

12.1

Gweddill y Ceisiadau

Remainder Applications

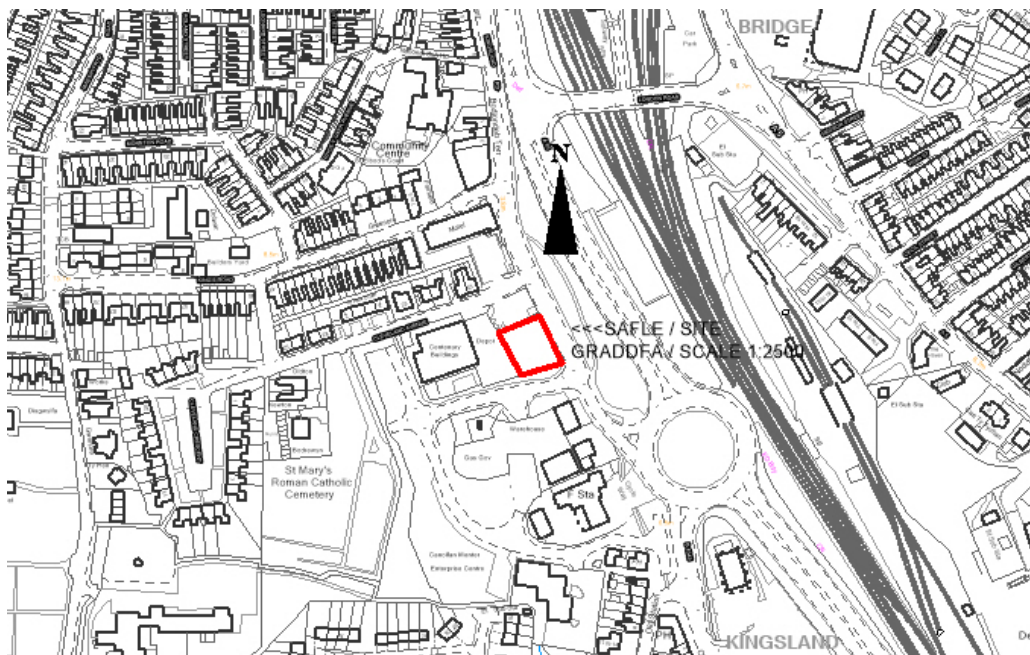
Rhif y Cais: **19C251U/FR/TR** Application Number

Ymgeisydd Applicant

Foden Estate

Cais llawn ar gyfer newid defnydd tir gwag i safle rhentu ceir sydd yn cynnwys swyddfa ar dir gyferbyn â / Full application for change of use of vacant land into a car rental site which includes an office on land opposite

Travel Lodge, Ffordd Kingsland Road, Caergybi/Holyhead



Planning Committee: 04/07/2018

Report of Head of Regulation and Economic Development Service (DPJ)

Recommendation:

Permit

Reason for Reporting to Committee:

The planning application has been called to the planning committee by the local member.

1. Proposal and Site

The application site comprises previously developed land located on Kingsland Road amounting to an area of nearly 0.1 hectares. It is understood that the site was formerly occupied by some vacant shop units.

To the north the application site is bounded by the car park of the Travelodge, to the west there is a distribution depot. To the south there is a public highway leading to a builders merchants and a container storage yard. To the east there is the A55 Expressway which is raised above the application site and terminates in close proximity. The nearest residential properties are located on Cleveland Avenue.

The planning application is made for the change the use of the application site into a car rental use with an associated office in a porta-cabin and car valet canopy, where vehicles would be cleaned. The proposals entail the creation of a tarmacked compound for the parking of 22 rental vehicles and 7 customer car parking spaces. Surface water drainage arrangements in respect of the development are yet to be finalised but it is stated in the Flood Consequence that attenuation is likely to be required before surface water is discharged to the public sewer. Foul drainage will be connected to the public sewer.

