

**LONDON BOROUGH OF TOWER HAMLETS****STRATEGIC DEVELOPMENT COMMITTEE**29<sup>th</sup> January 2015**UPDATE REPORT OF HEAD OF PLANNING AND BUILDING CONTROL****INDEX**

<b>Agenda item no</b>	<b>Reference no</b>	<b>Location</b>	<b>Proposal / Title</b>
5.1	PA/13/3049	100 Whitechapel Road and land rear at Fieldgate Street, E1	Demolition of existing vehicle workshop and car showroom; erection of a residential development comprising a total of 185 dwellings (comprising 10 studios; 65 x 1 bed; 71 x 2 bed; 27 x 3 bed; 12 x 4 bed) in an 18 storey building facing Fieldgate Street; and 2 buildings ranging in height from 8-12 storey building facing Whitechapel Road and Vine Court, provision of ground floor retail, office and restaurant spaces (Class A1, A2 and A3), café (A3); 274.9 sqm extension to the prayer hall at the East London Mosque and provision of pedestrian link between Fieldgate Street and Whitechapel Road, extension to existing basement to provide 20 disabled car parking spaces, motorcycle spaces, 360 bicycle parking spaces and bin storage in basement, associated landscape and public realm works.
6.1	PA/14/01428	Meridian Gate	Demolition of all existing structures and the redevelopment of the site to provide a building of ground floor plus 53 storeys comprising of 423 residential apartments (use class C3) and circa 415sqm office (use class B1), 30 basement car parking spaces; the ground floor uses comprises an electricity sub-station, entrances for the office, affordable and private housing, basement access via car lift and cycle lifts, and circa 43sqm retail/cafe (use class A1/A3); public open space; and a single storey enclosure providing a secondary basement access.
6.3	PA/14/02617	1 Bank Street (Heron Quays West 2) Heron Quay, London, E14	Erection of a 27 storey building comprising offices (Use Class B1) and retail (Use Class A1-A5) including three basement levels, partial infilling of South Dock, ancillary parking and servicing, access and highways works, landscaping and other works incidental to the application.

<b>Agenda Item number:</b>	5.1
<b>Reference number:</b>	PA/13/3049
<b>Location:</b>	100 Whitechapel Road and land rear at Fieldgate Street, E1
<b>Proposal:</b>	Demolition of existing vehicle workshop and car showroom; erection of a residential development comprising a total of 185 dwellings (comprising 10 studios; 65 x 1 bed; 71 x 2 bed; 27 x 3 bed; 12 x 4 bed) in an 18 storey building facing Fieldgate Street; and 2 buildings ranging in height from 8-12 storey building facing Whitechapel Road and Vine Court, provision of ground floor retail, office and restaurant spaces (Class A1, A2 and A3), café (A3); 274.9 sqm extension to the prayer hall at the East London Mosque and provision of pedestrian link between Fieldgate Street and Whitechapel Road, extension to existing basement to provide 20 disabled car parking spaces, motorcycle spaces, 360 bicycle parking spaces and bin storage in basement, associated landscape and public realm works.

## 1. CLARIFICATIONS

- 1.1 Paragraph 3.5 notes that the previous scheme comprised of 241 residential units. To clarify, it comprised of 221 residential units.
- 1.2 Should Members be minded to grant planning permission, the proposed financial contribution should be £346,829 and not £246,829 as noted in the committee report. This amounts to the full amount of the Supplementary Planning Document sum.
- 1.3 The proposed financial contribution towards health facilities would be £147,465 which equates to 60% of the Supplementary Planning Document sum and not £246,997 as noted in paragraph 6.32 of the Committee report. The contribution towards S106 Monitoring should be £25,478 and not £25,946 as noted in the report.

## 2. ADDITIONAL REPRESENTATION

- 2.1 Following publication of the committee report, Officers have received an additional four letters of objection. The grounds of objection are as follows:
  - The proposal would result in an increase in noise and litter levels to local residents.
  - The proposal would increase instances of anti social behaviour in the area.
  - The proposal would result in loss of daylight/sunlight and privacy to neighbouring properties.
  - The proposal would made inadequate provision for refuse facilities.
  - The proposal would result in overcrowding and overdevelopment of the site.
  - The proposal would further put pressure on existing transport facilities.

