

- a) **DOV/16/00180 – Reserved matters application pursuant to outline application DOV/07/01081 pursuant to Variation of Condition application DOV/14/01206 (pursuant to DOV/14/00338 and DOV/13/00120) for approval of 277 dwellings, access, landscaping, scale and appearance - Aylesham Village Expansion, Aylesham (Phase 1B)**

Reason for report: Number of contrary views.

- b) **Summary of Recommendation**

Planning Permission be Granted.

- c) **Planning Policies and Guidance**

Core Strategy Policies

- CP4 - Developments of 10 or more dwellings should identify the purpose of the development in terms of creating, reinforcing or restoring the local housing market in which they are located and development an appropriate mix of housing mix and design. Density will be determined through the design process, but should wherever possible exceed 40dph and will seldom be justified to less than 30dph.
- CP6 - Development that generates a demand for infrastructure will only be permitted if the necessary infrastructure is either already in place, or there is a reliable mechanism to ensure that it will be provided at the time it is needed.
- DM1 - Development will not be permitted outside of the settlement confines, unless it is specifically justified by other development plan policies, or it functionally requires such a location, or it is ancillary to existing development or uses.
- DM5 - Development for 15 or more dwellings will be expected to provide 30% affordable housing at the site, in home types that will address prioritised need.
- DM11 - Development that would generate high levels of travel will only be permitted within the urban areas in locations that are, or can be made to be, well served by a range of means of transport.
- DM12 - Planning applications that would involve the construction of a new access or the increased use of an existing access onto a trunk or primary road will not be permitted if there would be a significant increase in the risk of crashes or traffic delays unless the proposals can incorporate measures that provide sufficient mitigation.
- DM13 - Parking provision should be design-led, based upon an area's characteristics, the nature of the development and design objectives, having regard for the guidance in Table 1.1 of the Core Strategy.
- DM25 - Proposals that result in the loss of open space will not be permitted unless certain criteria are met.

Land Allocations Local Plan

- DM27 - Residential development of five or more dwellings will be required to provide or contribute towards the provision of open space, unless existing

provision within the relevant accessibility standard has sufficient capacity to accommodate this additional demand.

Dover District Local Plan 2002 (Saved Policies)

- AY1 – Land is allocated for up to 1000 dwellings, petrol filling station, formal playing fields and associated children's play, employment land, a primary school and food retail.
- AY2 – An outline proposal for the strategic expansion of Aylesham should cover the whole development area and be accompanied by and based on a master plan.
- AY3 – Proposals for residential development in the development area will be permitted provided: the overall net density shall be at a minimum of 30 dwellings per hectare; at least 15 percent of all dwellings are for affordable housing; provision is made for children's play; and the development has variety in design, is energy efficient and avoids standard estate layouts.
- AY7 – Proposals for the Development Area will not be permitted unless: structural landscaping is provided on the eastern boundary with the railway line together with planting to strengthen the ancient hedge line which forms the northern boundary; at least 3.7 hectares of formal playing fields is provided in the development area; a landscape phasing programme is agreed with the Council; and the long term management of all open space and structural landscaping is secured.
- AY8 – Land is allocated to meet additional primary school provision.
- AY10 – Proposals will not be permitted unless they include provision for a spinal footpath and cycle network, extending where practicable into the existing settlement.

National Planning Policy Framework (NPPF)

- Paragraph 14 of the NPPF requires that where the development plan is absent, silent or relevant policies are out-of-date development should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, or, specific policies in the NPPF indicate that development should be restricted.
- Paragraph 49 of the NPPF states that "housing applications should be considered in the context of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of housing sites.
- The NPPF has 12 core principles which, amongst other things, seeks to: proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs; secure high quality design and a good standard of amenity for all existing and future residents; recognise the intrinsic character and beauty of the countryside; contribute to conserving and enhancing the natural environment and reducing pollution; and actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

- Chapter four of the NPPF seeks to promote sustainable transport. In particular, paragraph 29 states that "the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel".
- Chapter six of the NPPF seeks to significantly boost the supply of housing, requiring Local Planning Authorities to identify specific deliverable sites sufficient to provide five years' worth of housing. Housing applications should be considered in the context of the presumption in favour of sustainable development.
- Chapter seven requires good design, which is a key aspect of sustainable development.
- Chapter eleven requires that the planning system should contribute to and enhance the natural and local environment by, amongst other things, protecting and enhancing valued landscapes, geological conservation interests and soils. Local planning authorities should aim to conserve and enhance biodiversity.