2. Key Issue(s)

- Principle and sustainability of the development
- Flood risk
- Highways and Parking
- Impact of the development on the character and appearance of the area

3. Main Policies

Anglesey and Gwynedd Joint Local Development Plan (2017)

PS 4: Sustainable Transport, Development and Accessibility

TRA 2 Parking Standards

TRA 4: Managing Transport Impacts

PS 5: Sustainable Development

PS 6: Alleviating and Adapting to the Effects OF Climate Change

PCYFF 1: Development Boundaries

PCYFF 2: Development Criteria

PCYFF 3: Design and Place Shaping

PCYFF 4: Design and Landscaping

PS 13: Providing Opportunity for a Flourishing Economy

CYF 8: Holyhead Regeneration Area

Planning Policy Wales Edition 9 (2016) "PPW"

Technical Advice Note (TAN) 12: Design (2016) "TAN 12"

Technical Advice Note (TAN) 18: Transport (2007) "TAN 18"

Technical Advice Note (TAN) 23: Economic Development (2014)

4. Response to Consultation and Publicity

Holyhead Town Council – No objections.

Councillor Trefor Lloyd Hughes – Called to the planning committee on the grounds that the member has concerns regarding parking adjacent to the A55 that could create problems on the adjacent roads.

Councillor John Arwel Roberts - Delegate to Officers.

Highways – Conditional permission requiring a construction management plan dealing with the construction and the operation of the proposed development.

Drainage – No comments received at the time of writing.

Environmental Services – Further information was requested and supplied by the applicant in relation to the equipment to be used and the hours of operation of the proposed development. This is being assessed at the time of writing.

Welsh Water – The application site is crossed by a public sewer and Welsh Water require an easement 3 metres either side of this apparatus.

Natural Resources Wales “NRW” – In terms of flood risk as the site has no valid planning use, the Flood Consequences Assessment “FCS” submitted with the planning application has not demonstrated compliance with TAN 15 A1.14 (design to be flood free during the 1% fluvial flood) and A1.15 (during an extreme event the site will flood beyond allowable depths of 600mm) and should therefore be refused. The Flood Evacuation Plan in the FCS would be useful to reduce the impact of the flooding on the development if there were a valid planning use on the site or if no use exists and your authority determine to grant permission contrary to NRW’s advice. If you are minded to grant planning permission, the Evacuation Plan should be reviewed on a regular basis (minimum annually) and the flood mitigation as suggested incorporated, which should include a minimum floor level on the office (of 6.10meters Above Ordnance datum) and flood resilience measures in the office building, such as the use of suitable materials and services fed from ceiling level.

Economic Development Unit – The former buildings on the site were demolished using public regeneration grant support as they were an eyesore with a view to facilitating alternative new employment development. As far as the EDU are aware there has not been another use of the site since. The EDU considered that the site was still suited to a commercial re-use and also falls within the Holyhead Town Centre Health Check Area Boundary. Concern is expressed if this prominent previously developed site were to remain vacant long term as it would inevitably become a dumping ground and nuisance for local residents. The proposal appears to be an ideal use for the site in providing a beneficial commercial use creating physical and economic regeneration benefits whilst keeping the area/volume occupied by buildings to a minimum.

In a separate consultation response it is confirmed that the EDU support the proposal on several grounds which include the creation of 5 jobs, the development supports Holyhead’s role as a transport hub/international port, its location close to the port/town centre and the A55 and the opportunity to attract income for local business.

The applicant also supplied information to the EDU as regards recruiting local people to the positions, provision of visitor information and the use of bi-lingual signage.

Welsh Government (Highways) – No objection

Response from members of the public

The proposal was advertised through the posting of a notice on site together with the distribution of personal letters of notification to the occupiers of neighbouring properties. The publicity period expired on 17.04.18. At the time of writing no observations have been received.

5. Relevant Planning History

19C970/ECON Outline application for demolition of existing buildings and the erection of a Class A1 retail food-store, associated service yard, car parking, access and landscaping works. Refused 25.01.07.

19C251L/ECON Outline application for the erection of a retail food store Refused 11.09.07, appeal dismissed 13.05.08.

19C251M/ECON Outline application for the erection of a retail food store Refused 10.01.08.

19C251N/ECON Full application for the erection of a retail food-store Withdrawn 16.12.09.

19C251T/FR Outline application for the erection of a café/restaurant with all matters reserved, refused on flood risk grounds 31.01.18.

