

PLANNING & ENVIRONMENT COMMITTEE MEETING

Monday 12th March 2012, 7.00PM

ADDENDUM TO REPORT OF THE ASSISTANT DIRECTOR OF PLANNING AND DEVELOPMENT MANAGEMENT

Page: 1- 32

Reference: F/04108/11

Address: 847 - 851 Finchley Road, London, NW11 8LX

Under recommendation 1 on page 1 item 3 should read Affordable Housing Site Specific Obligation as opposed to Special Site-Specific Obligation. The following should be added as item 4 under recommendation 1:

4. A review process to assess the revenues generated by the sale of the flats which inform associated financial contributions towards the provision of affordable housing in the London Borough of Barnet as detailed in obligation 3 above. Recommendation 1 would therefore read as follows:

RECOMMENDATION I:

That the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes seeking to secure the following:

- 1 Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
- 2 All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
- 3 **Affordable Housing Site-Specific Obligation**
 - Maximum in-lieu payment of £1.875m.
 - 40% payment at Finchley Road scheme implementation (start on site) of £750,000.
 - 60% payment to be made if the net capital receipt for Finchley Road is more than £7.25m, with overage of up to £1.125m.
 - A surplus above £7.25m to be split 30% to the Council and 70% to the Temple community.
 - Any overage payments to be made at the sale of the 9th (50%) and 18th units (50%).
- 4 **Special Site-Specific Obligation**

A review process to assess the revenues generated by the sale of the flats which inform associated financial contributions towards the provision of affordable housing in the London Borough of Barnet as detailed in obligation 3 above.

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|----------|---|-------------------|
| 5 | Education Facilities (excl. libraries) | £94,300.00 |
| | A contribution towards the provision of Education Facilities in the borough. | |
| 6 | Libraries (financial) | £2,780.00 |
| | A contribution towards Library Facilities and Resources in the borough | |
| 7 | Health | £21,053.00 |
| | A contribution towards Health Facilities and Resources in the borough | |
| 8 | Highways (traffic order) | £5,000.00 |
| | A contribution towards the cost of required changes to an existing traffic order or creation of a new order related to the development. | |
| 9 | Monitoring of the Agreement | £39,962.66 |
| | Contribution towards the Council's costs in monitoring the obligations of the agreement. | |

On page 3 the words 'unless previously approved in writing by the Local Planning Authority' in condition 7 should be deleted. It would read:

No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

On page 6 the words 'unless previously agreed in writing by the Local Planning Authority' should be deleted from condition 16. The condition should read:

No site works or works on this development including demolition or construction work, shall commence until a Demolition, Construction and Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority which is fully compatible with the method statement detailing precautions to minimise damage to trees. All works must be carried out in full accordance with the approved details.

Reason: In the interests of highway safety in accordance with Policy M11 of the London Borough of Barnet Adopted Unitary Development Plan 2006 and to safeguard the health of existing tree(s).

On the same page, condition 20 should be amended to read as follows:

Details of lighting to the proposed buildings including the courtyard, access road and parking areas shall be submitted to and approved in writing by the Local Planning Authority before the development commences and the details as approved shall be provided before the buildings are first occupied and permanently retained thereafter.

Reason: To ensure that the amenities of neighbouring residents are not prejudiced and that the car parking area is lit to an appropriate level.

On page 9 recommendation III should read, 'That if an agreement has not been completed by 30/03/2012, unless otherwise agreed in writing, the Acting Assistant Director of Planning and Building Control should REFUSE the application F/04108/11 under delegated powers for the following reasons.'

On page 27 the first sentence under the heading 'The Viability Report' should read: 'The applicant has submitted a viability report and supporting information which has been carefully reviewed by independent consultants appointed by the Local Planning Authority.'

On page 29 the section entitled ' Summary of Contributions, should read: 'The affordable housing, highways, education, library services, health facilities & monitoring fee of 2% contributions will be required to be secured by Section 106 Agreement. The contributions are necessary, directly relevant and fairly and reasonably related in scale and kind to the development, in accordance with Regulation 122 of The Community Infrastructure Levy Regulations 2010. The monitoring fee would be £39,962.66.'