The Kent Design Guide (KDG)

- The Guide provides criteria and advice on providing well designed development.

d) **Relevant Planning History**

The site has an extensive planning history relating to the various phases of the Aylesham Village Expansion, including numerous amendments to previous consents. The following applications are those which are considered to be materially relevant to the current application:

DOV/07/01081 – A) A full application for residential development for 191 dwellings of which 20% will be affordable; all associated works and infrastructure, together with new shops and apartments; alterations to existing shops and apartments; landscaping to existing streets and public open spaces including Market Square; the formation of new public open spaces; upgrade of sports pitch and provision of changing facilities at Ratling Road; formation of squares and a strategic play area; traffic management schemes and new car parking areas; other landscaping works; temporary works and access; construction compounds and off-site highway works: and

B) Outline application for a residential development of up to 1210 dwellings; associated infrastructure and works, including new and enhanced sports and leisure grounds and facilities; new shops and apartments with alterations to existing shops and apartments; temporary construction access and compound areas; an area of live/work units; new and altered roads; parking facilities and traffic management within and nearby to Aylesham village - Granted

DOV/13/00120 – Variation of conditions including 1, 3, 5, 14, 15, 22, 24, 32, 34, 38, 45, 51, 52, 56, 68, 76 and 77 of planning permission DOV/07/01081 (Section 73 application) and modification to legal agreements – Granted

DOV/14/00338 – Variation of Conditions 88, 110 and 112 of planning permission DOV/13/00120 (application under Section 73) - Granted

DOV/14/01206 – Variation of Conditions including 16, 48 and 85 of planning permission DOV/14/00338 (Section 73 application) - Granted

DOV/15/00952 – Variation of Condition 14 of planning permission DOV/14/01206 to introduce a new form of layout for junction 21 (application under Section 73) (amended description/further details) – Decision Pending

e) **Consultee and Third Party Responses**

Principal Ecologist – Structural landscaping has been dealt with and the ecological interest is mainly on the adjacent. While the use of native species planting in landscaping is to be encouraged, for internal parts of an estate, allowance must be made for more ornamental planting. Hedgehog-friendly garden fencing should be provided.

Kent Police Crime Prevention Officer – No objection to the planning application as the applicant has applied for Secured By Design. Specific response was given regarding the access through the site between Dorman Avenue North and Vale View Road, confirming that the proposal includes a perfectly safe, lit, surfaced and well overlooked access, through the site. The Officer “can see no advantage of having a footpath built into the rear of the school as it will create a fenced in no- where to escape corridor which will not be used in the dark, it will become unsafe and could be used potentially for drug dealing through the fence and other offences such as such as fly tipping, burglary and anti-social behaviour. Maintenance will also be high as it will have to be kept clean and tidy and this could be another cost against the parish council”.

Environment Agency – No objection. Whilst risk to groundwater is not discussed in the application, no soil contamination has been identified and no further works are required.

Kent Wildlife Trust – No objection, however they request that the landscaping scheme comprise native species. It is also recommended that close boarded fences are replaced by hedges and detailed consideration be given to the management, mitigation and enhancement of existing hedgerows.

Southern Water – No comments to the reserved matters application

Aylesham Parish Council – Object. The Council supports the retention of the existing informal right of way, for which there is enough space to preserve. Concerns are raised regarding the proposed alternative.

Shepherdwell with Coldred Parish Council – Have noted the consultation

Eythorne Parish Council – No comment on this planning application

KCC Highways and Transportation – No objection, following the submission of amended drawings, subject to a condition securing the provision of car parking. The applicant should also be made aware that amendments to SUDS Street 1 and Lane 1 may be necessary when they are offered for adoption.

KCC Public Rights of Way – No comments to make.

KCC Archaeology – No comment has been received.

Environmental Health – No comment has been received.