6. Main Planning Considerations

Introduction – The planning application is being reported to the planning committee because of a call in by a local member because of concerns in relation to car parking and the consequent impacts of the development on the highway adjacent which includes a junction with the A55 in proximity. There is also an objection from NRW on flood risk grounds to the development of the application site for the purposes being applied for. As members will see from the planning history section of this report there have been a number of previous applications for retail uses have been unsuccessful over recent years due to a variety of reasons but the last application was refused for flood risk reasons.

Principle of Industrial Development on the Application Site – The application site is located within the settlement boundary of Holyhead under the provisions of PCYFF 1 of the JLDP. Strategic policy PS 13 of the JLDP states that the council will facilitate appropriate sites which become available to satisfy additional needs to that identifies in the plan and which accord with policies PS 5 and PS 6 in order to ensure that economic opportunities are maximised.

Policy PS 5 states that development will be supported where it is demonstrated that it is consistent with sustainable development and comply with the listed criteria. Of relevance to the proposal subject to this report are whether the development alleviates the causes of climate change and this material consideration is assessed in more detail in relation to flood risk below. These criterion also include giving priority to the development of previously developed land and to sites which are within settlement boundaries such as the application site. Other criterion of PS 5 require compliance where appropriate, of relevance to this proposal are the promotion of a varied and responsive local economy to support the settlement and the need to site development in sustainable locations with the emphasis on non-car modes of transport.

In terms of economic development and urban regeneration the council's EDU support the development for the reasons provided in their consultation response. A policy basis for this support is contained in CYF 8 of the JLDP which states that within the Holyhead Regeneration Area development proposals which encourage Holyhead becoming a more attractive location to live and work will be supported subject to the listed criteria. The proposal is indirectly associated to port and in accord with the policy it will support tourism in the town, improve connectivity of the town with the port, support opportunities to work in the town and contribute towards improving the town's physical environment. On this basis substantial weight can be attributed to the positive economic development and urban regeneration aspects which would accrue from the development.

In terms of sustainability the application site is located in a highly sustainable location being accessible by non-car modes of travel in a central location in the town and close to the port.

Policy PS 6 states development will be permitted where appropriate evidence taking into account and responding to the listed criterion are provided. Criterion 4. requires development to be located away from flood risk areas taking account of a 100 and 75 years of flood risk in terms of the lifetime of the development, unless it can be clearly demonstrated that there is no risk or that the risk can be managed, and this material consideration is assessed in relation to flood risk.

Given the considerations described above the principle the of the development is clearly acceptable in policy terms given the location within the settlement boundary, the sustainability credentials of the development and the positive weight which can attached to the development in terms of economic development and regeneration. The policies assessed also require that the development is sustainable in terms resilience to climate change in flood risk areas and NRW have objected to the development on these grounds.

Flood Risk – In terms of flood risk the application site is located within a zone C2 flood risk zone which is at risk of fluvial flooding from a watercourse 163 metres to the south of the site. The development being applied for would be categorised as less vulnerable development under the provisions of TAN 15, where the occupants have the ability to decide whether they wish to accept the risk of being located in a flood –zone (as opposed to a residential use which is categorised as Highly vulnerable development). The development of less vulnerable development in a C2 flood risk zone has to be justified in accord with tests in paragraph 6.2 of TAN 15.

The first part of the tests requires that either the location in the flood risk zone is required as part of a local authority strategy required to sustain an existing settlement or secondly to contribute to a key employment objective supported by the local authority. As explained in the preceding section the proposal is compliant with the policies described in the preceding section which are intended to sustain the settlement and contribute to a key employment objective supported by the local authority.

The third criterion is mandatory and requires that the development is made on previously developed land and the proposal complies with this requirement.

The fourth criterion requires that the potential consequences of a flooding event for a particular type of development have been considered in relation to TAN 15. The application is accompanied by a FCS in accord with TAN 15 which NRW consider does not comply with TAN 15 A1.14 (design to be flood free during the 1% fluvial flood) and A1.15 (during an extreme the site will flood beyond allowable depths of 600mm) and are recommending refusal on this basis. The nub of NRW's objection is that the frequency and depth of the flooding on the application site cannot be mitigated in accord with the requirements of TAN 15. The NRW consultation also states that if the site had any form of lawful use they would be prepared to withdraw their objection.