The Metropolitan Police have no objections in principle to the application but made the following observations:

- Lighting provision should accord with standards and should focus on the communal areas, entrance doors to all apartments, footpaths, staircases, the car lifts, the basement car park and the amenity space.
- Perimeter Security to the boundaries.
- Doors and windows that meet enhanced security standards used throughout the development.
- Access through the main communal entrance doors should be tightly controlled.
- Access to the basement car park should be secure.
- Cycle stores should be secure.
- There should be secure entrance gates and secure boundary treatments.
- The development should be carried out in accordance with the 'Secured by Design' document.

The applicants have responded as follows:

Lighting: Noted; the scheme will generally be BS5489:2003 all entrance doors, footpaths, staircases, egress / ingress and general parking areas will be illuminated and controlled by timer and daylight sensor.

Perimeter Security: Noted and will be integrated into the developed design solution.

Doors and windows: Security standards noted.

Main communal Entrance doors: All residents to have video entry system connected to perimeter entry points.

Basement Car park: Comments noted - doors to circulation cores key pad protected.

Cycle store: Points noted and will consider in the detailed design phase.

It is considered that conditions could be used to agree details of the gates and boundary treatments. Condition 25 should therefore be added to the decision which reads:

Detailed drawings of the proposed entrance gates and boundary walls shall be submitted to and approved in writing before any development hereby permitted is commenced. Development shall be carried out in accordance with the approved plans.

Reason:

To preserve and enhance the appearance of the area and to ensure the development is secure.

The applicants have also provided additional information on secure by design, which is as follows:

- Areas of visual amenity, which fall between the buildings secure envelope and the public realm are overlooked.
- Building orientation and position has been considered to reduce travel distances and gradients, providing optimum accessibility.
- An appropriate level and type of external lighting shall be provided to all areas.
- Materials, colour and texture will provide contrast in areas such as entrances, circulation routes and seating to greatly enhance legibility and access for everyone.
- In the event of an emergency, evacuation from all three buildings is by their respective stairwells direct to the designated places of safety. Wheelchair refuges will be provided in accordance with a disabled evacuation management strategy.
- All fire alarms shall be both visual and auditory and final specification will be addressed at the detailed design stage.
- High quality landscaping design applied to the external areas in front and behind the buildings. As well as enhancing visual amenity it is hoped this will aid the cohesion of the site and brings together the residents into one shared communal space, helping to create a sense of place and strengthen community identity.
- Controlled site entrances controls are located within all cores, and other points of ingress and egress. Clearly signed and leading directly to the building entrances

- Main entrances are accessed directly from public spaces and entrances and spaces are overlooked by other residences allowing informal surveillance from within dwellings.
- Parking areas will be secure and highly illuminated
- A variety of anti-vandal light sources will be considered in relation to the landscape and building design, to ensure all spaces are well lit and not shadowed.

Page: 40 - 57

Reference: B/02950/11

Address: 181 Victoria Road, Barnet, Herts, EN4 9PA

UK Power Network has advised that:

1. The distance between buildings and substations should be greater than seven metres or as far as is practically possible.
2. Care should be taken to ensure that footings of new buildings are kept separated from substation structures.
3. Buildings should be designed so that rooms of high occupancy, i.e. bedrooms and living rooms, do not overlook or have windows opening out over the substation.

It also comments that 24hr vehicular access is required and that if any noise attenuation is necessary they will seek to recover costs from the developer.

Add the following Informative:

The appellant is advised to contact UK Power Networks, Operational Property & Consents Team, Barten Road, Bury St Edmonds, Suffolk IP32 7BG.

Amend Condition 1 in respect of Environmental Noise Report by omitting “*dated 1st September 2011 (date received 01-Sep-2011)*” and substitute with “*Revision 1.1 dated 12-10-11 referring to inclusion of electricity substation.*”

Add the following Condition:

No development shall take place until details of a Demolition and Construction Management Plan have been submitted to and approved in writing by the Local Planning Authority. The demolition and construction shall be carried out in accordance with the details as approved.

Reason:

In the interests of highway safety in accordance with Policy M11 of the London Borough of Barnet Adopted Unitary Development Plan 2006, to safeguard residential amenity and ensure a satisfactory appearance to the site during construction works.

Add the following informatives:

- If the development is carried out it will be necessary for vehicle accesses to be amended by the Highways Authority. The applicant must submit an application under Section 184 of the Highways Act (1980) for the proposed vehicular access alterations. The proposed access design details, construction and location will be reviewed as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant.