Public Representations – Twenty letters of objection have been received, raising the following concerns:

- Loss of an unregistered right of way

- The application should provide an access between Dorman Avenue North and Vale View Road
- Inadequate school provision
- Additional traffic on the highway
- Loss of non-previously developed land
- Insufficient open space is proposed
- More youth facilities are needed in the village
- The school needs a safer access
- No more houses should be built
- The construction of the development causes disruption

In addition, one letter of support has been received, raising the following points:

- Provision of much needed housing, including affordable housing.

- f)
1. **The Site and the Proposal**
 - 1.1 The application site is located to the north west of the village of Aylesham within the permitted village extension. The land has already been cleared and fenced off as part of the extensive works that are underway across the whole site.
 - 1.2 A number of the early phases of the development have now been constructed, and are occupied; however, a significant portion of the outline planning permission is still to be implemented.
 - 1.3 This reserved matters application seeks consent for 277 dwellings split across two parcels of land. Parcel 1, which is the larger of the two parcels, is located to the north of Phase 1A and to the north east of a parcel of land which also falls within Phase 1B (and has been granted permission). This parcel contains 211 dwellings, of which 36 are affordable dwellings. Parcel 2 is located to the south of Dorman Avenue North and to the north of Aylesham Primary School. This parcel would include 66 dwellings, of which 7 would be affordable dwellings.
 - 2 **Main Issues**
 - 2.1 The main issues are:
 - The principle of the development
 - The impact on the character and appearance of the area
 - The impact on the local highway network
 - The impact on living conditions
 - Ecology
 - Contamination

Assessment

Principle

- 2.2 The site lies within the designated Aylesham Expansion area. The site benefits from outline planning permission for the erection of up to 1210 dwellings, together with associated development. This outline permission remains extant. Subject to meeting the conditions set out by the outline permission and being acceptable in all other material respects, the principle of the development is acceptable.

Housing Mix and Affordable Housing

- 2.3 The development would provide 277 houses, split across two parcels of land. The parcels of land would provide the following housing mixes.

Dwelling Type	Parcel 1	Parcel 2	Totals
One Bed	8 (3.8%)	3 (4.5%)	11 (4%)
Two Bed	44 (20.9%)	10 (15%)	54 (19.5%)
Three Bed	107 (50.7%)	34 (51.5%)	141 (50.9%)
Four Bed	38 (18%)	16 (24.2%)	54 (19.5%)
Five Bed	14 (6.6%)	3 (4.5%)	17 (6.1%)
Totals	211	66	277

- 2.4 This housing mix is considered to provide a good range of housing types, with a preference for larger, aspirational housing. This phase of development, in particular Parcel 2, is located close to the school where larger, family housing is appropriate. Furthermore, the development includes areas which address the open countryside beyond the designated area for the expansion of Aylesham, where lower density, larger houses provide a sensitive setting to the agricultural land beyond. It is therefore considered that the housing mix proposed is appropriate.
- 2.5 The development would provide 43 affordable houses spread over three areas, two of which would be within the larger Parcel 1 and one within Parcel 2.
- 2.6 Condition 67 of the approved outline permission requires that developments provide 20% of the total number of dwellings as affordable dwellings. The 43 affordable dwellings to be provided in this application equates to a 15.5% provision. The previous phase of development included an over-provision of affordable dwellings (13 more units than were required). Overall, the development previously approved and the current application would provide 20.2% affordable housing. It is therefore considered that the modest underprovision of affordable housing in this phase of development is acceptable. In total the affordable housing provision would be split into two one-bed dwellings, twenty-eight two-bed dwellings and thirteen three-bed dwellings.
- 2.7 The affordable housing would be distributed into three areas. Within Parcel 1, two areas of affordable housing are proposed, to the north east and south west of this Parcel and would provide thirty and six units respectively. Within Parcel 2, one area of affordable housing is proposed which would provide seven units. It is considered that the distribution of affordable housing through the site ensures that an appropriate balance is struck between integrating these dwellings into the scheme, aiding social cohesion, and grouping dwellings to ensure the dwellings can be efficiently managed. Furthermore, the design of the affordable housing would be difficult to distinguish from the market housing.