Since the former buildings on the application site were demolished the site does not benefit from a lawful use of any sort. On this basis NRW would likely object to any development on this site on the grounds described above, which effectively sterilises any development of this site. As explained previously the proposals are categorised as less vulnerable development and the applicant's accept that the site is subject to flood risk and mitigation is proposed in their FCS. Given, that the use being applied for entails the siting of a port-cabin (which can be elevated to mitigate flood risk) and the parking of vehicles the proposal is likely to be one of the more optimal schemes which could come forward for this site.

NRW'S consultation also states that should the Local Planning Authority decide to grant planning permission conditions should be recommended as regards the evacuation plan, floor levels and materials to mitigate the effects of flooding. The indication here therefore is that the risk can be managed.

To sum up therefore that the proposal is compliant in most regards as regards flood risk apart from criterion iv of TAN 15 for the reasons described. If the site had any form of lawful use NRW state that they would not object on this basis. Their objection needs to be weighed on this basis, having regard to the mitigation available in association with the other material considerations described in this report.

Highways and Parking - The planning application has been called to the planning committee by the local member due to concerns regarding parking adjacent to the A55 which could create problems on the adjacent roads. These observations have been passed to the council's Highways Section who are content subject to the approval by the Local Planning Authority of a construction traffic management plan by way of a planning condition. The Welsh Government has confirmed it has no objections.

Impact of the development on the Character and Appearance of the Area – The application site is located in a relatively prominent position on the approach to Holyhead adjacent to the A55. Whilst the former buildings on the site have been cleared in the past on amenity grounds it still appears as an undeveloped plot in the midst of existing commercial/industrial developments. Overall it's a high quality development by a national company incorporating landscaping and sustainability principles in relation to items such as lighting would have a positive impact on the character and appearance of the area and can therefore be attributed positive weight.

Other Issues – The comments of the council's Environmental Services are awaited at the time of writing in relation to the machinery proposed to be used on the application site to clean vehicles. Given the location in proximity to the A55 with the nearest noise sensitive developments being the Travel Lodge and residential properties at Cleveland Avenue it is understood that there is unlikely to be a noise issue which would unacceptably affect residential amenities.

7. Conclusion

This site has remained vacant since it was cleared to improve the visual amenity of the area and facilitate redevelopment through a local authority initiative. The last planning application for the redevelopment of the site were unsuccessful due to the site being within a C2 flood risk zone. In terms of sustainability and other material planning policies the proposal is compliant in most regards with the exception of criterion iv of the tests in paragraph 6.2 of TAN 15, as it cannot be designed to be flood free or below the allowable depths specified in the guidance, in all other regards it fulfils the requirements of the TAN and mitigation has been recommended by NRW. Refusal of the application on flood risk grounds would effectively sterilise this site and deny this proposal which is regarded as one of the optimum solutions in the individual circumstances of this site. Added to this substantial positive weight substantial weight can be attributed to the economic development in terms of the creation of 5 jobs, urban regeneration and improvement to the visual amenities which would accrue from the development. Given these compelling arguments the application is recommended for approval incorporating conditions which include the mitigations measures recommended by NRW.

8. Recommendation

That planning permission is **permitted** subject to the planning conditions listed below:

(01) The development hereby permitted shall be begun before the expiration of (five) years from the date of this permission.

Reason: To comply with the requirements of Section 91(1) of the Town and Country Planning Act, 1990.

(02) The development hereby permitted shall be carried out in strict conformity with the details shown on the approved plans, and contained in the form of application and in any other documents accompanying such application as listed below, unless specified otherwise in any conditions of this planning permission:

Drawing / Report	Reference / Revision	Date
Site Location Plan	0127/L01	
Proposed Site Plan	0127/L02-C	Feb 18
Car Rental – Plans & Elevs	0117/P03	

Flood Consequences Assessment (LK Consult Limited)	FCA 18 1012	March 2018
Flood Evacuation Plan: Enterprise Car Hire – Holyhead (or any amended or updated version approved under the provisions of condition (05) of this planning permission)		
Transport Statement (VIA Solutions)		March 2018

Reason: To ensure that the development is implemented in accord with the approved details.