*(Officers comment: The above matters were considered in the assessment of the application and discussed in the 21 July committee report).*

### 3. SECTION 106 AND CONDITIONS

3.1 Notwithstanding and without prejudice to the officer recommendation to refuse planning permission, officers are mindful that the Strategic Development Committee has resolved twice (in April and July 2014) that planning permission should be granted for previous iterations of the current scheme. Therefore in the event that the Committee do not agree with this recommendation and resolve to grant planning permission for the development in the amended application, in order to expedite the decision making and Stage 2 Mayor of London referral process, the following planning obligations and planning conditions are recommended.

#### Financial Obligations

3.2 The table below sets out the financial contributions which should be secured.

Construction phase skills and training	£56,377
End-user Phase Skills and Training	£5,284
Idea Stores, libraries and archives	£49,056
Leisure Facilities	£161,633
Primary School	£346,829
Secondary School	£231,269
Health Facilities	£147,465
Smarter Travel	£5,744
Public Open Space	£96,430
Health facilities	£147,465
Streetscene and the built environment	£23,696
CO2 reduction	£31,464
Upgrade to public highway (TfL)	£122,500
Delivering cycle hire capacity (TfL)	£24,500
Monitoring	£25,478
<b>Total</b>	<b>£1,327,725</b>

#### Non financial contributions

- 3.3
- 1) Access to employment
  - 2) 20% Local Procurement
  - 3) 20% Local Labour in Construction
  - 4) Travel Plan

3.4 That the Corporate Director Development & Renewal is delegated power to negotiate and complete the legal agreement indicated above acting within normal delegated authority.

#### Conditions

- 3.5 Should Members be minded to grant planning permission, the draft conditions attached as appendix one to this Committee report should be included within the decision notice.
- 3.6 That the Corporate Director Development & Renewal has delegated authority to recommend the imposition of additional conditions as necessary.

## APPENDIX ONE

### Conditions

1. The development hereby permitted shall be carried out in accordance with the approved plans listed in the Schedule to this planning permission.

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

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

Reason: As required by Section 91 of the Town and Country Planning Act 1990 to avoid the accumulation of unexercised planning permissions.

3. Prior to the commencement of development, full particulars and samples of all the external facing materials including fenestration shall be submitted to and approved in writing by the Local Planning Authority.

The development shall not be carried out other than in accordance with the particulars thus approved.

Reason: To ensure that the external appearance of the development is satisfactory in accordance with policy SP02 & SP10 adopted Core Strategy (2010) and policy DM24 of the Managing Development Document (2013) which seek to deliver high quality design.

4. Prior to commencement of development, full particulars of hard and soft landscaping, including walkways, boundary treatments across the site, tree planting scheme and all external lighting shall be submitted to and approved in writing by the Local Planning Authority.

The development shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To ensure that the external appearance of the development is satisfactory in accordance with policy SP10 adopted Core Strategy (2010) and policy DM24 of the Managing Development Document (2013) which seek to deliver high quality design.

5. Building, engineering, demolition or other operations in pursuance of this permission shall be carried out only between the hours of 8am and 6pm Mondays to Fridays and between the hours of 8am-1pm on Saturdays and shall not be carried out at any time on Sundays or Public Holidays.

Reason: To safeguard the amenity of adjacent residents and the area generally and to meet the requirements of policies SP03 of the adopted Core Strategy and policy DM25 of the Managing Development Document (2013) which seek to ensure that development does not compromise residential amenity.

6. No hammer driven piling or impact breaking out of materials carried out in pursuance of this permission shall be carried out unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenity of adjacent residents and the area generally and to meet the requirements of policies SP03 of the adopted Core Strategy and DM25 of the Managing Development Document (2013) which seek to ensure that

development does not compromise residential amenity.

7. The approved café and restaurant uses shall not be in use, other than between the hours of 7.30am- 10pm Sunday- Thursday, and 7.30am-11pm Friday- Saturday.

Reason: To safeguard the amenity of adjacent residents and the area generally and to meet the requirements of policies SP03 of the adopted Core Strategy and policy DM25 of the Managing Development Document (2013) which seek to ensure that development does not compromise residential amenity.

