

REPORT TO DEVELOPMENT MANAGEMENT COMMITTEE

9 December 2020

REFERENCE: HW/REM/20/00415
Public Health England

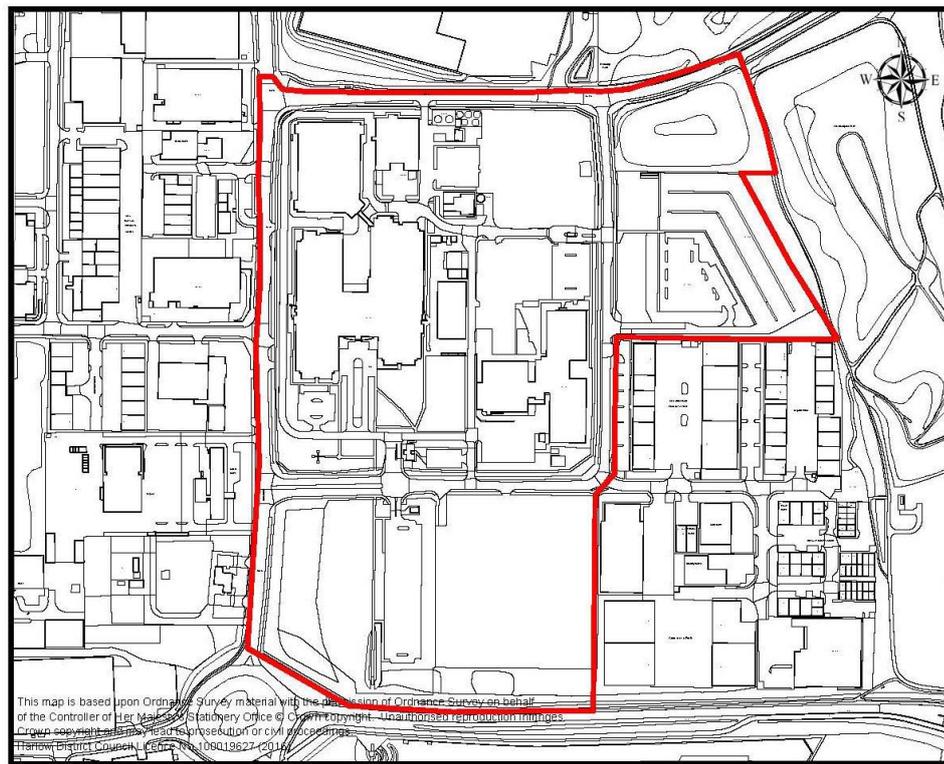
OFFICER: Patricia Coyle

APPLICANT:

LOCATION: PHE
Coldharbour Road
Harlow
Essex
CM19 5AD

PROPOSAL: Reserved matters approval (access, appearance, landscaping, layout and scale) for the development of 22,625sqm gross internal area of new floorspace for research and development uses (Use Class B1) and the refurbishment of existing buildings for research and development uses and ancillary uses following outline planning permission HW/OUTAM/17/00372.

LOCATION PLAN



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REASON FOR COMMITTEE

Major application of significant public interest.

PROPOSED DEVELOPMENT

Reserved matters approval (access, appearance, landscaping, layout and scale) for the development of 22,625sqm gross internal area of new floorspace for research and development uses (Use Class B1) and the refurbishment of existing buildings for research and development uses and ancillary uses following outline planning permission HW/OUTAM/17/00372.

Application Site and Surroundings

The application site is approximately 18.53 hectares and includes three distinct parts: the North Site, Middle Site and East Site.

The application site was formerly occupied by 'GlaxoSmithKline' (GSK) for research and development purposes, as part of a campus called the 'New Frontiers Science Park', which also included land to the north (now occupied by 'Poundland' as a distribution centre) and south of the site (recently subject to a planning application for storage and distribution development, reference HW/OUTAM/17/00246).

The three parts of the site are separated by Coldharbour Road, which is also included within the application site. Elizabeth Way is to the west, Fourth Avenue is to the north and Third Avenue is to the south. All three parts of the site are within the Pinnacles Employment Area.

The North Site is the largest of the three parts at approximately 8.47 hectares. It was the principal site for GSK's operations and features numerous buildings and landscaping. Cawley Hatch is located to its west.

The Middle Site is located to the south of the North Site. The Middle Site is approximately 4.83 hectares and was used primarily for vehicle parking. A number of light industrial units are located to its east. Parts of the Middle Site's southern, western and northern edges are designated Wildlife Sites and the southern part is heavily landscaped Green Wedge.

The East Site is located to the east of the North Site. The East Site is approximately 2.89 hectares and was also used for vehicle parking. Green Wedge is located to its north and east and light industrial units are to the south.

The wider Pinnacles area is generally characterised by a variety of business and industrial units, although recently there have been a number of office to residential conversions under the prior notification procedure (permitted development).

Details of the Proposal

This application is for reserved matters following approval under outline application HW/OUTAM/17/00372 which was for planning permission to facilitate the creation of a 'Science Hub' for 'Public Health England' (PHE). The Science Hub would be the national centre for PHE's research, training and administrative functions, bringing together the functions from PHE's existing Porton, Colindale and London facilities.

The Science Hub would be used primarily for research and development purposes (categorised as Class B1(b) by the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended)), with office, administration and other uses ancillary to the research and development use.

The outline application proposed up to 115,200sq.m. (Gross Internal Area (GIA)) of floorspace for the above purposes, with ancillary facilities, new accesses, landscaping, parking and ancillary works. The maximum amount of floorspace includes up to 68,625sq.m. (GIA) of retained (existing) floorspace, depending on the number of buildings within the site to be demolished. The application seeks a phased approach to the development; approximately 31,107sq.m. (GIA) of floorspace would be provided by 2024 and up to 22,691sq.m. (GIA) of floorspace would be provided in a potential future expansion. This would equate to a total maximum net increase of 39,729sq.m. (GIA) of floorspace.

The ancillary facilities were indicatively shown at outline stage to include an arrivals area, restaurants, a training centre, social facilities, energy centre, incinerator, waste and recycling facilities, logistics centre, lecture theatre and gatehouse.

This reserved matters application seeks approval for all reserved matters of access, layout, appearance, scale and landscaping for the development.

Drawings submitted with the approved outline application, including the two masterplans, were illustrative. The illustrative masterplans showed the design vision for the scheme and examples of the completed Science Hub, with one presenting the vision up to 2024 and the other presenting the vision for the potential future expansion. At the outline stage, the applicant has submitted a number of documents, including an Environmental Statement (ES) and Design Code, which were intended to inform the general characteristics of the final scheme. The ES examined the significance of the environmental effects of the project and identified mitigation measures which are intended to be carried out as part of the scheme.