Character and Appearance

- 2.8 The layout of the development takes the form of loose perimeter blocks, with each block of houses facing outwards onto roads. The perimeter blocks address a variety of boulevards, roads, shared surfaces and squares, whilst the blocks themselves vary in size, shape and orientation. The effect of the variation throughout the layout of the scheme is to provide a series of memorable places as one navigates the development, whilst providing a legible layout and avoiding long unrelieved streets. Views through the development are regularly terminated by the front elevations of buildings to provide visual interest.

- 2.9 The scheme comprises a mixture of terraced, detached and semi-detached dwellings, together with some flatted accommodation, although semi-detached and terraced houses are predominant. The Masterplan identifies different areas and attributes, suggested densities and building types to these areas.
- 2.10 The types of dwellings and the densities proposed generally relate well to the identified areas within the Masterplan, with the areas attributed as 'Medium Density' containing the majority of the terraces and flats and the lower density areas containing predominantly detached and semi-detached properties. Whilst several detached dwellings are proposed within the medium density areas, contrary to the recommendations of the Masterplan which indicates that such areas should only include semi-detached or terraced dwellings, the detached properties are typically located on corner plots. Street scenes have been submitted which show how these buildings would relate well to the adjoining terraces. It is considered that the introduction of a small number of detached dwellings does not detract from the overall character of the 'Medium Density' development, whilst allowing the development to visually 'turn the corner'. The provision of these detached dwellings is not, therefore, unacceptable. Overall, it is considered that the density and building types therefore respond well to the Masterplan.
- 2.11 The buildings are a mixture of two, two and a half and three storeys in height. The taller buildings are typically located towards the south east and north west of the site, and address the 'SUDS Streets'. Groups of partially three storey buildings are also proposed around nodal areas within Parcel 1, where the road layout opens out to form small squares. Whilst the provision of three storey buildings within this lower density area exceeds the two to two and a half storey height stated in the Masterplan, it is considered that this limited use of taller buildings would add diversity to the character of Parcel 1 and would give presence to the squares onto which they face. Elsewhere, buildings are either two or two and a half storeys in height, correlating with the suggested building heights within the Aylesham Masterplan and, as such, are considered to be acceptable.
- 2.12 The designs of the buildings have a strong theme, providing unity to the overall character of the scheme. However, whilst sharing similar characteristics, the design of the dwellings include 18 different building types which adds variety throughout the development. The housing types are traditionally designed and proportioned, responding positively to the simple yet attractive traditional vernacular of Aylesham and the earlier phases of development. The materials used in the construction of the dwellings is also varied with different buildings constructed of red brick, buff brick or render, each with contrasting brick detailing, under roofs finished in one of four types of roof tile. Together with the variety of building designs, the variety of materials used will add interest to the development and allow each of the two parcels to sit comfortably with the earlier phases and Aylesham more generally.
- 2.13 The development incorporates areas to the fronts of buildings which allow opportunities of soft landscaping, with houses set back from the road. Within these areas, between the front elevations of buildings and the highway, a mixture of hedges and shrubs are proposed. Whilst the depth of the landscaped areas varies across the scheme, it is considered that as a whole these areas provide meaningful landscaping which will soften the appearance of the development. The scheme also includes the provision of a generous number of trees, which will be of a reasonable size (between 3.5 and 5m in height) when planted, affording soft visual relief from the outset.

- 2.14 Revised landscaping plans have been submitted during the course of the application, which respond to the concern of Kent Wildlife Trust that the soft landscaping did not provide native species. The scheme now includes a variety of native species, including trees, hedges and scrubs.

Impact on Residential Amenity

- 2.15 The site is set away from neighbouring properties within the established village. The closest relationship is between plots 274 to 277 and No.'s 57 and 88 Vale View Road, which would be separated by around 70m. The site would also be well separated from other phases of development which have already been granted within the Aylesham Expansion area (in Phases 1A and 1B1) and future phases of planned development (in Phase 1B3), being set away from these properties by a minimum 21m. The development would not, therefore impact upon the living conditions of any property outside of the application site.
- 2.16 The developments have been designed around a perimeter block pattern of development, which ensures that, in most instances, back-to-back distances between properties are around 25m. There are some examples where dwellings would be closer to each other, particularly where properties turn corners or where dwellings are provided above garage blocks. However, where closer relationships do occur it is not considered that the properties are so close to each other that an unacceptable degree of direct overlooking or sense of enclosure would be caused. All habitable rooms within the buildings would be of a reasonable size and would be naturally lit and ventilated, whilst each dwelling with two or more bedrooms would be provided with a well sized private garden.