8. The approved retail unit (A1 use) shall not be in use, other than between the hours 7.30am- 10pm Monday-Sunday.

Reason: To safeguard the amenity of adjacent residents and the area generally and to meet the requirements of policies SP03 of the adopted Core Strategy and policy DM25 of the Managing Development Document (2013) which seek to ensure that development does not compromise residential amenity.

9. Prior to occupation of the development hereby approved, confirmation that a Secure by Design Accreditation has been obtained shall be submitted to and approved by the Local Planning Authority.

The development shall not be carried out otherwise than in accordance with the particulars so approved.

Reason: To ensure that the development is designed to maximise safety and security throughout the site and the surrounding area to meet the requirements of the following policies SP10 of the adopted Core Strategy; and DM24 of the Managing Development Document (2013) which seeks to ensure safety and security of developments are optimised.

10. No development, including demolition or preliminary works shall take place until a Construction Management Plan to include code for construction practice and Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include specific details relating to the demolition, construction and management of all works associated with the development including:

(i) Details of the site manager, including their contact details (phone, facsimile, postal address);

(ii) The location of a large notice board on the site that clearly identifies the name, telephone number and address for services of the site manager;

(iii) Any means, such as a restriction on the size of construction vehicles and machinery accessing the site, required to ensure that no damage occurs to adjacent streets throughout the construction period.

(iv) Any means of protection of services such as pipes and water mains within the road service.

(v) Measures to be adopted to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;

(vi) Measures to be adopted to ensure that pedestrian access past the site on the public footpaths is safe and not obstructed during construction works.

(vii) Location of workers conveniences (e.g portaloos)

(viii) Ingress and egress to and from the site for vehicles during site works period.

(ix) Proposed numbers and timing of truck movements throughout the day and the proposed routes;

(x) Procedures for controlling sediment runoff, dust and the removal of soil, debris and demolition and construction materials from public roads or places.

(xi) Any temporary traffic management measures required during the course of construction.

(xii) Location of vehicles and construction machinery accesses during the period of works.

The approved Construction Management Plan and Construction Logistics Plan shall be implemented and maintained throughout the entire demolition and construction period.

Reason: To safeguard the amenity of adjoining properties and the area generally by preventing noise, vibration and dirt nuisance and to ensure the adjacent strategic roads operate safely in accordance with policies SP03 of the adopted Core Strategy (2010) and policy DM25 of the Managing Development Document (2013) which seeks to protect residential amenity.

11. Prior to commencement of development, a detailed noise and vibration report shall be submitted and approved in writing by the Local Planning Authority.

The noise insulation and ventilation measures for the living accommodation should achieve a 'Good' standard of BS8233. The development shall only be carried out in accordance with the details thus approved.

Reason: To ensure that future residents do not experience undue noise disturbance in accordance with NPPF; policy 7.15 of the London (2011); SP03 of the Core Strategy (2010) and policy DM25 of the Managing Development Document (2013) which seeks to protect residential amenity.

12. Prior to the occupation of the development hereby approved, a Car Park Management Plan shall be submitted to and approved by the Local Planning Authority. The plan should agree access and entry details. The development shall be occupied only in accordance with the approved Car Park Management Plan to the satisfaction of the Local Planning Authority.

Reason: To ensure car parking is adequately controlled, in accordance with policy policies 6.13 of the London Plan 2011, SP09 of the Core Strategy (2010) and DM22 of the Managing Development Document (2013) which seek to protect pedestrian and highway safety.

13. Prior to the commencement of development, a Delivery and Servicing Management Plan shall be submitted to and approved in writing by a Local Planning Authority.

The application shall be implemented in accordance with the details thus approved

Reason: In the interest of pedestrian and vehicular safety on the public highway, and to ensure compliance with policy SP09 of the adopted Core Strategy (2010) and policy DM20 of Managing Development Document (2013) which seek to ensure

development would support the creation of better and safer streets to improve quality of life.

14. No development shall take place, including any works of demolition, until a Contaminated Land Scheme has been submitted to and approved in writing by the local planning authority.

