured through a Section 106 obligation. With this in place there would be compliance with Policy C1.

Other issues

7.22 The retaining walls discussed above also give rise to issues of stability. The applicant has asked if this matter can be conditioned. However given that this is a full application and the provision of retaining structures appear key to developing the site this information should be provided now. The NPPF confirms that planning decisions should ensure that the site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability. This also weighs against the proposal.

Conclusion & Planning Balance

7.23 Planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

7.24 As set out above there is conflict with Policies DC1 and SD4 of the Development Plan. The NPPF is a material consideration of weight. It sets out a presumption in favour of sustainable development. For decision taking it says at paragraph 11 that where those policies which are the most important for determining the application are out of date, the tilted balance applies i.e that permission must be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole. Footnote 7 confirms that 'out of date' includes applications for the provision of housing where the LPA cannot demonstrate a 5 year supply of deliverable housing sites. That is the case here, with the District having a less than 2 year supply. The tilted balance applies.

7.25 The proposal would deliver economic benefits through the construction of the dwellings and once completed through extra spending power in the local economy and increased Council tax receipts. The Regeneration Officer has clarified the economic outputs above. Moderate weight is attached to this. The provision of housing in circumstances of a chronic housing under supply attracts very significant weight. The applicant's willingness to provide 33% of these as affordable units is also a weighty matter in favour of the application as is the site's location in a very sustainable location. However as described above the environment in which the dwellings would sit is poor and would lead to unacceptable levels of amenity and living conditions for future occupiers. The access to the site is through a commercial yard, some of the units (1-7) back onto an existing and unrestricted factory where noise levels are such that the applicant proposes mechanical ventilation within the units. Others (14-22) will have their rear boundaries formed by a retaining structure of at least 7m in height, similar to the dwellings themselves. Sections for plots 22, 20 and 16 show varying distances between rear elevations and the retaining wall, with plot 16 having less than a 6m interface. It can only be assumed that the relationship with plots 14 and 15 is even worse. No construction details/stability for this retaining structure is provided.

7.26 For these reasons it is concluded that that adverse environmental impacts are significant and demonstrable and outweigh the benefits in this particular case. Planning permission should be refused.

8. RECOMMENDATION

A. That planning permission be refused for the following reason:

- 1. The only access available to the land is available from an adjacent and established B2 factory. The proposal is to create access through part of the factory yard with a series of road markings and signage such that vehicles emerging from the proposed houses would give way to commercial traffic.**

There are some significant level changes across the site which would require a major cut and fill operation with the need for retaining structures along the western boundary, shown to be in the region of at least 7m in height. It is because of these particular site characteristics that it is considered that the proposed development would lead to a very poor level of amenity and poor living conditions for future occupiers as a result of their proximity to the adjacent factory, their proximity to the retaining structures along the western boundary of the site and the proposed access through a commercial yard. As a result there is conflict with Policies DC1 and SD4 of the Staffordshire Moorlands Core Strategy which seek to ensure good design and protect amenity and it conflicts with the NPPF which requires good design, a high standard of amenity for future occupiers and requires decision makers to avoid noise giving rise to significant adverse impacts on health and the quality of life. The proposal would not create a high quality place, would not function well nor would it create an attractive, welcoming place to live. These adverse impacts are considered to be significant and demonstrable in this particular case and outweigh the benefits that delivering housing would bring, notwithstanding the Council's current land supply situation.

- B. In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Operations Manager - Development Services has delegated authority to do so in consultation with the Chairman of the Planning Applications Committee, provided that the changes do not exceed the substantive nature of the Committee's decision.**



Metres
10 20 30 40 50 60 70 80 90 100

SCALE 1:1250