(03) No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall provide for the disposal of foul, surface and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

(04) The porta-cabin illustrated on drawing number 0117/P03 reference “Porta-cabin” shall have a minimum floor level of 6.10 metres above Ordinance Datum. The Porta-cabin hereby approved (or any subsequent replacement Porta-cabin) shall not be sited on the application site until full details of the flood resilience measures to be incorporated in Porta-cabin have been submitted to an approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the details approved under the provisions of this condition and shall be operated and maintained in accordance with the approved details for the lifetime of the development.

Reason To mitigate the effects of climate change and reduce the impact of flooding on the development.

(05) The Flood Evacuation Plan: Enterprise Car Hire – Holyhead hereby approved shall be reviewed every 12 calendar months and the results submitted to and approved in writing by the Local Planning Authority.

Reason To safeguard occupants and property in the event that the development is flooded.

(06) The commencement of the Development shall not take place until there has been submitted to, approved in writing by, and deposited with the Council, a Construction Traffic Management Plan (CTMP). The CTMP shall include as a minimum, but not limited to:

(i) The routing to and from the site of construction vehicles, plant and deliveries, including any Temporary Traffic Management Measures and Traffic Regulation Orders that may be necessary to facilitate safe construction of the development including any advance, preparatory and demolition works;

(ii) The type size and weight of construction and delivery vehicles to be used in connection with the construction of the development, having regard to the geometry, width, alignment and structural condition of the highway network along the access route to the site;

(iii) The timing and frequency of construction and delivery vehicles to be used in connection with the development, having regard to minimising the effect on sensitive parts of the

highway network and construction routes to the site, including regard for sensitive receptors e.g. schools and network constraints;

(iv) Measures to minimise and mitigate the risk to road users in particular non-motorised users;

(vi) The arrangements to be made for on-site parking for personnel working on the Site and for visitors;

(vi) The arrangements for loading and unloading and the storage of plant and materials;

(vii) Details of measures to be implemented to prevent mud and debris from contaminating the adjacent highway network;

(viii) Details of measures to be implemented to prevent damage to the highway and infrastructure from activity relating to the development.

The construction of the Development shall be completed in accordance with the approved Plan except in so far as any variation to it has been approved in writing by the Council.

Reason: To ensure reasonable and proper control is exercised over construction traffic and construction activities in the interests of highway safety and to minimize the potential for damage to the highway that could otherwise lead to action under Section 59 of the Highways Act 1980.

(07) The cycle rack illustrated on drawing number 0127/L02-C (Proposed Site Plan) and required to be approved under the provisions of condition (10) of this planning permission shall be installed prior to the initial occupation of the development hereby permitted and this cycle rack shall not thereafter be used for any other purpose.

Reason: To ensure that adequate provision for safe and secure cycle storage is made to encourage occupiers of the development to travel by cycle.

(08) The car parking accommodation shall be completed in full accordance with the details as submitted before the use hereby permitted is commenced and thereafter retained solely for those purposes.

Reason: To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

(09) No development shall commence until full details of a lighting scheme which shall include full specifications of all external light(s), a plan showing any light spillage on the application site and surrounding land; specification(s) and height(s) of any column(s), bollard(s) or other such fixture(s) for the development have been submitted to and approved in writing by the Local Planning Authority "Lighting Scheme". The Lighting Scheme shall be designed to maximise energy efficiency and to prevent light pollution. The development shall thereafter be carried out in accordance with the Lighting Scheme approved under the provisions of this condition and shall be operational before the use hereby permitted is commenced and then operated and maintained in accordance with the approved scheme for the lifetime of the development.

Reason: In the interests of highway safety, prevent light pollution, safeguard the amenities of the area and to ensure an energy efficient design.

(10) No development shall commence until full details of all external materials and finishes (which shall include such details for all building(s)), Hard Landscaped Areas, engineering operations, Valet Canopy, bin/refuse store(s), cycle rack(s) fencing and other works associated with the development) which shall include colours, construction details (where appropriate) has been submitted to and approved in writing by the Local Planning Authority. The details approved under this condition shall be implemented in full and adhered to in the completion of the development hereby approved.

Reason: In the interests of visual amenities of the locality.

Informative

It may be necessary to submit a separate applications under The Town and Country Planning (Control of Advertisements) Regulations 1992 for advertisements to be displayed on the site.