Impact on the Highway

- 2.17 The development proposes a range of road types, including streets with footpaths, shared surfaces, mews' and informal squares. This range of road types produces a hierarchical character to the development which improves its legibility and clearly defines routes which pass through each parcel and those which provide localised access to properties. The organic layout of the road network is also considered to provide interest through the development, whilst the different road types introduce different identities to the different character areas of each parcel.
- 2.18 Vehicle speeds through each of the two parcels would be naturally reduced due to the geometry of the road layout, bends and narrowing's in the road and table junctions.
- 2.19 Tracking plans have been submitted which demonstrate that large vehicles, including refuse lorries of up to 11.2m in length, would be able to navigate the site.
- 2.20 The 277 dwellings within the proposed development would be provided with 504 car parking spaces which would be allocated to individual properties, together with a further 49 unallocated visitor car parking spaces. Each dwelling with two or more bedrooms would be provided with two car parking spaces, whilst each one bedroom dwelling would be provided with one car parking space. The number of visitor spaces equates to approximately one for every five dwellings. The visitor spaces are well distributed throughout the development, albeit there is a greater concentration within laybys adjacent to the main routes to the south of Parcel 1 (the 'Boulevard' and 'Lane 1') and to the north and west of Parcel 2 (Dorman Avenue North and 'Boulevard'). It is considered that the concentration of visitor spaces in these locations is positive, as it will discourage inappropriate parking

on these important distributor routes. Concerns have been raised that the lack of vehicle parking laybys outside plots 1 to 5 (within Parcel 1) may give rise to inappropriate parking, as the parking spaces to these properties are located to the rear. As such, delivery vehicles, visitors etc. may park in the road or on the verge, potentially harming the free flow of traffic or damaging the verge. KCC Highways and Transportation have recommended that the existing layby outside plots 6 and 7 is extended by three car parking spaces to the west. This additional informal parking would both increase the number of visitor spaces and provide spaces which are closely related to plots 1 to 5. The applicant has agreed to this change and has submitted amended drawings which show the provision of an additional three off-street car parking spaces adjacent to plots 1 to 5.

- 2.21 A range of forms of car parking are included within the development, including laybys to the sides of roads and accesses, private driveways to the fronts and sides of buildings and parking courts to the rear of properties. This approach replicates the approach which has been used in the earlier phases of development and is consistent with the Masterplan, which advocates a mixture of courtyard parking and on plot parking. The layout of car parking ensures that the number of cars visible along the main streets through the development is reduced, whilst also ensuring that car parking is provided reasonably close to the dwellings which it serves. Where car parking courts are provided, they would cater for up to 14 cars to be parked in the open, avoiding large areas of car parking which could become visually dominant.
- 2.22 Overall it is considered that the development provides an appropriate number and form of car parking spaces to meet the needs of the development without harming the local highway network.
- 2.23 Concerns have been raised by local residents and Aylesham Parish Council that the development would result in the loss of a footpath which runs along the north western boundary of the Primary School between Dorman Avenue North and Vale View Road. Whilst this footpath is not registered, there is evidence that it has been used since at least the 1960's and there is no reason to believe that this is not the case. Parcel 2 of the proposed development would result in the loss of this footpath. However, the scheme does provide an alternative means of access through the site, between Dorman Avenue North and Vale View Road. The proposed route would be relatively direct and would not be a significantly longer distance than the footpath which would be lost. It would be publicly accessible, as confirmed by the applicant, and this public accessibility could be secured by condition. The route would be hard surfaced allowing for easier use, for example by wheel chairs or push chairs, and would be lit and observed by the proposed properties, enhancing safety and security. In comparison, the existing route, whilst direct, is unlit, unpaved and does not benefit for natural surveillance. It is therefore considered that, subject to a condition being attached to any grant of permission to ensure that the new route remains publicly accessible; the development would enhance pedestrian permeability. It should also be noted that the Kent Police Crime Prevention Officer has confirmed that he would raise concerns should the existing footpath be retained, commenting that it would be unsafe, unlikely to be used in the dark, could attract crime and anti-social behaviour and would be difficult to maintain.