- The applicant is advised that alterations to lighting columns affected by the proposal may not just relate to the lighting column directly in front of the applicants property. Amendments may also be required to other lighting columns along the road to ensure adequate street lighting coverage is maintained along Victoria Road.
- To receive a copy of our Guidelines for developers and an application form please contact Traffic and Development Section, To receive a copy of our Guidelines for developers and an application form please contact Traffic and Development Section, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
- The applicant should apply for a Habitual Crossing License for construction vehicles to use the existing crossover. An application for this license could be obtained from London Borough of Barnet, Environment and Operations Directorate, NLBP, Building 4, 2nd Floor, Oakleigh Road South, London N11 1NP.

Page: 134 - 146

Reference: B/04761/11

Address: 4 Oakleigh Park South, London, N20 9JU

Substitute references to "Assistant Director of Planning & Development Management" with "Acting Assistant Director of Planning & Development Management."

Amend Condition 6 by adding: "... and details of screening to the proposed rear patio areas."

Amend Condition 8 by omitting: "unless otherwise agreed in writing by the Local Planning Authority."

Two further objections have been received:

- Object on grounds of impact on privacy, daylight & overlooking.
- Permission already in place for conversion of existing building into flats.
- Proposal creates one more unit and sets precedent for knocking down a period building and replacing it with a modern block of flats which don't exist on Oakleigh Park North or Oakleigh Park South.
- Additional congestion due to school.

Traffic & Development have been consulted on the amended plans and consider that the proposed development is acceptable on highways grounds. Recommend the two conditions and two informatives which are already included in the recommendation.

Page: 147-250

Reference: B/03068/11

Address: Land off High Road/Chandos Avenue, London N20 and Brethren Meeting Hall & Well Grove School, Well Grove, London N20

Additional Comments Received

Two responses were received after the committee report was finalised which made the following points:

- I understand that Barnet is short of around 3000 primary school places and this site is ideal for educational purposes only. It is quite illogical to remove a school and replace it with dwellings which will create a greater need for school places.
- I understand there is a covenant on the land and that all potential interested parties such as “Free Schools” should be contacted prior to this site being given permission for commercial development.
- This application has made no attempt to consider the traffic congestion in Chandos Avenue as traffic enters from Well Grove. The main access/exit route from this development should be via the High Road as Chandos Avenue is not capable of handling the volume of traffic that this development would bring to the area. This development will blight the locality and cause serious road safety risks.
- There is no detail on what use the open space or other public areas will be used for; there is therefore potential for these areas to generate significant traffic congestion in addition to that caused from the residential development.
- The revised scheme includes a very small area of open land however it would probably not even be visible from our house and it would certainly not compensate for the loss of the existing open space.
- The larger community building if used for a nursery would be likely to add significantly to the problem of traffic congestion.

Officer response:

- *The demand for primary school places is mainly in the west of the borough. All the junior and senior children that currently attend Wellgrove School will transfer to the new location which the School have advised would be outside of Barnet. This will ensure that there no requirement for replacement educational places within Local Authority schools when the school relocates. Therefore no school places will be lost and no extra school places will be required as a result of the School’s move. The impact of the proposed new residential units will be mitigated through a contribution of £662,560 towards school places within the borough.*
- *Legal covenants are not a material planning consideration.*
- *A detailed trip assessment has been undertaken for the proposal. The trips generated from the proposed houses and community centre will be split 50:50 between the High Road access and Well Grove access. It is expected that there will be 27 vehicle movements in the AM and 23 movements in the PM peak hours using the Well Grove access. The traffic movements associated with the school PM peak between 3pm and 4pm will be removed. The submitted Transport Statement and additional reports have been reviewed by the Highways Officer and the development is not considered to result in significant traffic impact on local roads.*
- *The trip assessment has assessed the movements associated with the community centre including 200sqm used as a nursery. Therefore the*

worse case scenario is considered to have been assessed. The movements can be accommodated at the High Road access.