The Design Code was created to allow both certainty and flexibility in the characteristics of the final scheme. The Design Code achieves this by firmly fixing 'rules' which must be adhered to, with some rules being very specific and others allowing a range of design options to be progressed. While the Design Code has been amended subsequently slightly, the key Design Code rules continue to be as follows:

- Buildings will be set back from the boundary to reflect the surrounding context, meet security requirements and provide a green landscaped buffer to adjoining areas;
- multi-storey car parks will be located to the southern side of the Middle Site;
- buildings must not exceed the maximum height of the existing 'H-shaped' building (Building 11) 88m Above Ordnance Datum (AOD) (the top of the 'body' or middle element of the building);
- buildings over 4 storeys would have a set back to the top storey;
- the development must not encroach on the Green Wedge;
- high quality landscape treatment must be provided within building development zones that are not developed at the time that the site is first occupied;
- large functional areas of parking on the Middle and East sites shall be sub-divided by landscape corridors to reduce the scale of parking;
- materials are to be selected from a coordinated palette to ensure site-wide harmony and a coherent campus approach;
- visitors' vehicular access is to be via Coldharbour Road to a pick up/drop off and visitors' parking area, located on the west of the Middle Site adjacent to the primary entrance; and
- separate vehicle access for staff is to be provided via Coldharbour Road to both the Middle Site and East Site car parks.

PHE has stated that it anticipates that the number of operational employees, expressed as full time equivalents (FTEs), by 2024 would be up to 2,745. With the potential future expansion, the number of FTEs accommodated could rise to 3,245 in total. At outline stage it was stated that the majority of the personnel working on the site would work on a typical

daytime shift pattern with normal working hours for offices and some laboratory facilities being 07.00 to 19.00 Monday to Friday. However, some parts of the site would routinely operate on a 24 hour basis.

In terms of this reserved matters application, it is proposed to increase existing floorspace by 33,477 sq.m (gia) in the form of new buildings and refurbish the existing buildings for research and development purposes. It should be noted that the previous use of the site was research and development (within Use Class B1(b); now rebranded into new Use Class E) and that there would be no change of use of the existing buildings or of the site itself. The use is protected by a condition restricting the change of use of the site to other uses within Use Class B1, and now, within Use Class E).

The proposed buildings are:

H50 (laboratories) – with a gross internal area of 15,385 sq.m and a footprint of 36m by 107m, this 4 storey building would have a maximum roof height of 28.3m (the same height as existing building SC1). It would have a tree-pattern imprint.

H52 (Arrivals and Education Centre) – at 2,659 sq.m, gross internal area, this two-storey building would provide the main public entrance which includes a main reception desk, exhibition area and mock lab as well as a dining area and terrace at ground floor level with the Education Centre above with training rooms. Its external materials include an inner precast concrete envelope over-clad in perforated anodised aluminium veil giving it a visual attractive feature with scientific images.

H51 (Logistics) – this large warehouse space – 15,285 sq.m(gia) – would have a bridge link from the area to the west of the building for staff to access plant and storage kept separate from the logistics area. It would be 8.5m high with a buff brick with light grey panelling. There would be photovoltaic panels on its roof.

H54 (Logistics Gatehouse) is a relatively small building at 112 sq. (gia), with a height of 3.8m. It too would be in buff brick to match the Logistics building.

East Site Gatehouse – staff entrance from Coldharbour Road, primarily for use by staff parking in the East car park. It would be 36 sq.m and 3.4m high in metal cladding.

The retained buildings to be refurbished are:

SC1 (offices and laboratory)

H39 (Energy Centre)

Works to the above retained buildings include the replacement of facades and the removal of the existing flues (and replacement with new flue stacks) together with replacement of windows and doors, roller shutters, maintenance work to the roofs and general cleaning.

Landscaping

The landscaping strategy is split into the various areas for staff and/or visitors and includes a pedestrian priority shared space called The Green Ring with extensive areas of trees and lower-level planting. The potential future expansion areas are indicated to include staff allotments to the east of the site.

Access/Parking

Highway works details were submitted under Condition 12 of the outline approval (HW/CND/19/00423), nonetheless there have been some changes to this with the rejection egress being removed from the access to the service yard, the access to the East Site (ES) car park being reverted to existing access provision, a raised crossing to the north of the ES car park slightly relocated to align with the pedestrian access, access to the staff Middle Site car park has been relocated to the west and the access to the bus drop-off has been realigned to accommodate the relocated staff cycle store.

1,069 parking spaces will be provided with two staff car parks – East (504 spaces) and Middle (290 spaces of which 27 are accessible bays); a visitor car park on Middle with 244 spaces (inc 14 accessible bays) and a service yard/contractor car park with 31 spaces (inc. 2 accessible bays) on North Site. This would include 31 electric vehicle parking spaces with infrastructure for a further 27 in each car park.

210 cycle staff spaces and 52 visitor cycle spaces will be provided, together with 42 motor cycle spaces.

Changes from the illustrative outline scheme

Changes to the illustrative scheme since outline approval are: the relocation of Building H52 (Arrivals) to the eastern side of the arrivals area, the reduction in the extent of the covered walkways to the key route around the south end of Building SC1, the cycle parking has been moved from the Arrivals Area to the northern part of the Middle Site (adjacent to the proposed visitor car parking). The bus drop off area has been changed from a long canopied area into a series of bus shelters, canopy roofs have been removed over the staff access points, Building H50's plant compound has been relocated from the north to the east side of the laboratories building, Building H54 (Logistics Gatehouse) has increase in size to accommodate the receipt and dispatch of all small goods along with processing Contractors and the Outer Logistics Yard has increased in size to enable vehicles to turn around within the site.

RELEVANT PLANNING HISTORY

Application Reference Number: HW/OUTAM/17/00372

Proposal: Outline Application for up to 115,200 sq .m. (GIA) of Offices, Research and Development Laboratories (Class B1), Ancillary Facilities, New Accesses, Landscaping, Parking and Ancillary Works

Application Status: Grant Permission Subject to S106

Date Application Received: 8 August 2017

Date Application Decided: 23 October 2018

Application Reference Number: HW/CND/20/00434

Proposal: Discharge of Conditions 7 (Design Code), 8 (Landscape), 9 (Arboricultural Method Statement), 10 (Construction Method Statement), 13 (Parking), 19 (Piling), 21 (Lighting) of outline approval HW/OUTAM/17/00372

Application Status: currently under consideration

CONSULTATIONS

Public Health Team

No Comment Received.

Essex County Council - Infrastructure Planning Officer

No Comment Received.

Thames Water Utilities Ltd

No Comment Received.

Environmental Health

The site is in an isolated location, nonetheless, construction hours should be restricted to 07:00 hours to 19:00 Mondays to Fridays and 07:00 until 13:00 on Saturdays. There are no other issues arising.

