

LONDON THAMES GATEWAY DEVELOPMENT CORPORATION

PLANNING COMMITTEE MEETING: 9 August 2007

Planning Application for LTGDC's Determination

Report of the Director of Planning

CASE NUMBER: LTGDC-06-154-PP

DATE MADE VALID: 14/12/2006

APPLICATION NO: 06/01136/FUL/LBBD

TARGET DATE:

APPLICANT: Ravenbourne Developments Ltd

AGENT: Graham Seabrook Partnership

PROPOSAL: Development of 8 no. units for Class B1(c) (light industrial), B2 (general industrial) and B8 (warehousing) use totalling 30,116 sq.m. (Thames Gateway Park Phase 3)

LOCATION: Chloride Automotive Batteries Chequers Lane Dagenham Essex

1. SUMMARY

1.1 The application proposes redevelopment of the site to provide 8 industrial units for light industrial, general industrial or warehousing uses with ancillary offices and car and lorry parking. The application proposes redevelopment of the site to provide Phases 3 and 4 of the existing Thames Gateway Park.

1.2 The application site is located within the Dagenham Dock industrial area and the proposed development is in accordance with planning policies designed to promote the redevelopment of sites with industrial uses. The application site benefits from an extant planning permission for the range of uses proposed.

1.3 The application site and nearby land owned by the applicant includes land required to implement the public transport and infrastructure improvements forming part of the proposed Dagenham Dock interchange. Land is required to accommodate the proposed Docklands Light Railway (DLR) extension, a terminus facility for the East London Transit (ELT) Phase 1, a Sustrans pedestrian and cycle link and a new bridge link between the existing community and development sites north of the existing rail corridor and the industrial area and River Thames to the south of the corridor.

1.4 The layout and siting of the proposed development does not preclude the delivery of the proposed public transport and infrastructure improvements and the applicant will be required to enter into a s106 Agreement to secure the transfer and/or acquisition of the appropriate land by third parties, including the Corporation.

1.5 Car parking is provided in accordance with planning policies and, on this basis and given the nature and location of the proposed development, it is not expected to have an adverse impact on the safe and efficient operation of the surrounding road network.

1.6 The proposed siting, design and layout of the development is considered acceptable subject to conditions requiring the submission of details of external materials, hard and soft landscaping, boundary treatments, gatehouses, refuse enclosures and sprinkler tanks.

1.7 The application raises no objection in terms of its impact on flood risk.

1.8 The application is recommended for approval subject to any direction from the Mayor of London, the planning conditions set out in section 11.0 of the report and a Section 106 agreement securing:

- Transfer of the land east of Chequers Lane to Transport for London for use as the East London Transit Phase 1 terminus facility;
- Safeguarding the land along the northern boundary to accommodate the proposed Dockland Light Railway extension and Sustrans link for its future transfer/acquisition;
- A contribution towards highway and public realm improvements;
- Transfer of half the width of Chequers Lane to the London Development Agency;
- Green Travel Plan;
- Local Labour commitment;
- Local Goods and Services commitment.

2. SITE AND PROPOSAL

2.1 Description of Site & Surroundings

2.1.1 The application site measures approximately 7.0 hectares and is referred to as the Former Exide Batteries Site. The application site is bounded by the Channel Tunnel Rail Link and National Rail corridor to the north, Chequers Lane to the east, Choats Manor Way to the west and existing warehousing and industrial unit development comprising Thames Gateway Park Phases 1 and 2 to the south. Thames Gateway Park Phase 1 and 2 is occupied by several companies including British Bakeries, Antalis, Securitas and Britvic.

2.1.2 The elevated A13 passes above the site at its north east corner. Dagenham Dock station is located beyond the Channel Tunnel Rail Link (CTRL) and is accessed via a pedestrian footbridge that replaced the level crossing as part of the CTRL accommodation works.

2.1.3 The Interim Planning Guidance for Dagenham Dock promotes the area as a Sustainable Industrial Park. The Corporation is working with the London Development Agency to provide a spatial masterplan and business case for developing this concept in Dagenham Dock.