A further two letters were received after the committee report was published from residents in Greenview Court, 1341/1433 High Road. The comments are summarised as follows:

- The access from the High Road into the development is directly opposite the access to Greenview Court. Because of existing parked cars on the west side of the High Road visibility whilst exiting Greenview Court is limited. The proposed development will result in more traffic along the High Road and will exacerbate the problem.
- The extent and the nature of the development is too dense having regard to its location. It will cause significant harm to the area and nuisance disturbance and increase of traffic to an unacceptable level. 70 units it still remains dense and overbearing with the units tightly sited and over shadowed by the proposed large community hall and the nursery accommodation.
- The developers seek to mitigate the issue of density by offering to agree to a covenant to be put in place to allow the Council to resist proposals to increase the density of the development on the residential part of the site.
- The traffic assessment is flawed for the following reasons.
 1. The assessment was undertaken in 2006 ie 6 years ago. Since then traffic along the High Road has increased particularly at each end of the day.
 2. The High Road entrance was the main entrance to the meeting hall until 2005 and the school was accessed from Chandos Avenue. Since 2005 all access to the site has been through Chandos Avenue with the exception of coaches and large service vehicles which have continued to use the High Road access.
 3. Since 2005 and the preparation of the traffic survey the Travelodge development has been completed. The hotel attracts constant and considerable traffic throughout the day. In addition large delivery vehicles including large articulated lorries make deliveries to both the hotel and Halfords. When delivery occurs half the width and length of the road is completely blocked making it difficult and hazardous for vehicles emerging from the entrance to the hotel to exit and when they do they need to drive along the wrong side of the road. In addition the Wellgrove School coaches cause considerable havoc to the traffic on the High Road to the point of being almost dangerous at times. To extend the use of the access road any further would be to create an accident trap.
 4. The proposal for the use of this access point to carry 30% of the traffic and D1 building will generate a tremendous increase in vehicular traffic. This is more than likely to exceed any percentage or assessment provided for by the developers. It is also not clear whether access to the community hall will be through the High Road access point. If this is the case the use of the community hall as a recreational facility, meetings, weddings, and other social functions

will generate a lot more additional and regular car traffic passing through the High Road access point.

5. Parking for the community facility is inadequate. This is compounded by the fact that the parent/s with their child/children will all be arriving and departing at the same time.
6. The argument based on the limited number of road traffic accidents is not valid. Just because accidents have not taken place so far is not an indicator of safety or that given the change of use and overall circumstances they will not occur in future.
7. Given that the entrance to the flats is almost directly opposite that of the High Road access point to extend use of the access road as proposed will raise the risk of accidents occurring at this point to a high risk.

Officer response:

- *The parking already exists along the west side of the High Road and is not connected with the proposed development. The traffic impact of the proposed development has been assessed and is considered to be acceptable.*
- *The residential density is below the London Plan recommended density for a location like this but this is considered to be acceptable having regard to the character of the local area. The proposed community centre building will be no taller than the proposed houses and is lower than the existing hotel building. It will not overshadow the proposed houses.*
- *No covenant is proposed in relation to the development. The application is considered acceptable subject to a section 106 agreement to secure the relevant planning obligations.*
- *The transport statement submitted with the application includes traffic counts which were taken in September 2010. This supersedes the 2006 counts. The TS factors in the completed hotel development in the traffic assessment. Highways Officers are satisfied with the proposals and do not consider that it will result in unacceptable levels of traffic on the High Road.*
- *Car parking is in accordance with the UDP parking standards.*
- *The Highways Officer has confirmed that no accidents are shown on the accident data information for this location on the High Road.*

Letters of Support

Barnet & District Athletics Club

A letter of support has been received from Barnet & District Athletics Club with regard to the proposed community building within the development.

The chairman of the athletics club has confirmed that they are looking for suitable premises where they might be able to undertake their club activities as the lease on their existing facility is due to expire. They are interested in space for use as a fitness area, space for changing/showering, space for storage of equipment and also space to hold meetings.

They have over 350 members, most of whom live in the borough. They provide health and fitness opportunities for the local community and would seek to

engage more local residents in their activities if the scheme was approved and they were granted access to the space.

IPOP (Inclusive Play Opportunities Project)

A letter of support has been received from the Director of IPOP in relation to the proposed community building within the development.

IPOP is a well established Barnet charity working with disabled children and young people to include them in mainstream life by helping them to play and socialise with their peers.