Tree Consultants

While there would be less trees than indicated at outline stage, the proposed retained trees together with the planting programme would be acceptable for the scale of development proposed.

Secretary of State for Communities and Local Government

No Comment Received.

UK Power Networks Services

No Comment Received.

Historic England - East of England

No comments offered - The LPA should make use of local experts on Historic matters

Natural England

No Comment Received.

Environment Agency (Hertfordshire & North London)

No objections are raised subject to any environmental and other permits being secured as necessary

Essex Wildlife Trust

No Comment Received.

Designing Out Crime Officer for Epping Forest & Harlow

No objections subject to minor details taking into account counter terrorism measures and anti-crime measures e.g., provision of CCTV cameras and the need for blue light access across the site.

Essex County Fire and Rescue Service

The fire access is acceptable. In relation to water supply additional water supplies may be needed (fire hydrants) and the applicants should contact the Fire and Rescue service. Water sprinklers are recommended on a risk based approach.

ECC Archaeology

The area has been extensively disturbed due to previous development and no archaeological works are required.

Sustainable Drainage Team

No comment. Conditions relating to drainage are attached to outline approval HW/OUTAM/17/00372 and details should be discharged under the conditions.

Essex County Council - Highways

The proposal is for reserved matters which include access. The proposed accesses arrangements, which include a new access and amended details for other existing accesses, are considered to be acceptable.

ECC Place Services

Site layout -The masterplan of the main development site area includes only very minor layout amendments from the approved outline application HW/OUTAM/17/00372 and is deemed appropriate.

Building typologies - The design approach taken for the refurbished buildings is clear and suitable for a development of this scale within this location. Building heights and material changes are largely insignificant or remain unchanged.

The proposed (new) buildings, have been integrated into the new site layout; with each building typology providing a clear design approach between the functionality of the buildings end use and their placement within a coordinated design strategy for the developing site.

The proposed material palette provides an appropriate balance between consistency in its approach between the proposed and existing buildings. The exception being building H52 (Arrivals and Education Centre), which has been designed as a gateway building fronting the public plaza. This approach, (using perforated anodised aluminium cladding) will create a feature entrance building with a strong visual identity, while providing a clear separation between public and private spaces.

Design and Access Statement - The submitted Design and Access Statement (Aug 2020) sets out the planning and design approach to the refurbishment and development of the site. Importantly within this document Section 7.0 Appendix A outlines the Design Code Compliance of the proposals and indicates any departures from the approved code. All instances of divergence from the original design code document have been listed and have been appropriately justified through the pre application process.

Based on the comments above, we are satisfied with the design approach taken for the redevelopment of the old GSK site.

ECC Heritage and Conservation

There would be no adverse impact on the nearest listed buildings which comprise St Mary the Virgin Church (Grade I), Church House (Grade II) and Katherine's (Grade II); therefore no objections.

Landscape Officer

The proposed landscaping details are considered to be acceptable, subject to agreement by the Tree Consultant that the proposed reduction in new tree planting would be acceptable.

Neighbours and Additional Publicity

Number of Letters Sent: 115

Total Number of Representations Received: 0

Date Site Notice Expired: 9 October 2020

Date Press Notice Expired: 8 October 2020

PLANNING POLICY

SD2: "Regeneration" seeks to maximise opportunities that enhance the Priority Area for Economic Regeneration status. Partnership approaches will be supported where appropriate.

SD3: " Sequential Test" land allocation should have regard to the promotion of sustainable development; social inclusion, quality of life and wellbeing; preference given to previously developed land and existing buildings; facilitation of regeneration and there should be no loss of BAPs or damage to valuable ecology or biodiversity.

ER1: "Priority Area for Economic Regeneration" growth opportunities are to be achieved through: ensuring there is an adequate supply of suitable employment land; actively promoting sustainable economic regeneration and renewal; seeking appropriate infrastructure development; integrating transport, housing, employment , educational and cultural facilities; encouraging economic diversity and knowledge based business clusters where appropriate and supporting a partnership approach to development.

ER5: "Existing Employment Area" within the following existing employment areas permission will usually be granted for B1, B2 and B8 uses: Templefields and Riverway; Pinnacles; Burnt Mill; Staple Tye; Bush Fair; Nortel Networks; and Church Langley.

ER6: "Retaining Existing Employment Areas" within the existing and allocated Employment Areas permission for change of use or redevelopment to uses other than those identified in ER5 will be permitted if: the amount, range or premises available would not be reduced below the level required within the Local Plan period; would not lead to the loss of a high quality employment site; demonstrable lack of market demand for employment over a long period and efforts made to Market the site for business, industry and warehousing have been demonstrated to the satisfaction of the Council; site is accessible by means other than the car; in accordance with the sequential approach to development; and would not generate unacceptable traffic levels on surrounding roads.

ER9: "Knowledge Driven Sector" permission will be granted for development that facilitates the expansion of the research and development sector at the employment site on London Road and elsewhere, in locations that cluster such businesses close to existing research and development establishments.

ER13: "Education, Training and Childcare" for new or expanding employment generating uses, provision through planning obligations will be sought for: employment of local people; work related training provision; education opportunities and affordable childcare.

T3: "Transport Impact Assessments" major developments generating the equivalent of 50 passenger car units or more per hour will be required to produce a TIA, developments will be refused where significant impacts are identified and not mitigated against.

T4: "Green Commuter Plans" speculative and outline planning permissions will have a condition imposed requiring a green commuter plan to be submitted and agreed prior to the occupation of the site.

T6: "Cycling and Walking" new developments, including re-developments, changes of use and town centre and transport interchange improvements will be required to provide: safe, direct cycleways within the development; appropriate contributions to improve and develop cycleways serving the development; links to the existing cycleway network; safe, secure and convenient cycle storage; other facilities for cyclists as appropriate.

T8:"Passenger Transport" provision of adequate public transport access and facilities will be secured at major developments. These shall be provided at an early stage of the development process, or as identified via a TIA.

T9:"Vehicle Parking" parking shall be provided in accordance with the adopted vehicle parking standards. Justification is required for the amount of car parking proposed on an operational need and, if applicable, a Green Commuter Plan.

L13:"Public Rights of Way" the existing network will be safeguarded. New footpaths, bridleways and cycleways will be required as part of new developments and will need to link with existing routes to provide better access to the countryside and wider areas of woodland within the Town and beyond. The highest standard of design, accessibility and personal safety.

L15:"Arts, Culture and Entertainment" public art through "percentage for art" and other schemes will be expected to be provided as part of development.

NE1:"Green Wedge" will be protected from inappropriate development. Permission will be granted, for small scale development proposals or replacement buildings that do not have an adverse effect on the roles of the Green Wedge.