2.1.4 The application site and a site east of Chequers Lane includes land required to accommodate public transport and infrastructure improvements as part of a new public transport interchange proposed for Dagenham Dock station. The East London Transit is proposed to operate between Barking Town Centre and Dagenham Dock and

Transport for London is considering options to extend the Docklands Light Railway from Gallions Reach to Dagenham Dock to facilitate and serve development at Barking Riverside and beyond. A pedestrian and cycle link forming part of Sustans Route 13 is proposed to link the proposed interchange and Barking Riverside and a new bridge link is proposed to improve connectivity between communities and development sites north and south of rail corridor as part of the Mayor's 100 Spaces (Dagenham Heathway to the River Thames) initiative.

2.1.5 The application site benefits from an extant planning permission granted at appeal for redevelopment of site for light industrial, general industrial, storage and distribution uses. The permission includes a unilateral undertaking requiring the applicant to safeguard land to provide a footpath/cycleway along the northern boundary of the site and land north west of Chequers Lane to provide an ELT terminus facility.

2.2 Description of Proposal

2.2.1 The application proposes speculative redevelopment of the site with eight industrial units ranging in size from 1,998m² to 6225m² to provide a total of 29,748m² of light industrial, general industrial and warehouse distribution uses with ancillary office floorspace. The scheme would have a gross floor space area of 29,748m². The proposed units would vary in sizes and have heights that range from 11.5 to 13.5 metres. The proposed units would be constructed of horizontal silver cladding with a high-level dark blue band feature together with profiled metal roofing in goose wing grey colour, with loading bay door of Aztec yellow.

2.2.2 Parking has been provided for 297 cars and 23 lorries, together with cycling stands. What was previously designated for overspill parking as part of the previous scheme has been designated for possible use for the future proposed ELT terminus facility.

3. MAIN ISSUES

- Land Use
- Regeneration
- Design
- Transport/Highways/Access
- Flood Risk
- Energy

4. RELEVANT SITE HISTORY

20.1.04 Outline planning permission granted at appeal for B1, B2 and B8 uses following the LBBB's decision to refuse planning permission on grounds that the development proposed an undue concentration of B8 uses, low density employment and an inadequate S106 contribution.

16.12.05 Planning permission granted for reserved matters applications pursuant to the appeal decision.

3.3.06 The Mayor of London exercised his power to direct the LBBB to refuse planning permission for redevelopment of the site with one large unit and six smaller units for B1(c), B2 and B8 use classes totalling 34,433m² plus car and lorry parking on grounds that the proposed development would prejudice the implementation of the Docklands Light Railway extension to Dagenham Dock.

5. CONSULTATIONS/NOTIFICATIONS

London Borough of Barking and Dagenham (LBBD)

5.1 The application was considered by the LBBD Development Control Board on 31 July 2007. LBBD recommended that the application is granted planning permission subject to a s106 Agreement and conditions.

Greater London Authority (GLA)

5.2 The Mayor of London issued his Stage I report on 9 May 2007. The Mayor of London supports the principle of development subject to the applicant addressing the following matters:

- The feasibility of providing a 20.0 metre zone at the northern boundary of the site for habitat and open space provision should be investigated and if this is not possible it should be provided on land to the east of Chequers Lane.
- The detailed safeguarding requirements of the DLR will need to be secured through a s106 agreement.
- The agreement to transfer land must be entered into between Ravenbourne and TfL before planning consent is granted to provide certainty that the alternative site for the ELT terminus will be made available in place of the original site to the west of Chequers Lane.
- Amend the safeguarded area to take account of Sustans plans.
- Cycle parking provision needs to be in accordance with TfL guidelines and secured by an appropriate condition.
- As public transport improves there could be potential to reduce the area used for car parking. This should be addressed through the Travel Plan.
- Overall, the applicant has investigated the feasibility of energy efficiency and renewable energy technologies in detail, and has identified solutions that are consistent with the London Plan energy policies but before the application is reported back to the Mayor the applicant will be expected to have undertaken sufficient feasibility work to select an appropriate renewable energy technology option.
- Consideration should be given to firming up and further developing initiatives to create training and employment opportunities for local people and businesses both during construction and within completed development through the production of an Employment and Training Strategy and secured through s106 Agreement.