Ecology

- 2.24 The two parcels of land were last used for agricultural purposes, albeit Parcel 1 has now been partially subsumed by the wider development of Aylesham. The outline permission included a series of conditions which require the submission of bat and reptile surveys prior to the commencement of development and

requiring that care is taken to avoid harm to birds, particularly during the breeding bird season. These conditions will remain in force and appropriately safeguard and mitigate habitats and species.

- 2.25 Concern has been raised that the introduction of fences across the development has the potential to prevent the movement of hedgehogs across the site. As suggested by Kent Wildlife Trust and the Councils Principal Ecology Officer, the applicant has agreed that it would be appropriate to include a condition on any grant of permission requiring details to be submitted and agreed of the boundary treatments proposed. These boundaries shall either be provided by hedges or fences which incorporate gaps, allowing native species such as Hedgehogs to pass under.
- 2.26 The development would not cause harm to ecology in any other respect.
- 2.27 Following amendments to the landscaping plan during the course of the application, the development would provide a variety of native species, including some fruiting species, which would provide greater botanic diversity than the former agricultural use of the land.

Archaeology

- 2.28 The application has been accompanied by two Written Schemes of Investigation, which have been informed by the Archaeological Mitigation Strategy which was approved as part of the outline permission. The submitted Written Schemes detail how the two parcels of land which are the subject of the current application will be investigated and recorded, in accordance with the first part of Condition 91 of the outline consent, which requires this methodology to be submitted and approved. The final views of KCC Archaeology on these Schemes are awaited, however assuming they are acceptable, the Schemes will need to be carried out in accordance with the agreed specification, prior to the commencement of the development

Sports Provision

- 2.29 Concern has been raised by Sport England that the proposal would result in the loss of playing fields. The layout of Parcel 2 has been amended from that shown indicatively in the Masterplan. Previously, it was proposed to build on part of the existing school playing field, adjacent to Dorman Avenue North, with part of the existing agricultural field being given to the school to compensate for this loss. The layout has now been amended and no longer proposes development on the school playing field, but does propose dwellings on the land which would have been given to the school in compensation. No loss of playing fields would therefore result from the proposals.
- 2.30 Condition 103 of the outline planning permission requires the provision of new playing fields, to compensate for the loss of former playing fields at Dorman Avenue North. This condition is unaffected by the current application and will need to be complied with. Originally the intention was to create a new full sized football pitch at Ratling Road. However, following extensive consultation the Planning Financial Contributions Agreement is being altered to secure an off-site contribution instead. This sum will be used to increase the capacity of existing outdoor sports facilities in the village.

Contamination

2.31 Condition 118 of the outline permission requires that a preliminary risk assessment and site investigation scheme is submitted prior to the commencement of the development of each phase. Based on the conclusions of this investigation, an appraisal and remediation strategy, together with a verification report to demonstrate that the remediation has been carried out must be submitted.

2.32 The application has been supported by contamination reports. Each of these comprises a Phase 1 Desk Study and Site Reconnaissance and a Phase 2 Site Investigation Report. Comments are awaited from Environmental Health on these reports and will confirm whether or not any remediation measures will be required.

Overall Conclusions

2.32 The submitted application complies with the Outline Planning Permission, including the Aylesham Design Code and the Aylesham Masterplan. Furthermore, it is considered that the development would provide a high quality, permeable, built environment and secure a high standard of residential amenity, both to existing and future residents. The scheme is acceptable in all material respects. It is therefore recommended that this application be granted.

g)

Recommendation

I Reserved Matters BE GRANTED subject to conditions to include:-

(i) approved plans, (ii) provision and retention of car parking, (iii) landscaping to be carried out and retained, (iv) measures to reduce light pollution, (v) details of boundary treatments to allow the movement of native species, (vi) public access to be provided to the route between Dorman Avenue North and Vale View Road, (vii) phasing (viii) Any necessary conditions arising from the views of KCC Archaeology and Environmental Health.

II Powers to be delegated to the Head of Regeneration and Development to settle any necessary planning conditions, in line with the issues set out in the recommendation and as resolved by Planning Committee.

Case Officer

Luke Blaskett