NE11:"Trees and Hedgerows" in considering applications for development affecting trees or hedges the following may be required: a survey of the site and trees and hedges concerned; oppose the loss of trees and hedgerows of amenity value and wildlife importance; serve TPO's to protect trees with public amenity value; may impose conditions to ensure the retention or replacement of trees and hedgerows of amenity value or wildlife importance and their protection during construction.

NE12:"Landscaping" major developments shall be accompanied by details of landscaping features and wildlife habitats and suitable landscaping schemes to mitigate against any impact, along with new landscaping.

NE13:"Water Environment" development adversely affecting the quality of the water environment will be resisted.

NE15:"Biodiversity and Nature Conservation" permission will not be granted for development that would harm habitats or other features of the landscape, or are of significant importance for wildlife, unless it can be demonstrated that the reason for the proposal outweighs the need to protect the habitat or feature.

NE18:"Wildlife Sites" permission will not be granted for development that would have an adverse effect on the ecology of a Wildlife Site unless it can be demonstrated that the reason for the proposal outweighs the ecological value of the site.

NE20:"Protected and Rare Species" applications should be supported by appropriate surveys. Permission will not be granted which will have an adverse impact on species protected by Schedules 1, 5 or 8 of the Wildlife and Countryside Act 1981, the Protection of Badgers Act 1992, the Habitats Regulations 1994 and other rare species, unless it can be demonstrated that the need outweighs the need to safeguard the specie(s).

BE1:"Character and Identity" new and extended buildings should relate to their setting to strengthen, enhance, protect or create local character. Permission will be granted for new development providing: it is well connected to and integrated with the wider settlement; the height massing, layout, appearance and landscape makes an appropriate visual relationship with that of the form, grain, scale, materials and details of the surrounding area; building

design is specific to the site and its context; it enhances the character, image and perception of the area when highly visible.

BE2:"Quality, Legibility and Public Realm" permission for major new development will be granted when: new buildings are designed as part of a group creating a sense of enclosure; public spaces should relate to the scale, appearance, location and function of the buildings around it; layout of buildings, routes and spaces are clearly related; fronts of buildings provide primary access and clearly define streets and public spaces; public spaces are distinguished from private areas; the ground floor encourages activity and interest that is appropriate to the location and character of the area; pedestrian, cycling and, horse riding routes are shown on the development layout and link to the existing network.

BE3:"Sustainable Development" development on previously developed land at a higher density than that existing will be supported providing; it is accessible by public transport or is in a sustainable location relative to proximity to supporting services and/or employment sites; does not result in over development; is compatible with the character of the area and urban design policies and guidance.

BE4:"Accessibility" permission will be granted providing provision has been made to achieve accessibility for disable people, including accessibility to any public or private open space that serves the development.

BE5:"Crime Prevention and Personal Safety" proposals should demonstrate how the potential for preventing crime has been satisfactorily addressed through the design, layout and landscaping. These should be integral to the design.

BE14:"Archaeology" proposals that affect a site where archaeological remains exist will only be determined after an archaeological field evaluation has been undertaken.

BE15:"Contaminated Land" permission will not be granted for developments on or affected by ground that is known to be contaminated until fully investigated.

BE16:"Light Pollution" external lighting will not be granted if: it is unacceptably intrusive; its use would cause an unacceptable disturbance to the surrounding area; it causes danger to road safety; it is proven to have an adverse effect on sites of wildlife importance. Where permission is granted, means of reducing light spillage should be adopted.

BE17:"Noise Pollution" permission will be granted if noise sensitive developments are located away from existing noise sources and potentially noisy development are located in areas where noise will not be such a consideration, or adequate provision has been made to mitigate the adverse effects of noise likely to be generated and experienced by others.

CP2:"Community" where new development generates the need for additional infrastructure provision or community facilities, planning permission will only be granted where contributions that are reasonably related in scale and nature to the proposed development are secured through a legal agreement. Contributions will be sought for: on site facilities to need the needs of new residents; and/or where on site is not possible consideration to off site provision.

CP7:"Community" development of education and training facilities at Harlow College and elsewhere in the district will be granted permission, unless the amenities of adjacent households are unduly affected.

CP9:"Public Utilities" to allow for the proper provision of public utility services, permission for development that increases demand for off-site service infrastructure will only be granted if sufficient capacity already exists or extra capacity can be provided in time to serve the proposed development.

CP12:"Public Utilities" development that will be at risk of flooding, or will contribute to flood risk or has an adverse impact on the river corridor will be resisted.

IMP1:"Planning Obligations" permission will only be granted for any development if the provision is secured for related infrastructure, services, facilities and environmental protection which are fairly and reasonably related to the scale and in kind.

PLANNING STANDARDS

National Planning Policy Framework (NPPF) (2012) - sets out the Government's key economic, social and environmental objectives and the planning policies to deliver them. These policies will provide local communities with the tools they need to energise their local economies, meet housing needs, plan for a low-carbon future and protect the environmental and cultural landscapes that they value. It seeks to free communities from unnecessarily prescriptive central government policies, empowering local councils to deliver innovative solutions that work for their local area.

Supplementary Planning Documents/Current Planning Guidance

National Planning Policy Framework (2012)
Planning Practice Guidance
Harlow and Gilston Garden Town Vision and Design Guide
The Harlow Design Guide SPD (2011)
The Essex Design Guide (2005) (Servicing and Access Chapters)
The Essex Parking Standards: Design and Good Practice (2009)
The Essex County Council Developers' Guide to Infrastructure Contributions (2016)
Essex County Council's Adopted Development Management Policies (2011)

PLANNING ASSESSMENT

The principle of the development has already been considered under the outline consent HW/OUTAM/17/00372 and planning obligations were secured at that time. The key issues for consideration in the determination of this reserved matters application have been categorised into the following: design and the impact on the character and appearance of the area, landscape, townscape and visual effects of the proposal; landscaping and arboriculture; access and parking.

Summary of Main Issues

Policy ER5 of the Adopted Replacement Harlow Local Plan (ARHLP) is supportive of research and development uses in Employment Areas and ARHLP policy ER9 states that permission will be granted for development that facilitates the expansion of the research and development sector in locations that cluster such businesses close to existing research and development establishments.

In a similar manner, ARHLP policy ER1 supports development which encourages knowledge-based business clusters as part of a wider aspiration to promote the economic strengths of and opportunities in Harlow and encourages sustainable economic regeneration and renewal.

In addition, ARHLP policy SD2 supports proposals which facilitate regeneration and renewal of the urban fabric and infrastructure to improve the local economy, policy SD3 supports the promotion of sustainable development and regeneration and policy BE3 advocates the use of previously developed land.

The NPPF echoes the policies identified above by setting out the promotion of sustainable economic development and the use of previously developed land as 'Core Planning Principles' (para. 17), and encouraging the expansion of knowledge driven and high technology industries in order to secure economic growth through the creation of jobs and prosperity (paras. 18-22).