Sustrans

5.3 Sustrans raises no objection based on the scheme amendments and considers the land safeguarded for the pedestrian and cycle route to offer improved sight lines and geometry.

Environment Agency

5.4 Raise no objection to the proposed development following the submission of a revised Flood Risk Assessment.

Essex and Suffolk Water

5.5 Raise no objection to the proposed development.

English Heritage

5.6 Archaeological investigation required.

6. APPLICATION PUBLICITY

6.1 Site Notice Expiry: 12/12/06

6.2 Press Notice Expiry: 20/12/06

6.3 Neighbour Notification:

The surrounding neighbouring properties were consulted and the application advertised in the local press and by site notice.

7. REPRESENTATIONS

7.1 No representations were received.

8. RELEVANT PLANNING POLICY

8.1 Planning Policy Guidance

PPS 1 Delivering Sustainable Development
PPS 3 Housing
PPG13 Transport
PPG16 Archaeology and Planning
PPS22 Renewable Energy
PPG25 Flood Risk

8.2 The London Plan (February 2004)

3B.5 Strategic Employment Locations
3B.11 Environmental Industries
4A.2 Spatial Policies for Waste Management
4A.7 Energy efficiency and renewable energy
4A.8 Energy Assessment
4A.9 Providing for renewable energy
4B.1 Design Principles for a compact city
B.6 Sustainable Design and Construction

8.3 LB Barking and Dagenham UDP

Strategic Policy E
Strategic Policy F
Strategic Policy Q
Strategic Policy Y
E.1 Employment Development within Employment Areas
E.4 Access for People with Disabilities
E.5 Access for People with Disabilities
E.6 Employment Promotion
BR.4 Dagenham Dock Employment Area
BR.5 Dagenham Dock Riverside Area
T.12 Pedestrian Accessibility
T.13 Development Standards
G.28 Contaminated Land
G.38 Water Pollution
DE.1 Urban Design
DE.5 Facilities for People with Disabilities
DE.6 Safety and Security

- DE.36 Development on Sites of Archaeological Significance
- DE.37 Protection of Archaeological Sites
- C.15 Access

8.4 Other Relevant Planning Policies & SPG's

Dagenham Dock Interim Planning Guidance for a Sustainable Industrial Park (April 2003)

- DD1 Dagenham Dock Sustainable Industrial Park
- DD2 Green Collar Zone

The Interim Planning Guidance sets out the planning policy context for the regeneration of Dagenham Dock as a Sustainable Industrial Park. The policy objectives include (1) encouraging manufacturing industries in the environmental business sector, (2) supporting proposals that establish recycling and reprocessing activities (3) and promoting high standards of design and environmental management. The application site is located within the Green Collar Zone, which supports land uses within the environmental business sector and particularly within the waste management and material reprocessing sector.

9. ASSESSMENT OF MAIN ISSUES

Land Use

9.1 The application site is located within a Strategic Employment Location as defined in the London Plan and within a Designated Employment Area in the Unitary Development Plan. The application site forms part of a larger landholding that has outline planning permission. This outline planning permission establishes the authorised use of the site for B1, B2 and B8 employment uses. The proposed industrial and warehousing scheme is considered entirely appropriate use for the site and the wider Dagenham Dock area. It is considered that the land use principle is acceptable and in accordance with planning policies designed to encourage the redevelopment of industrial land with employment generating uses.