Details of the scheme shall include:-

- I. A detailed 'desk study report'.
- II. A proposal to undertake an intrusive investigation at the site based on the findings of the desk study.
- III. A detailed 'site investigation report' to investigate and identify potential contamination (including water pollution potential).
- IV. Proposals for any necessary remedial works to contain treat or remove any contamination.
- V. A Monitoring Plan and Verification report which records the areas of the site have been remediated.

The scheme and any identified remediation measures shall be implemented in full accordance within a timetable specified in the approved scheme.

Reason: To ensure development on previously contaminated land does not activate or spread contamination in accordance with the requirements of policy 5.21 of the London Plan (Spatial Development Strategy for Greater London) 201; policy SP04 of the Core Strategy (2010) & policy DM30 of the Managing Development Document (2013).

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

Reason: To ensure that any archaeological remains are protected in accordance with policies 7.8 of the London Plan (2011); SP10 of the Core Strategy (2010) and policy DM27 of the Managing Development Document (2013) which seeks to protect archaeological remains and heritage assets.

16. Prior to commencement of development, full details of a Mosque Travel Plan (which includes details of cycle parking) shall be submitted to and approved in writing by the Local Planning Authority.

The details thus approved shall be implemented in perpetuity, unless otherwise agreed in writing by the Local Planning authority.

Reason: To promote sustainable travel and ensure that the development does not compromise pedestrian and highway safety in accordance with policies 6.7; 6.9, 6.11 and 6.12 of the London Plan (2011); SP09 of the Core Strategy (2010); DM20 & DM23 of the Managing Development Document (2013) which seek to promote smooth traffic flow and reduce congestion.

17. An Air Quality Management Plan (which include robust mitigation measure details) shall be submitted and approved in writing prior to the commencement of works on site.

The details thus approved shall be implemented in perpetuity.

Reason: To ensure that the development complies with policy 7.4 of the London Plan; policies SP02 and SP10 of the Core Strategy and Policy DM9 of the Managing Development Document (2013) which seek to ensure design solutions are incorporated into the new development to minimise exposure to poor air quality.

18. No development shall take place until a Structural report to include excavation details in consultation with Transport for London shall be submitted and approved in writing by the Local Planning Authority in consultation with TfL.

No works shall take place until such details have been approved and the details shall be implemented in perpetuity.

Reason: To ensure that the structure of the adjoining railway tunnel is as safe and secure as reasonable possible is not compromised in accordance with policies 6.2 & 6.2 of the London Plan (2011) and policy DM20 of the Managing Development Document (2013) which seeks to ensure that development will need to demonstrate it is properly integrated with the transport network and has no unacceptable impacts on the capacity and safety of the transport network.

19. Prior to occupation of the development, full details of the hereby approved fire control strategy shall be submitted to and approved in writing by the Local Planning Authority in writing.

The details thus approved shall be implemented in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is adequately equipped to mitigate the impacts in the event of an outbreak of fire in accordance with policy SP10 of the Core Strategy (2010) and policy DM24 of the Managing Development Document (2013) which seek to ensure the internal design and layout of the development maximises safety and usability for occupants and maximises sustainability of the development.

20. Prior to the commencement of the development hereby approved, a detailed wind assessment shall be undertaken. The assessment shall provide details of the wind micro-climate conditions at building entrances and corners and within any amenity spaces of or adjacent the development and set out any mitigation measures to be required. The assessment shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details.

Reason: To ensure that the wind micro-climate would not adversely impact on the amenity of the environment within and around the development, in accordance with policies 4B.9 and policy 5.3 of the London Plan (2011) and policy SP10 of the Council's Core Strategy 2025 Development Plan Document (2013).

21. Prior to commencement of development, full particulars of the provision for the storage and collection/disposal of rubbish shall be submitted to the Local Planning Authority.

The details thus approved shall be implemented unless otherwise agreed in writing.

Reason: To ensure that the development makes adequate provision for refuse and recycling facilities in accordance with policies SP05 of the Core strategy (2010) and DM14 of the Managing Development Document (2013) which



seeks to ensure that adequate refuse and recycling facilities are located in safe and secure locations.

22. Prior to the commencement of residential development, the applicant shall submit the details to be approved in writing by the Local Planning Authority of a Code for Sustainable Homes assessment where the development achieves a minimum of a "Code Level 4" rating which shall be certified by the awarding body.