The reserved matters application proposed development constitutes 33,477 sq.m (gia) of new buildings of the outline scheme which sought up to 115,200sq.m. of floorspace to be used as a science hub – further floorspace is provided in the refurbished buildings.

Members will recall that the approved outline scheme was for the relocation of PHE's facilities to Harlow would bring about a significant number of direct economic benefits, such as the generation of up to 3,245 jobs, and indirect economic benefits, such as education and training opportunities and partnerships with complementary businesses and research and development facilities within the district. And, that it would solidify Harlow as a key location within the London-Stansted-Cambridge Corridor and encourage further investment to the area, bringing about future long term economic benefits to the area.

The following sections of this report set out the acceptability of the proposal in all other respects, but prior to that the following should be noted:

The applicant has submitted an Environmental Statement (ES) with the application and the proposal constitutes 'EIA Development' for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) ('the EIA Regulations'). The EIA Regulations set out procedural requirements for determining applications for EIA Development. The purpose of the EIA Regulations is to protect the environment by ensuring that a local planning authority, when deciding whether to grant planning permission for a project which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision making process. Another aim is to ensure that the public are given early and effective opportunities to participate in the procedure.

The following topics were identified as requiring assessment and form chapters within the ES: ecology and nature conservation; historic environment; landscape, townscape and visual effects; hydrology and flood risk; geology, hydrogeology and ground conditions; traffic and transport; air quality and odour; noise and vibration; and socio-economics. In addition, it was considered that some of the other topics identified (such as climate change and material assets (such as heritage assets and any other assets of human or natural origin with socio-economic or heritage value) could be appropriately addressed, where relevant, as part of the assessments of the topics identified above and did not require separate ES chapters.

The topics of the ES were mainly considered at the outline stage, however, some aspects require to be taken into consideration at this reserved matters application stage.

Character and Appearance

The general design of the scheme was indicated in the outline approval masterplans when it was considered that an appropriate design could to be progressed to reserved matters stage.

The application site would have high visibility from the public realm near the site. The North Site is surrounded on all sides by highway and Third Avenue, Fourth Avenue and Elizabeth Way are key routes through the town. It is therefore important that the development is designed to a high standard. The site is also visible in longer distance views from the public realm, such as from Jean McAlpine Park to the east of the site.

The Design Code requires that a coherent approach to layout is achieved across all three parts of the site. The North Site is pedestrian focused and would provide all facilities for the operation of the Science Hub, as per the Design Code. The North Site would use an orthogonal grid for arranging the buildings and spaces to provide legibility and structure to the development. For example, the primary access to the North Site would be positioned to the south centrally aligned with the centreline of the existing and visually dominant H-shaped building. The buildings would be laid out with separation distances between buildings and views possible through and out of the site. All new buildings have a rectangular form. It is considered that the proposed layout would be appropriate.

The Design Code also states that development must not encroach on the Green Wedge. The car parking is provided within the Middle and East sites. While the multi-storey car parks would be located adjacent to the Green Wedge to the southern side of the Middle Site. The Green Wedge is primarily characterised by woodland and highway verge adjacent to Third Avenue. The car parks would be set behind the woodland and would not therefore have a significant impact on the openness of the Green Wedge. The upper parts of the car parks may be visible from Third Avenue and Elizabeth Way at certain points, but in the context of the site's location within an Employment Area and due to the set back position of the car parks, it is considered that the impact on the character of the Green Wedge would be insignificant.

In terms of scale and massing, the Design Code requires the height of any flues to be no higher than the chimneys of the existing process building (circa 105m above ordnance datum (AOD)) and the roof heights of buildings would be lower than the height of the 5 storey H-shaped building (circa 88m AOD). This would ensure that the new buildings would have an appropriate visual relationship with the existing buildings.

Different approaches were to be taken to mitigate building mass depending on storey heights. For example, elevations would be consistent on two storey buildings whereas plinths would be used to maintain a human sense of scale to three storey or taller buildings, creating a consistent zone for entrances and canopies. It is considered that the height and massing of the buildings would be acceptable, enabling the existing H-shaped building to continue to act as an appropriate landmark

The Design Code also guides the appearance of the scheme. Individual buildings would be designed to be complementary but not uniform in appearance and adjacent elevations would be coordinated. Five different architectural typologies are proposed to reflect the different purposes of building on the site (e.g. front of house, servicing, workspace). Openings, projections and reductions would be controlled to provide variety, legibility and visual interest in a coordinated manner. Materials and colours would be selected from a coordinated palette and would be based on the typology, height and design of the buildings. It is considered that the scheme would have a high quality, varied but consistent appearance.

The Harlow Design Guide SPD, which encourages strong entrances, frontages and identities for development, for example, has been taken into account in designing the revised masterplans and Design Code.

The masterplan of the main development site area includes only very minor layout amendments from the approved illustrative outline application HW/OUTAM/17/00372 and is deemed appropriate in terms of the proposed site layout.

In terms of buildings typologies, the design approach taken for the refurbished buildings is clear and suitable for a development of this scale within this location. Building heights and material changes are largely insignificant or remain unchanged. The proposed (new) buildings, have been integrated into the new site layout; with each building typology providing a clear design approach between the functionality of the buildings end use and their placement within a coordinated design strategy for the developing site.

The proposed material palette provides an appropriate balance between consistency in its approach between the proposed and existing buildings. The exception being building H52 (Arrivals and Education Centre), which has been designed as a gateway building fronting the public plaza. This approach, (using perforated anodised aluminium cladding) will create a feature entrance building with a strong visual identity, while providing a clear separation between public and private spaces.

The submitted Design and Access Statement (Aug 2020) sets out the planning and design approach to the refurbishment and development of the site. Importantly within this document Section 7.0 Appendix A outlines the Design Code Compliance of the proposals and indicates any departures from the approved code. All instances of divergence from the original design code document have been listed and have been appropriately justified; this also forms part of the current conditions discharge application.

It is considered that the Design Code will ensure that an appropriately designed scheme will ultimately be progressed. This is clear from the way in which the DAS shows how the masterplans accord with the Design Code and by the high quality of the masterplans themselves. It is therefore considered necessary to impose a condition to require the reserved matters applications to be in accordance with the Design Code.

A condition to require details of the materials, including samples, to be submitted for approval is also required to ensure that the development will be appropriate in appearance.

In terms of landscape, townscape and visual effects specifically, it is considered that the ES assesses the potential effects of the development as shown on the illustrative masterplans robustly, exploring the impacts of the development from various viewpoints in both summer and winter. The ES concludes that the proposal would be consistent with local industrial/commercial character of the area and could in fact improve the quality of the area by redeveloping the site. There would not be an unacceptable change to views experienced within Harlow, with the biggest changes being to views nearest the site, which is largely experienced as an industrial/commercial location within an established Employment Area.