Regeneration

9.2 The application site is located within a wider area being promoted for a combination of industrial land release (South Dagenham) and the creation of a Sustainable Industrial Park (Dagenham Dock). The area referred to as South Dagenham is located to the north of, and between, the National Rail and Channel Tunnel Rail Link corridor and Chequers Corner and is the subject of a masterplanning exercise being led by Maccreanor Lavington on behalf of a joint venture between the London Development Agency and Axa to promote redevelopment with a housing-led scheme. The industrial area referred to as Dagenham Dock forms land located to the south of, and between, the rail corridor and River Thames, is safeguarded for employment generating land uses and identified for creation of a Sustainable Industrial Park. Furthermore, the pedestrian route between Chequers Corner and the River Thames is identified as one of the Mayor's 100 Spaces to which the development proposals related to the above will be expected to contribute to. A key component of this route is a construction of a new bridge link to connect the areas of South Dagenham and Dagenham Dock severed by the rail corridor.

9.3 The type and intensity of land use proposed at South Dagenham and Dagenham Dock will be facilitated and served by significant improvements to the public transport network. These improvements are being planned to terminate at, and provide

interchange with, the existing national rail station at Dagenham Dock. The DLR is proposed to be extended from Gallions Reach to facilitate development growth in the area, including the construction of 10,000 homes as part of the Barking Riverside development and the ELT will provide a segregated bus based service to and from Barking Town Centre. In addition, a new pedestrian and cycle route is proposed as part of the Green Grid network proposed throughout London Riverside.

9.4 The land forming the application site and a site east of Chequers Lane in the applicant's ownership are critical to the delivery of these public transport and pedestrian and cycle improvements and the applicant has been in discussions with the relevant public sector authorities since submitting the application granted at appeal in January 2004 in order to establish the safeguarding requirements and achieve redevelopment of the site. This process has been complicated by the uncertainties surrounding the preferred DLR alignment and its implications

9.5 Following submission of the application, discussions have taken place between the applicant and the Corporation, Transport for London and Design for London to secure the land required to implement the public transport and infrastructure improvements identified above. The applicant submitted amended drawings showing an enhanced Sustrans footpath and cycleway link and land safeguarded along its Chequers Lane frontage to accommodate a preferred alignment for the proposed bridge link. The latter has been agreed in principle with LBBD Highways.

9.6 The application safeguards sufficient land to accommodate (1) the proposed DLR alignment (2) the proposed Sustrans pedestrian and cycle route, (3) the proposed bridge link plus (4) the ELT terminus facility on land east of Chequers Lane in the applicant's ownership

Design

9.7 The application proposes redevelopment of the site to provide eight industrial units ranging in size from 1,998m² to 6,225m² and ranging in height from 11.5m to 13.5m. The industrial units will provide a combination of small starter/nursery units and large self contained units accessed via a central spine road served by Chequers Lane.

9.8 The industrial units are sited in response to a number of site constraints, including overhead power lines, the elevated A13 and the requirement to safeguard land along the northern and eastern boundaries to accommodate planned public transport and infrastructure improvements.

9.9 The industrial units are proposed to adopt finishing material consistent with the Thames Gateway Park Phases 1 and 2 with elevation treatments comprising metallic silver horizontal half round steel cladding at low level with high level horizontal feature bands. It is recommended that planning conditions require the submission and approval of details of external finishing materials, hard and soft landscaping and boundary treatments.

9.10 No details have been submitted for proposed sprinkler tanks, refuse enclosures and gatehouses. It is recommended that planning conditions require the submission and approval of details of the design of these structures.

Transport/Parking

9.11 The application proposes 297 car parking spaces and 25 lorry bays. The proposed level of car parking is in accordance with LBBD's Interim Parking Standards (2002) and the London Plan requirement of 1 space per 100m² and consistent with the outline planning permission granted at appeal.

9.12 The applicant has submitted a Transport Statement that concludes that the proposed trip generation will not have an adverse impact on the safe and efficient operation of the surrounding road network.

9.13 The applicant has submitted an indicative Green Travel Plan on the basis that occupiers of the industrial units are unknown. It is recommended that applicant be required to enter into a s106 agreement to secure the completion, implementation and monitoring of a Green Travel Plan.

Flood Risk

9.14 The applicant has submitted a Flood Risk Assessment following discussions with the Environment Agency. The Environment Agency raise no objection to the impact of the proposed development on flood risk.