The approved details of the sustainable design and construction measures shall be implemented and retained for so long as the development shall exist except to the extent approved in writing by the local planning authority.

Reason: To ensure the highest levels of sustainable design and construction in accordance with policies 5.3 of the London (2011); SP02 of the Core Strategy (2010); and DM29 of the Managing Development Document (2013) which seek the highest standards of sustainable design and construction principles to be integrated into all future developments.

23. The applicant shall ensure that 100% of the residential units are provided in accordance to Lifetime Homes Standard and 10% of the residential units within the affordable tenure be wheelchair accessible or easily adaptable for residents who are wheelchair users.

Details of the allocation of the wheelchair units within the scheme shall be submitted to and approved by the Local Planning Authority prior to commencement of works on site.

Reason: To meet the requirements of policy 3.8 of the London Plan (2011), SP02 of the Core Strategy (2010); policy HSG9 of the Interim Planning Guidance (2007) and DM4 of the Managing Development Document (2013) which seek to enhance housing choice, enable independent living and help create more balanced and inclusive communities.

24. Prior to occupation of the proposed development, full details and plans showing the location and layout of the cycle parking areas for all proposed uses shall be submitted and approved in writing by the Local Planning Authority.

The cycle parking shall be provided in accordance with the details approved prior to occupation of the residential units and shall be so maintained.

Reason: To ensure the proposal adequately makes provision for cycle storage in safe and secure locations in accordance with policies SP09 of the Core Strategy (2010) and DM22 of the Managing Development Document (2013) which seek to promote sustainable modes of transport.

25. The development authorised by this permission shall not commence until the Council (as local planning authority and the highway authority) has approved in writing the scheme of highway improvements necessary to serve this development (being the closure of the existing access, reconstruction/resurfacing of the carriageway/footway and the removal of existing highway trees).

Reason: To ensure the improvement works are completed prior to the occupation of the development and to mitigate the future impacts of the proposed development on the existing road network, in accordance with policy SP09 of the adopted Core Strategy (2010) and DM23 of the Development Management Development Plan (2013) which seek to ensure development would support the creation of better and safer streets to improve quality of life.

Agenda item no	Reference no	Location	Proposal / Title
6.1	PA/14/01428	Meridian Gate, 199-207 Marsh Wall, London, E14	Demolition of all existing structures and the redevelopment of the site to provide a building of ground floor plus 53 storeys comprising of 423 residential apartments (use class C3) and circa 415sqm office (use class B1), 30 basement car parking spaces; the ground floor uses comprises an electricity sub-station, entrances for the office, affordable and private housing, basement access via car lift and cycle lifts, and circa 43sqm retail/cafe (use class A1/A3); public open space; and a single storey enclosure providing a secondary basement access.

## 1. FURTHER REPRESENTATIONS

1.1 The Mayor of London office has provided further comments dated 26/01/15 (Officer level) following the amendments to the scheme. These are summarised as follows:

- The design amendments are a significant improvement which will deliver demonstrable benefits to the quantum and quality of public open space provision
- The GLA acknowledge and welcome the significant efforts made by the applicant to address concerns regarding the ground-floor layout of the tower.
- Concerns raised previously regarding climate change have also been addressed

1.2 A further objection was received today from Councillor Ronald. In summary the objection raises the following points:

- Canary Wharf is an iconic view and the development at Meridian Gate does not take sufficient account of the landscape in which it sits nor of the impact that it will have on London's skyline and the streetscape which surrounds it.
- Lack of coherence already beginning to emerge in the design of this neighbourhood.