Last year IPOP provided 14,000 hours of one-to-one support to 219 children and young people at over 25 play schemes in Barnet. They are in contact with 800+ families with a child or young person with special needs. They work with the Council's Childrens Service and a number of voluntary sector and PVI partners across the Borough and have been established for 18 years.

Barnet Badminton Club

A letter of support has been received from Barnet Badminton Club in relation to the proposed community building within the development.

Barnet Badminton Club have stated that the proposed community building would be extremely beneficial to a Premier club like theirs and for the local people in the borough.

Barnet Badminton Club was first established in 2002.

The vision was to have a badminton club in Barnet that was totally inclusive of all ages (currently 6yrs to 79yrs), all standards, to play badminton for leisure but have the opportunity to compete at local level and further if desired. The ethos of the club is to promote badminton for the great sport that it is, for players to enjoy badminton, keep fit, play competitively, while making new friends. Everyone has the opportunity to play with each other and build on their level of experience.

In the last three years the number of members has steadily increased with both junior and senior members playing at the same time. The future of the club is dependent on finding a venue that is central and local to all badminton enthusiasts.

At present the club is using three different venues but feels a central point would benefit all. The club would like to expand on their commitment to projects recently undertaken, like the family badminton session and women's only badminton.

The venue in Whetstone would benefit the local community in a number of different ways, and gather all types of players from different schools and walks of life in the Barnet areas, and Whetstone is central, transportation and local services are already in place.

GLA

The GLA have confirmed that the application is not one classed as strategic by the Mayor of London and they will therefore not be commenting on the application.

Errata

Page 184 of the committee report, third paragraph states that "A total of 134 car parking spaces would be provided for the residential development". The application includes the provision of 131 car parking spaces for the residential 70 residential properties. The detailed car parking provision is set out on page 219 of the report.

Page 219 of the committee report, fifth paragraph, last sentence states that "... the proposed 134 car parking spaces for the residential element of the proposal is considered acceptable..." The application proposes 131 car parking spaces for the residential element.

Page: 58 - 82

Reference: H/04913/11

Address: 21-24 Queens Road, NW4

Amended Plans have been received showing revised parking arrangement and to clarify how the front gables on the building would work.

CON00A - The development hereby permitted shall be carried out in accordance with the following approved plans: Design and Access Statement, 6118-PL-100, 6118-PL-101 **REV A**, 6118-PL-102, 6118-PL-103 **Rev A**, 6118-PL-104, 6118-PL-105 Rev A, 6118-PL-106 Rev **B**, 6118-PL-107 Rev **B**, 6118-PL-108 Rev A, 6118-PL-109 Rev B, 6118-PL-110 Rev A, 6118-PL-111 Rev A, 6118-PL-112 Rev A, 6118-PL-113, 6118-PL-114, 6118-PL-115 Rev B, 6118-PL-116, 6118-PL-117, 6118-PL-118, 6118-PL-119, 6118-PL-121, 6118-PL-122, 6118-PL-123, 6118-PL-124, 6118-PL-125, MWSC-QR-01, Detail of Tree Location, Site plan showing TPF and Tree Numbers, **Section Through Balcony**.

Reason:

For the avoidance of doubt and in the interests of proper planning.

New condition:

Notwithstanding the details shown on the approved plans, details of the proposed raised terrace area to the rear of the site will be approved in writing by the Local Planning Authority and shall be implemented in accordance with these details.

Reason: To safeguard neighbouring amenity and the character of the area.

To clarify, the number of letters of support received is 15, including signatories of the joint letter and other letters received.

It has been clarified by the agent that Plan 6118-PL-102 is at 1:500 at A3 scale rather than 1:200 as specified.

Page: 83- 133

Reference: H/03404/11 and H/03405/11

Address: St Josephs College, Mill Hill, NW7 4JX

Amendment to Heads of Terms under Recommendation 1

Point **9)** (Special Site- Specific Obligation) of Recommendation 1 shall be amended to read:

Submission of a Landscape and Ecology Management Plan to show how important landscape features will be maintained, and the site managed, to ensure that protected species and their habitats are not harmed during the development and to secure long-term protection and enhancement of the site's ecological and landscape values. This plan shall include a mechanism for submission of any future tree works. This will provide for all leases for future residents of St Josephs to include a clause to state that residents cannot make their own tree works applications and to abide by the terms of the Landscape and Ecology Management Plan.