In addition to supporting the design of the scheme, ECC Urban Design were satisfied with the visual impacts of the development and on the whole endorses the proposal.

It is considered that the impacts of the development on shorter or longer distance views during construction or operation would be acceptable. In addition to the conditions already identified, it is considered that mitigation and enhancement to the landscaping within the site (as discussed in the Landscaping and Arboriculture section of this report) and a condition to control lighting would help to integrate the development into the townscape further and control the landscape, townscape and visual effects of the proposal.

It is considered that the development would be laid out appropriately, be high quality in design and would be compatible with the character and appearance of its surroundings. The proposal would comply with ARHLP policies BE1, BE2, BE3, BE4, BE5 and NE1 in respect of character and appearance matters. There would not be any landscape, townscape or visual effects that are significant for the purposes of the EIA Regulations.

Heritage Assets

The closest Listed Buildings are grouped approximately 300-350m to the south of the site, with the highest graded building being the Church of St Mary the Virgin (Grade I). There are no locally listed buildings within 500m from the site. The nearest Conservation Area is for Nazeing and South Roydon over 750m away. The nearest Scheduled Monument is approximately 1km away. There are no known assets of archaeological value in the area.

There is a significant amount of intervening land and buildings which screen the site from these heritage assets. No significant effects in terms of heritage have been identified in the ES. The Conservation and Archaeology departments at Essex County Council have no objection to the scheme, nor does Historic England. Therefore there are no concerns regarding impacts on heritage assets. The proposal complies with ARHLP policies BE7, BE10 and BE14 in respect of heritage considerations.

Landscaping and Arboriculture

The Design Code sets out a number of landscaping rules to be followed. It states that key landscape features such as existing trees and perimeter hedgerows will be retained and improved by new hard and soft landscaping and that no protected trees would be removed. The Design Code also confirms that high quality landscaping will be provided within building development zones that are not developed at the time that the site is first occupied, ensuring that the scheme will be suitably landscaped for each phase of the development.

The technical documents submitted with the application suggest that the majority (51%) of the individual trees are of low retention value. On the basis of the submitted masterplans, 402 trees would need to be removed; however, it is clear that extensive replacement planting could take place to offset the loss of the trees. New trees are shown on the drawings with a net gain of 427. In addition, approximately 600m of existing hedgerow would be retained. Around 305m would be required to be removed but the illustrative landscape scheme suggests that 310m of new hedgerow would be planted, resulting in a slight net gain in terms of total hedgerow length.

The information also shows that the landscaping would come forward in a variety of different forms – key features on the illustrative landscape plans include a ‘DNA Grass Garden’ in the shape of a double helix, which would connect the main arrivals area with the Middle Site, a Green Ring to provide a high quality landscaped space within the centre of the North Site, and micro gardens (raised growing plots) for the employees.

The Local Planning Authority’s Consultant Arboriculturalist has no objection to the proposal, and a condition was attached to the outline approval for an Arboricultural Method Statement to be submitted for approval to ensure that trees identified for retention are protected throughout the construction period and to confirm that the final landscape scheme is acceptable. These conditions are considered to be necessary.

The impact on landscaping and arboriculture would be acceptable, with no significant effects identified. The proposal complies with ARHLP policies NE11 and NE12.

Residential Amenity

The area is mostly characterised by employment uses which would not typically be sensitive to amenity impacts. Furthermore, the proposal seeks to retain the use of the site for research and development purposes primarily and does not seek to change the use of the site.

None of the existing adjacent properties are within residential use, though it should be noted that Shield House, approximately 40m to the south-west of the North Site and approximately 90m from the existing H-shaped building, did not require prior approval for a conversion of the building into residential properties (reference: HW/COUOR/16/00514). Shield House is not sufficiently close to it for the development to have a significant detrimental impact on the amenity of Shield House, or any other nearby properties, in terms of overlooking, overbearing or overshadowing

The impacts of the proposal in terms of amenity would be acceptable. The application is compliant with ARHLP policies BE16, BE17 and NE13.

Access and Transport

Access is one of the reserved matters considered within this application.

The outline approval did however indicate that vehicular access to the North site would be limited to servicing and deliveries from Fourth Avenue and vehicular access would otherwise be from Coldharbour Road only. Staff and visitors would park on the Middle Site, with the East Site for staff parking only. It is proposed that Coldharbour Road is narrowed at access points to the north site to facilitate pedestrian crossing, with formalised crossing points created and the main crossing from the Middle Site signalised. A vehicular drop off/pick up area is proposed west of the signalised crossing.

The access details are shown in the Transport Statement and within plans submitted with this application.

A range of other highway improvements are proposed within the outline application to mitigate the impacts of the development. These include the provision of a foot/cycleway along Elizabeth Way between Fourth Avenue and Third Avenue, improved street furniture, road signage and relocated and improved bus stops, to specifications agreed by the Highway Authority.

A condition was attached to the outline approval to require the submission of the following

- Highway Works (shown indicatively on outline drawing P14-AB-00-00-DR-D-05_10-1124 rev. P1, received 08.08.2017):
- a proposed combined foot/cycleway along the eastern side of Elizabeth Way between Fourth Avenue and Third Avenue, and both sides of Coldharbour Road, between Elizabeth Way and the main entrances to the North Site and Middle Site;
- narrowing/raising of Coldharbour Road in the vicinity of the vehicular accesses to the staff and/or visitor car parks to facilitate pedestrian crossing movements;
- provision of a signalised controlled crossing across Coldharbour Road linking the visitor car park and vehicular drop off/pick up area with the main entrance to the North Site;
- resurfacing/upgrading of the carriageway, footways and street lighting on Coldharbour Road;
- the relocation of the existing westbound bus stop on Fourth Avenue (closest to Coldharbour Road) to the east of Coldharbour Road to facilitate the provision of service yard access on the northern boundary of the North Site;

- improvements to the Elizabeth Way and Third Avenue arms of the Elizabeth Way/Third Avenue roundabout;
- the creation of new/closure or existing accesses on Coldharbour Road; and
- upgrading of two bus stops on Elizabeth Way and four bus stops on Fourth Avenue.

An application to discharge this condition following approval of the access details will be submitted shortly by the applicants.

A Travel and Visitor Management Plan has also been proposed, with the primary purposes of encouraging the use of sustainable transport modes and minimising the amount of car parking that will be required.

A detailed Transport Assessment has been submitted to identify the access and transport impacts of the proposal. The Transport Assessment estimates vehicle trip generation and distribution on the basis of 'first principles' from the predicted daily number of staff and visitors and types of transport modes because of the specialised nature of PHE's functions, such as laboratories and data centres over large floor areas but with limited numbers of staff within them. The assessment details the methodology for calculating the impacts in a comprehensive manner. The assessment confirms that taking account of mitigation measures there would not be any significant impacts arising from the development either during construction or operation in terms of severance (the degree of perceived division of an area as a result of heavily trafficked roads), pedestrian or driver delay, pedestrian amenity or in terms of accidents and safety.