Energy

9.15 The applicant has submitted an Energy Report setting out the options for meeting 10% of the development energy demands by renewable technologies. The report recommends three options that comprise a 125kw wind turbine or a 50kw wind turbine and ground source heat pumps or photovoltaic cells and ground source heat pumps with detailed feasibility studies required to determine the most effective option.

9.16 The applicant has submitted a sustainability report which specifies that the developer will aim to achieve BREEAM rating Very Good in relation to energy efficiency.

9.17 It is recommended that a planning condition requires the submission and approval of details setting out the preferred option for meeting the Mayor's Energy Strategy.

10. CONCLUSION AND REASONS FOR APPROVAL

10.1 The application will facilitate the redevelopment of Thames Gateway Park Phases 3 and 4 within the Dagenham Dock industrial area. The proposed development is in accordance with planning policies designed to promote the redevelopment of a vacant industrial site with employment generating land uses.

10.3 The proposed development and associated S106 Agreement safeguards sufficient land required to secure the implementation of the public transport and infrastructure improvements planned to create a transport interchange between National Rail, DLR, ELT and pedestrians/cyclists at Dagenham Dock station and improved connectivity between the existing community and development sites north of the rail corridor and the Dagenham Dock industrial estate and River Thames to the south.

10.4 The proposed siting, design and layout of the development is considered acceptable subject to conditions requiring the submission of details of external materials, hard and soft landscaping, boundary treatments, gatehouses, refuse enclosures and sprinkler tanks.

11. RECOMMENDATION

11.1 The application is recommended for approval subject to (1) the planning conditions set out below and (2) a Section 106 agreement securing:

- Transfer of the land east of Chequers Lane to Transport for London for use as the East London Transit Phase 1 terminus facility;

- Safeguarding the land along the northern boundary to accommodate the proposed Dockland Light Railway extension and Sustrans link for its future transfer/acquisition;
- Safeguarding the land along the eastern boundary to accommodate the proposed pedestrian/cycle bridge link;
- A contribution towards highway and public realm improvements;
- Transfer of half the width of Chequers Lane to the London Development Agency;
- Green Travel Plan;
- Local Labour commitment;
- Local Goods and Services commitment.

11.2 The committee is recommended that the application be delegated to the Director of Planning to approve for the reason sets out in Section 10 of the committee report, subject to:

- a) any direction from the Mayor of London;
- b) a legal agreement securing the heads of terms set out in paragraph 11.1;
- c) the conditions set out below.

Conditions and Reasons

1) The development permitted shall be begun before the expiration of three years from the date of this permission.

Reason:

To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by S.51 of the Planning and Compulsory Purchase Act 2004).

2) No development hereby permitted shall commence until details of details of soft landscaping have been submitted to and approved in writing by the Local Planning Authority.

The landscaping scheme shall be carried out in the first planting and seeding seasons following the occupation of the building or completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason:

To safeguard and improve the visual appearance of the area in accordance with Policy DE1 of the Unitary Development Plan (1995).

3) No part of the development hereby approved shall commence until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted to and approved by the Local Planning Authority. The development shall only take place in accordance with the approved scheme. The archaeological works shall only be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

Reason: Important archaeological remains may exist on site. Accordingly, the Local Planning Authority wishes to secure the provision of an archaeological investigation and the recording of remains prior to commencement of development in accordance Policy DE39 of the Unitary Development Plan (1995).

4) No development hereby permitted shall commence until details/samples of all facing

materials, including colour, texture and type, to be used in the development have been submitted to and approved in writing by the Local Planning Authority. The approved materials shall be implemented in accordance with the approved details and thereafter permanently maintained to the satisfaction of the Local Planning Authority.

Reason:

To safeguard the appearance of the development and maintain the appearance of the locality in accordance with Policy DE1 of the Unitary Development Plan (1995).

5) No development hereby permitted shall commence until details of siting, size and dimensions of the vehicular accesses into and within the site shall be submitted to and approved in writing by the Local Planning Authority. The vehicular accesses shall be implemented in accordance with the approved details and thereafter retained.