12.2

Gweddill y Ceisiadau

Remainder Applications

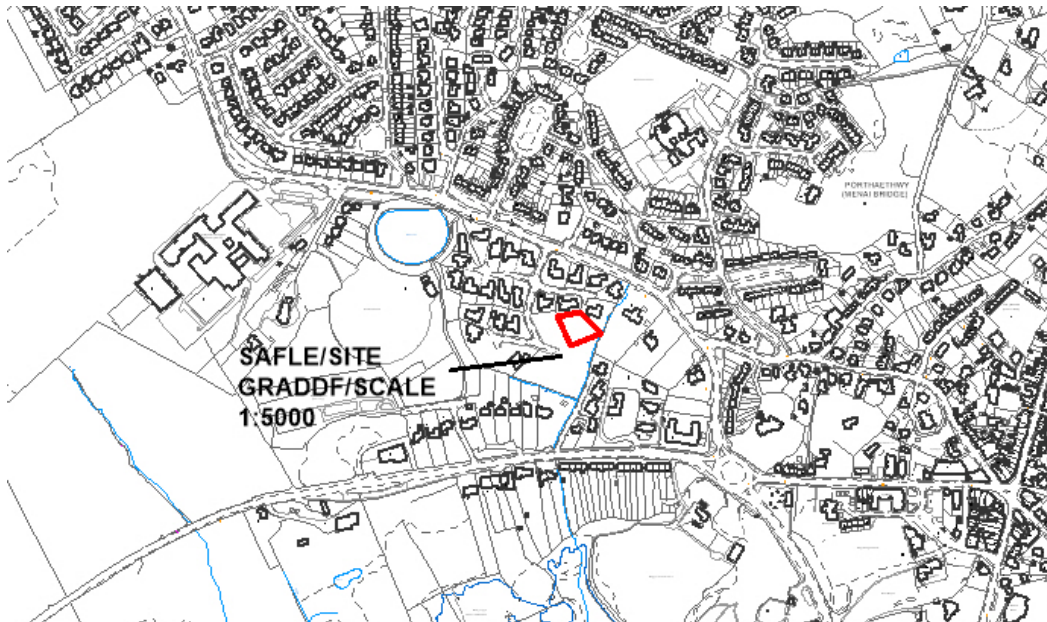
Rhif y Cais: **39C18C/2/VAR** Application Number

Ymgeisydd Applicant

Mr Christopher Hutchinson

Cais o dan Adran 73 i ddiwygio amod (09) o ganiatâd cynllunio rhif 39C18H/DA (codi 21 o dai) er mwyn diwygio yr edrychiad allanol yn / Application under Section 73 for the variation of condition (09) of planning permission reference 39C18H/DA (erection of 21 dwellings) so as to amend the external appearance at

Plot 10, Ty Mawr, Porthaethwy/Menai Bridge



Planning Committee: 04/07/2018

Report of Head of Regulation and Economic Development Service (MTD)

Recommendation:

Permit.

Reason for Reporting to Committee:

The application has been referred to the Planning Committee by Cllr M Jones.

1. Proposal and Site

This application has been made to change the design of the previously approved dwelling the planning permission for which is extant.

It is proposed to build a 4 bedroom bungalow with a bedroom in roof space. There will also be a detached double garage.

This vacant site is located on land which is currently being developed. It is identified as plot 10 and is positioned alongside plots 8 and 9 to the west and 5 and 6 Ty Mawr to the north and north east.

Numbers 5 and 6 Ty Mawr are positioned at a higher level and have windows overlooking the site. The new bungalow will be 9m (closest point) from the boundaries with no 5 and 6.

2. Key Issue(s)

- Is the design acceptable in this location?
- Will there be harm to residential amenity?

3. Main Policies

Strategic Policy PS 5 Sustainable Development
Policy PCYFF 3 Design and Place Shaping
Policy PCYFF 4 Design and Landscaping

Technical Advice Note 12 Design
Technical Advice Note 18 Transport

SPG Design Guide for the Urban and Rural Environment.

4. Response to Consultation and Publicity

Menai Bridge Town Council - No observations.

Cllr M Jones has referred the application to the Planning Committee as he considers the development would be harmful to neighbours.