1.3 (OFFICER COMMENT: Strategic and local views have been tested as part of this application. The Mayor of London, RB Greenwich, English Heritage and Royal Historic Palaces did not raise objections to the impact on important view. Design is discussed in the Officer Report. The emerging South Quay Masterplan SPD is intended to ensure better coherence of development within this area)

## 2. CLARIFICATIONS AND CORRECTIONS

2.1 Paragraph 9.7 – Five office units measuring 415sqm in total are proposed not three office units measuring 425sqm.

2.2 Replace Paragraph 9.94 with the following wording: *The area of the public square, which makes up over 70% of the site that is considered public open space (i.e. once*

*the requirement for child playspace and communal amenity is taken into account) amounts to 1,126sqm.*

2.3 Paragraph 9.99 - the scheme would deliver approximately 1,126sqm of public open space not 810sqm.

### 3. RECOMMENDATION

3.1 Officers' recommendation remains as set out in Chapter 3 of the Committee report.

Agenda item no	Reference no	Location	Proposal / Title
6.3	PA/14/02617	1 Bank Street (Heron Quays West 2) Heron Quay, London, E14	Erection of a 27 storey building comprising offices (Use Class B1) and retail (Use Class A1-A5) including three basement levels, partial infilling of South Dock, ancillary parking and servicing, access and highways works, landscaping and other works incidental to the application.

### 1. REPRESENTATIONS & CORRESPONDENCE

1.1 An additional objection was received on 25/12/2014 and is summarised below.

- Reduction in quality of life
- Traffic congestion
- Impact on light
- Impact on view
- Height unacceptable

1.2 The officer's response to the raised concerns is as follows:

1.3 Reduction in quality of life - Please refer to paragraphs 8.159 – 8.163 of the Committee Report which consider the impacts on living conditions in detail.

1.4 Traffic congestion - Please refer to paragraph 8.128 of the Committee Report which consider impacts on the local transport network in detail.

1.5 Impact on light - Please refer to paragraph 8.128 – 8.162 of the Committee Report which considers daylight, sunlight and overshadowing impacts in detail.

1.6 Impact on views - Please refer to paragraph 8.86 – 8.187 of the Committee Report which considers the setting and local views in detail.

1.7 Height unacceptable - Please refer to paragraphs 8.48 – 8.56 of the Committee Report which consider the acceptability of the height in detail.

1.8 Para 7.1 of the Committee Report states 'No of individual response 1. Objecting 1'

1.9 It should now read 'No of individual response 2. Objecting 2'

### 2. APPLICATION DETAILS: Drawings and Documents

2.1 No changes required

### 3. PLANNING CONDITIONS AND INFORMATIVES

- 3.1 In paragraph 3.7 of the Committee Report entitled 'Conditions' there is a requirement to delete the following condition –

Details of the access and Water supply impact studies (Required by the London Fire and Emergency Planning Authority)

### 4. CLARIFICATIONS AND CORRECTIONS

- 4.1 Typo in respect of Paragraph 4.3 of the Committee report which states '3.5'. It should read '3.5m'.
- 4.2 TfL requested a contribution of £250,000 towards new footbridges instead of a £250,000 towards upgrades to Heron Quays DLR station and not in addition too.
- 4.3 Paragraph 6.33 of the Committee report incorrectly states 'TfL requested that the following Section 106 contributions should be secured to mitigate the development; £250,000 towards upgrades to Heron Quays DLR station; £270,000 towards additional local bus capacity; £70,000 towards TfL Cycle Hire and; £250,000 towards new footbridges'.
- 4.4 It should read 'TfL requested that the following Section 106 contributions should be secured to mitigate the development; £270,000 towards additional local bus capacity; £70,000 towards TfL Cycle Hire and; £250,000 towards new footbridges'.
- 4.5 Paragraph 6.49 of the Committee report reads '**Officer Comment:** The concerns of the London Fire Brigade are noted and a pre-commencement safeguarding condition to address the above concern will be attached to the decision should the application be approved.
- 4.6 It should read '**Officer Comment:** The concerns of the London Fire Brigade are noted and a relevant informative will be attached to the decision should the application be approved.
- 4.6 Typo in respect of Paragraph 8.167 of the Committee report which states 'Should planning permission be granted there would also be conditions controlling the hours of operation (Monday – Friday 08:00 – 06:00, Saturdays 08:00 – 13:00 and no work on Sundays and Bank Holidays).
- 4.7 It should state 'Should planning permission be granted there would also be conditions controlling the hours of operation (Monday – Friday 08:00 – 18:00, Saturdays 08:00 – 13:00 and no work on Sundays and Bank Holidays).

### 5. RECOMMENDATION

- 5.1 Officers' recommendation remains as set out in Chapter 9 of the Committee report.