Reason:

To ensure that the access is satisfactory in terms of highway safety and in accordance with Policy T27 of the Unitary Development Plan (1995).

6) No development hereby permitted shall commence until details of cycle parking facilities have submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall be provided in accordance with the approved details and thereafter retained.

Reason:

In the interests of promoting cycling as a safe, efficient and non-polluting mode of transport and in accordance with Policy T19 of the Unitary Development Plan (1995).

7) No development hereby permitted shall commence until details of parking layout and hard surfacing materials for the site have been submitted to and approved in writing by the Local Planning Authority. The parking layout and hard surfacing materials shall be implemented in accordance with the approved.

Reason:

To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic on the adjoining highway and in accordance with Policy T13 of the Unitary Development Plan (1995).

8) Unless authorised in writing by the Local Planning Authority car parking within the sites shall not exceed the ratio of 1 space per 100 square metres of gross floor building area.

Reason:

In the interests of local amenities and in accordance with Interim Parking Standards (2002) and Policy T13 of the Unitary Development Plan (1995).

9) No development hereby approved shall commence until a site investigation and remediation scheme, together with a timetable of works, has been submitted to and approved in writing by the Local Planning Authority. The site investigation and remediation scheme shall include:

i) A contaminated land assessment which shall include a desk top study to be submitted to the Local Planning Authority for approval. The desk top study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the Local Planning Authority prior to investigations commencing on site.

ii) The site investigation, including relevant soil, soil gas, surface and groundwater

sampling, shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology.

iii) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the Local Planning Authority. The Local Planning Authority shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters.

iv) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. If during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority.

v) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the Local Planning Authority. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from the site.

Reason:

To prevent pollution of the water environment and in order to quantify any hazards already existing on the site in accordance with Policy G28 of the Unitary Development Plan (1995).

10) No development hereby permitted shall commence until details of sprinkler tanks, refuse enclosures and gatehouses have been submitted to and approved by the Local Planning Authority. The sprinkler tanks, refuse enclosure and gatehouses shall be implemented in accordance with the approved details and thereafter permanently retained for the use of the occupiers of the premises.

Reason:

To provide satisfactory refuse storage provision and sprinkler and gatehouse facilities in the interests of the appearance of the site and locality in accordance with the requirements of Policy G32 of the Unitary Development Plan (1995).

11) No development hereby approved shall be commence until details of any external lighting scheme and security measures have been submitted to and approved in writing by the Local Planning Authority. The lighting scheme and securing measures shall be implemented in accordance with the approved details and thereafter permanently retained.

Reason:

To protect the amenities of the locality by avoiding light pollution and reducing the potential for crime related activity in accordance with Policy DE6 of the Unitary Development Plan (1995).

13) The development hereby permitted shall not be commenced until details of all boundary fences and walls have been submitted to and approved in writing by the

Local Planning Authority. Details shall include the position, design, material and type of boundary treatment to be erected. No part of the development shall be occupied until the approved boundary treatment has been completed in accordance with the approved details. The approved boundary treatment shall be retained unless the Local Planning Authority gives prior written approval to an alternative.

Reason:

To ensure the satisfactory means of enclosure for the proposed development in the interests of the visual amenity of the area in accordance with Policy DE1 of the Unitary Development Plan (1995).

14) No development hereby approved shall commence until details of existing and finished site levels and finished floor levels have been submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that the development is subject to a minimum risk of flooding.

15) Prior to occupation of the first unit occupied, a Travel Plan shall be submitted to, and approved in writing by Local Planning Authority. The Travel Plan shall outline proposals to minimise car-borne trips and encourage the use of public transport and, once approved, the occupiers of buildings at all sites shall implement and monitor the Travel Plan in accordance with the approved plan.

Reason:

To encourage the alternatives to the private car as a means of accessing the site in the interests of sustainability and minimising pollution emissions.

CASE OFFICER: Will Steadman

Appendix 1	Site Location Plan
Appendix 2	Site Layout
Appendix 3	Proposed Elevations