Cllr R Williams - No comments.

Cllr A Mummery - No comments.

Highways - No comments.

4 letters / emails have been received points raised include;

- Concerns regarding finished floor level (FFL) of extant permission in comparison to that proposed

- There has been backfill which has changed the levels since planning permission was granted
- Are FFL's which the agent refers to valid?
- The new house has twice the spatial volume of that approved and the ridge height from eaves will be more than double the ridge height of the original
- The footprint with garage will be 50% larger
- The massing and scale will be double that approved
- The FFL should be at least 5.5m below plot 6 this will lessen harm.

5. Relevant Planning History

39C18H/DA - Detailed plans for the erection of 21 dwellings on land at Ty Mawr, Menai Bridge, approved 25/04/96

6. Main Planning Considerations

The key issues have been identified as

- Is the design acceptable in this location?

It is proposed to build a bungalow on a sloping site. There are other similar modern bungalows in the vicinity and it is not considered that the design or size of the building will detract from the character or appearance of the location.

- Will there be harm to residential amenity?

Concerns have been raised in respect of the impact the new bungalow will have on those properties nearby namely numbers 5 and 6. The occupants of those properties have made representations making comparisons with what has been approved and what is proposed. Of especial concern is the matter of the height of the new build, where the FFL.s should be, and how it is unclear where the approved FFL's are set.

Recognizing this concern, sections through the site have been requested showing the proposed dwelling in relation to those surrounding. These show the heights of numbers 5 and 6 and also the proximity of the new bungalow and its height and floor levels. Additionally the submitted plan indicated the height and outline of the approved dwelling.

The new dwelling will have a roof construction which is hipped on four sides sloping up towards a narrow ridge. This reduces the impact over that approved which has a long central ridge and gable ends. Additionally, the narrow ridge will be 200mm lower than the approved scheme.

Notwithstanding what has been approved, what is to be determined here is whether or not the new proposal is acceptable. It is considered that given the form of the roof construction the impact on nearby properties is not so great as to be unduly harmful to their amenities. The roof will be sloping away from those properties from a single storey height of 2.5. to eaves and given the hip construction the maximum height of the dwelling will only be realized at the centre of the construction. Furthermore the distance from 5 and 6 which is a minimum of 9 m is considered acceptable for a single storey construction especially when the plots lower position is taken into account.

Whilst this will inevitably interrupt the views currently enjoyed by the residents to the side and rear this is not a reason to refuse this application which could be justified at appeal.

Furthermore, given the relationship between the properties with 5 and 6 being higher there will be no direct overlooking from the new bungalow.

The scale of the dwelling is similar to those surrounding and its single storey construction albeit built up at front, will not seem obtrusive or out of place.

7. Conclusion

Whilst it is acknowledged that there will be impact on those dwellings surrounding the form of the proposal ensures that what impact there will be are of an acceptable level not unreasonably detracting from the amenities of the occupants thereof.

The recommendation considers the duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (the WCFG Act). The recommendation takes into account the ways of working set out at section 5 of the WCFG Act and it is considered that this decision is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives set out in section 8 of the WCFG Act.

8. Recommendation

Permit

(01) The development to which this permission relates shall be begun not later than the expiration of five years beginning with the date of this permission.

Reason: To comply with the requirements of the Town and Country Planning Act 1990.

(02) The development permitted by this consent shall be carried out strictly in accordance with the plan(s) submitted below:

Drawing number	Date Received	Plan Description
PL: Hutchinson PL 01	01/03/2018	Proposed floor plan
PL Hutchinson PL 02	01/03/2018	Proposed elevations
PL Hutchinson PL 03	01/03/2018	Proposed elevations
PL Hutchinson PL 04	01/03/2018	Proposed plans and elevations (Garage)
PL Hutchinson PL 05	01/03/2018	Proposed site plan
PL Hutchinson PL 06	01/03/2018	Proposed first floor plan
PL Hutchinson PL 07	15/05/2018	Proposed context sections (FFL 31.82)

Reason: For the avoidance of doubt

In addition the Head of Service be authorised to add to, remove or amend/vary any condition(s) before the issuing of the planning permission, providing that such changes do not affect the nature or go to the heart of the permission/ development.