The Essex Parking Standards set out that uses within Class B1 should provide a maximum of 1 parking space per 30sq.m. of floorspace, however, Class B1 includes within it office, research and development and light industrial uses and is therefore a generalised requirement. By contrast the operations of PHE would be unique. It is considered that compliance with the standards would lead to a gross overprovision of parking spaces.

The applicants, PHE, previously indicated that, on the basis of the maximum amount of development proposed within the application, a total of up to 2,260 parking spaces (including 51 disabled spaces) may be required. Up to 210 cycle parking spaces have also been proposed, calculated on a predicted demand basis. A maximum of 78 motorcycle spaces are proposed to accord with the parking standards.

This reserved matters application indicates that 1,069 parking spaces would be provided, together with some minor changes to the Highway works and accesses, indicated in the proposal section.

The Highway Authority has concluded that the proposal would not be contrary to national/local policy and will not be detrimental to highway safety, capacity or efficiency at this location. They noted that the submitted access details have been amended slightly from the Outline and Discharge submission drawings, so whilst there are no issues in principle with the access arrangements as submitted, the detail will be agreed in a revised Condition no.12 Discharge application.

Further to the above the Highway Authority is happy with the methodology for the parking provision and layout as submitted. Again, it is noted that the exact detail for this is subject to a Condition no.13 Discharge application.

Consequently, the Highway Authority concludes that there would be no highway grounds for objecting to the proposal subject to the proposed mitigation and off-site works etc. included within the TA.

Highways England had no objections at the outline stage and have not commented on this reserved matters application.

It is considered that the first principles approach is appropriate and, considered alongside the proposed Travel and Visitor Management Plan and highway improvements, that the amount of parking proposed would be acceptable.

Conditions were imposed at the outline stage to require the approval of a Construction Management Plan and a detailed Travel and Visitor Management Plan, and that the proposed highway improvements are installed prior to first occupation of the development. It is considered that these recommendations are necessary and should be imposed as conditions and to ensure that there is sufficient parking provision within the site. As the amount of parking proposed was based on the specific operations of PHE, a condition limited the amount of floorspace within the site to the maximum amount which may be required (115,200sq.m. (GIA))

It is considered that the access and transport impacts of the proposal would be acceptable, subject to the provision of the accesses and parking etc. via a suitably-worded condition. The proposal accords with ARHLP policies T3, T4, T6, T8 and T9.

Planning Obligations

At outline stage it was agreed, through the signing of a Section 106 legal agreement that contributions would be made towards the provision of early years and childcare spaces and a contribution towards monitoring the travel and visitor management plan, that there would be a scheme securing employment, training and education opportunities for local people during construction and operation of the development (CLES) and a scheme for sponsoring a competition for the creation of public health/science themed art, commission of the art and its display within the site within a publicly accessible area. The CLES has been submitted and approved and the public art scheme has also been agreed.

No other obligations are considered to be necessary at this stage.

CONCLUSIONS

The scheme was previously supported in principle.

The proposed details in respect of access, scale, siting, appearance and landscaping are considered to be acceptable as the scheme would be of a high quality design, respectful of the character of the surroundings and the Green Wedge, and be extensively and sensitively landscaped. The scheme is also considered to be acceptable with regard to impact on heritage assets and residential amenity.

The application is considered to be in accordance with national policy in the NPPF, national guidance, the Development Plan and all other relevant guidance.

The application is therefore recommended for approval, subject to conditions.

RECOMMENDATION

That Committee resolve to: **GRANT PLANNING PERMISSION** subject to the following conditions:

1. Prior to first occupation of the buildings hereby approved, car, motorcycle and cycle parking provision (including disabled car parking spaces) shall be implemented in accordance with the approved details
REASON: To ensure adequate vehicle parking provision within the site and in the interests of highway safety in accordance with policy T9 of the Adopted Replacement Harlow Local Plan.
2. The development hereby permitted shall be carried out in accordance with the approved plans as shown listed in the table below.

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

Plan Reference	Version No.	Plan Type	Date Received
PR18H50-WAA-00-ZZ-DE-A-1029	PA1 H50 (Sheet 2)	GA Elevations	02.09.2020
PR18H50-WAA-00-ZZ-DS-A-1030	PA1 H50 (Sheet 1)	GA Sections	02.09.2020
PR18H50-WAA-00-ZZ-DE-A-1028	PA1 H50 (Sheet 1)	GA Elevations	02.09.2020
PR18H50-WAA-01-00-DP-A-1022	PA1 H50 Level 00	GA Floor Plans	02.09.2020
PR18H50-WAA-01-01-DP-A-1024	PA1 H50 Level 01	GA Floor Plans	02.09.2020
PR18H50-WAA-01-02-DP-A-1025	PA1 H50 Level 02	GA Floor Plans	02.09.2020
PR18H50-WAA-01-03-DP-A-1026	PA1 H50 Level 03	GA Floor Plans	02.09.2020
PR18H50-WAA-01-04-DP-A-1027	PA1 H50 Roof Level	GA Floor Plans	02.09.2020
PR18H50-WAA-01-M0-DP-A-1023	PA1 H50 Level Mezzanine	GA Floor Plans	02.09.2020
PR19EXT-BHD-00-XX-DR-E-7080-0210	North Site	External Lighting	02.09.2020
PR19EXT-BHD-00-XX-DR-E-7080-0211	Middle Site	External Lighting	02.09.2020
PR19EXT-BHD-EXT-XX-DR-L-4535-0002	Middle Site	General Arrangement	02.09.2020
PR19EXT-BHD-EXT-XX-DR-L-4535-0003	North Site (South)	General Arrangement	02.09.2020
PR19EXT-BHD-EXT-XX-DR-L-4535-0004	North Site (North)	General Arrangement	02.09.2020
PR19EXT-BHD-	East Site	General Arrangement	02.09.2020