Condition 24 has been amended to read:

All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use. Thereafter, it shall be managed and maintained in accordance with the provisions of the Landscape and Ecology Management Plan.

Reason:

To ensure a satisfactory appearance to the development.

Condition 25 has been amended to read:

A scheme of hard and soft landscaping, including details of existing trees to be retained, shall be submitted to and agreed in writing by the Local Planning Authority before the development, hereby permitted, is commenced. This should include details of the refurbishment of the steps by the grotto and should be in accordance with the Landscape and Ecology Management Plan.

Reason:

To ensure a satisfactory appearance to the development.

Condition 26 has been amended to read:

Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased shall be replaced in accordance with the provisions of the Landscape and Ecology Management Plan.

Reason:

To ensure a satisfactory appearance to the development.

Condition 30 has been amended to read:

No development or other operations shall commence on site in connection with the demolition and development hereby approved until a detailed tree felling /

pruning specification, in accordance with the Landscape and Ecology Management Plan, has been submitted to and approved in writing by the local planning authority and all tree felling and pruning works shall be carried out in full accordance with the approved specification and the British Standard 3998: 2010 *Recommendation for Tree Works* (or as amended).

Reason: To safeguard the health of existing trees which represent an important amenity feature.

Condition 31 has been amended to read

No development shall commence on site until a mitigation and monitoring strategy for bats is submitted to and approved in writing by the Local Planning Authority. The mitigation scheme shall be undertaken in accordance with the Ecological Appraisal Report dated September 2007, the Bat Report and the Landscape and Ecology Management Plan.

Reason:

In the interests of nature conservation.

Condition 33 has been amended to read

No works in connection with the development hereby permitted, including any site preparation works shall commence prior to a Landscape and Ecology Management Plan to show how important landscape features will be maintained, and the site managed, to ensure that protected species and their habitats are not harmed during the development and to secure ecological improvements, shall be submitted to and agreed in writing by the Local Planning Authority. This will include provision to the Council for approval of an Arboriculturist's Report containing a survey and report of the trees on the site on an annual basis and detailing recommendation as to works as necessary.

Reason

To protect trees and other important landscape features and ensure that protected species and their habitats are not affected by the development.

Condition 1- plan numbers- has been amended to read:

The development hereby permitted shall be carried out in accordance with the following approved plans: E1-001 11.07.2011, E-001 16.03.2011, E-LG, E-100, E-101, E-102, E-103, E-104, E-105, E-201, E-202, E-304, E-303, E-302, E-301, E-305, E-306, P-107, P1-001, P1-LG revB, P1-100 revA, P-MOO revA, P-101 revB, P-102 revA, P-103 revA, P-104, P3-006, P3-005, P2-003, WS-LG, WS-100, WS-101, WS-102, WS-103, P4-101 revA, P1-301, P4-301 revA, P4-201, P4-002 revA, P4-003 revA, P1-201 revA, P1-000, EDP337/2.5h dated 24th Nov 2011, proposed internal highway layout, illustrative car park section, product data stack parker 2042, letter from Anna Rogers dated 3rd November 2011, letter from Anna Rogers dated 11th November 2011, 'Acorn stairlifts product sheet dated 8/11/2011, C-LG, C-100, C-101, C-102, C-103, C-104, P3-004, P3-001, P3-003, P3-002, P2-002, P2-001, P3-007, 'Substitution of Information' dated 2nd November 2011, 'Additional of Information' dated 2nd November 2011, File attenuation tank 1, CS/049256/1001 revP2, CS/049256/1000 revP1, 'Findings of the Arboricultural Assessment', 'Landscape and Visual Impact report', 'Planning Statement', 'Toolkit Viability Assessment', 'Reptile Report', 'Great crested newt report', 'Bat report', 'Heads of terms for landscape and ecology management

plan', 'Ecological appraisal', 'Flood risk assessment', 'Statement of community involvement', 'Framework construction management plan', 'Transport statement', 'PPS5 Significance and heritage impact assessment', 'Daylighting assessment report', 'Energy statement', 'Sustainability statement', 'Design and access statement' and 'Scope of works'.

Reason:

For the avoidance of doubt and in the interests of proper planning.