EXT-XX-DR-L-4535-0005	(Mound)		
PR19EXT-BHD-EXT-XX-DR-L-4535-0201	& Removal	Tree Protection Plan	02.09.2020
PR19EXT-BHD-EXT-XX-DR-L-4535-0301	Middle Site 1 of 4	Planting Plan	02.09.2020
PR19EXT-BHD-EXT-XX-DR-L-4535-0302	Middle Site 2 of 4	Planting Plan	02.09.2020
PR19EXT-BHD-EXT-XX-DR-L-4535-0303	Middle Site 3 of 4	Planting Plan	02.09.2020
PR19EXT-BHD-EXT-XX-DR-L-4535-0304	Middle Site 4 of 4	Planting Plan	02.09.2020
PR19EXT-BHD-EXT-XX-DR-L-4535-0306	North Site Area 5	Planting Plan	02.09.2020
PR19EXT-BHD-EXT-XX-DR-L-4535-0307	North Site Area 6	Planting Plan	02.09.2020
PR19EXT-BHD-EXT-XX-DR-L-4535-0316	East Site Area 15	Planting Plan	02.09.2020
PR19H39-BHD-39-00-DP-A-0000-0010	H39 Energy Centre Lvl 00	Proposed Plans	02.09.2020
PR19H39-BHD-39-01-DP-A-0000-0011	H39 Energy Centre Lvl 01	Proposed Plans	02.09.2020
PR19H39-BHD-39-02-DP-A-0000-0013	H39 Energy Centre Lvl 02	Proposed Plans	02.09.2020
PR19H39-BHD-39-B1-DP-A-0000-0015	H39 Energy Centre Lvl B1	Proposed Plans	02.09.2020
PR19H39-BHD-39-ZZ-DE-A-0000-0030	H39 Energy Centre East	Proposed Elevations	02.09.2020
PR19H39-BHD-39-ZZ-DE-A-0000-0031	H39 Energy Centre North	Proposed Elevations	02.09.2020
PR19H39-BHD-39-ZZ-DE-A-0000-0032	H39 Energy Centre South	Proposed Elevations	02.09.2020
PR19H39-BHD-39-ZZ-DE-A-0000-0033	H39 Energy Centre West	Proposed Elevations	02.09.2020
PR19H39-BHD-39-ZZ-DS-A-0000-0020	H39 Energy Centre Cross	Proposed Section	02.09.2020
PR19H39-BHD-39-ZZ-DS-A-	H39 Energy Centre Long	Proposed Section	02.09.2020

0000-0021 PR20H51-BHD- 51-00-DP-A- 5065-0200	H51	Proposed Ground Floor Plan	02.09.2020
PR20H51-BHD- 51-M0-DP-A- 5065-0200	H51	Proposed Mezzanine Floor	02.09.2020
PR20H51-BHD- 51-R0-DP-A- 5065-0200	H51	Proposed Roof Plan	02.09.2020
PR20H51-BHD- 51-ZZ-DE-A- 5065-0400	H51	Proposed Elevations	02.09.2020
PR20H51-BHD- 51-ZZ-DS-A- 5065-0300	H51	Proposed Section	02.09.2020
PR20H52-BHD- 52-00-DP-A- 5065-0200	H52 (Lower)	Proposed Ground Floor Plan	02.09.2020
PR20H52-BHD- 52-01-DP-A- 5065-0200	H52	Proposed Ground Floor Plan	02.09.2020
PR20H52-BHD- 52-02-DP-A- 5065-0200	H52	Proposed First Floor Plan	02.09.2020
PR20H52-BHD- 52-R2-DP-A- 5065-0200	H52	Proposed Roof Plan	02.09.2020
PR20H52-BHD- 52-ZZ-DE-A- 5065-0400	H52 (Sheet 1 of 2)	External Elevations	02.09.2020
PR20H52-BHD- 52-ZZ-DE-A- 5065-0401	H52 (Sheet 2 of 2)	External Elevations	02.09.2020
PR20H52-BHD- 52-ZZ-DS-A- 5065-0300	H52 (Sheet 1 of 1)	GA Sections	02.09.2020
PR20H54-BHD- 54-00-DP-A- 5065-0200	H54	Proposed Roof and Floor Plans	02.09.2020
PR20H54-BHD- 54-ZZ-DE-A- 5065-0400	H54	Proposed Elevations	02.09.2020
PR20H54-BHD- 54-ZZ-DS-A- 5065-0300	H54	Proposed Section	02.09.2020
PR23H35-BHD- 35-01-DP-A- 5065-0050	H35 Level 1	Existing General Arrangement Plan	02.09.2020
PR23H35-BHD- 35-02-DP-A- 5065-0051	H35 Level 02	Existing General Arrangement Plan	02.09.2020
PR23H35-BHD- 35-03-DP-A- 5065-0052	H35 Level 3	Existing General Arrangement Plan	02.09.2020

PR23H35-BHD-35-R4-DP-A-5065-0053	H35 Level 4	Existing General Arrangement Plan	02.09.2020
PR23H35-BHD-35-ZZ-DS-A-5065-0060	H35 A-A B-B	Existing Sections	02.09.2020
PR23SC1-BHD-00-00-DP-A-5065-0004	SC1 Level 0	Existing General Arrangement Plan	02.09.2020
PR23SC1-BHD-00-00-DP-A-5065-0010	SC1 Level 0	Proposed General Arrangement	02.09.2020
PR23SC1-BHD-00-01-DP-A-5065-0005	SC1 Level 1	Existing General Arrangement Plan	02.09.2020
PR23SC1-BHD-00-02-DP-A-5065-0006	SC1 Level 2	Existing General Arrangement Plan	02.09.2020
PR23SC1-BHD-00-03-DP-A-5065-0007	SC1 Level 3	Existing General Arrangement Plan	02.09.2020
PR23SC1-BHD-00-03-DP-A-5065-0013	SC1 Level 03	Proposed General Arrangement	02.09.2020
PR23SC1-BHD-00-04-DP-A-5065-0008	SC1 Level 4	Existing General Arrangement Plan	02.09.2020
PR23SC1-BHD-00-04-DP-A-5065-0014	SC1 Level 04	Proposed General Arrangement	02.09.2020
PR23SC1-BHD-00-R4-DP-A-5065-0009	SC1 Level R4	Existing General Arrangement Plan	02.09.2020
PR23SC1-BHD-00-R4-DP-A-5065-0015	SC1 Roof Level R4	Proposed General Arrangement	02.09.2020
PR23SC1-BHD-00-ZZ-DS-A-5065-0020	SC1 A-A B-B	Existing Sections	02.09.2020
PR23SC1-BHD-00-ZZ-DS-A-5065-0021	SC1 A-A B-B	Proposed Section	02.09.2020
PR23SC1-BHD-29-ZZ-DE-A-5065-0030	SC1 East & West	Existing Elevations	02.09.2020
PR23SC1-BHD-29-ZZ-DE-A-5065-0031	SC1 North & South	Existing Elevations	02.09.2020
PR23SC1-BHD-29-ZZ-DE-A-5065-0035	Section E-E & F-F	Proposed Elevations	02.09.2020
PR23SC1-BHD-29-ZZ-DE-A-5065-0032	Section E-E & F-F	Existing Elevations	02.09.2020
PR23SC1-BHD-	SC1 East &	Proposed Elevations	02.09.2020

29-ZZ-DE-A-
5065-0033
PR23SC1-BHD-
29-ZZ-DE-A-
5065-0034

West GA

SC1 North & Proposed Elevations
South GA

02.09.2020

INFORMATIVE CLAUSES

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.