

The information, recommendations and advice contained in this report are correct as at the date of preparation, which is more than two weeks in advance of the Committee meeting. Because of these time constraints some reports may have been prepared in advance of the final date given for consultee responses or neighbour comment. Any changes or necessary updates to the report will be made orally at the Committee meeting.

Case Officer	Sarita Jones
Application No.	17/00515/FULPP
Date Valid	27th June 2017
Expiry date of consultations	28th August 2017
Proposal	Change of use of 27.9ha of land to provide a Suitable Alternative Natural Greenspace (SANG) including: access; car parking; fencing; pathways; landscaping; earthworks; and all other ancillary and enabling works.
Address	Land At Kennels Lane Farnborough Hampshire
Ward	Cove And Southwood
Applicant	The Prudential Assurance Company Ltd, SEH Manager Ltd & SEH
Agent	Mr Mark Sitch
Recommendation	GRANT

Case Officer	Sarita Jones
Application No.	17/00660/ADJ
Date Valid	4th August 2017
Proposal	Consultation from Hart District Council in respect of a full planning application including change of use to a Suitable Alternative Natural Greenspace (SANG) on 27.9ha of land at Kennels Lane including: access; car parking; fencing; pathways; landscaping; earthworks; and all other ancillary and enabling works.
Address	Land At Kennels Lane Kennels Lane Farnborough
Applicant	Hart District Council
Recommendation	RAISE NO OBJECTION

Description

The site of 27.9 hectares is located to the west of Farnborough. It is bounded by Kennels Lane, Summit Avenue and Bramshot Lane and part of the Hartland Park redevelopment site. The applicant is also the proposed developer for Hartland Park. The majority of the site falls within Hart District. Two small pockets of land adjoining Kennels Lane are within Rushmoor. Whilst the overall site is characterised by a mixture of deciduous and coniferous woodland and open land including grassland and heathland habitats, the land within Rushmoor comprises ditches and woodland. There is an area of hardstanding within Hart which takes access from Bramshot Lane. This is currently vacant but was last used as car parking. The western and northern boundaries within Hart are characterised by block paved and tarmac pedestrian/cycleway. The eastern and southern boundaries within Hart and Rushmoor are wooded. There are no pavements on either side of Kennels Lane. Areas of the site are also within designated Sites of Importance for Nature Conservation (Bramshot Heath, Pyestock (North Grasslands), Pyestock (Fairway) and Southwood Woodlands). There are no formal access arrangements across the site, however it is evident that informal access, particularly with the formation/use of footpaths across the site has taken place over many years.

Land to the east of the site includes the Southwood Woodland Suitable Alternative Green Space (SANG) and the Kennels Lane sports pavilion. Land to the north includes the BMW headquarters buildings. Land to the west within Hart includes the Hartland Park redevelopment site formerly the Defence and Evaluation Research Agency (DERA), the National Gas Turbine Establishment (NGTE) and woodland. Land to the south is also part of the Hartland Park redevelopment site, being a disused sewage treatment plant being known as the HOWF site. There is an additional area of land to the east of Bramshot Lane within Hart having an area of 3.4 hectares which does not form part of this application but will be part of the proposed SANG resulting in an overall SANG provision of 30.1 hectares.

In March 2002 planning permission, 02/00016/FUL, was granted for the construction of a realigned carriageway (Kennels Lane) to provide new vehicular link between Summit Avenue and Ively Road to include shared pedestrian footway and cycleway together with associated works and landscaping on land between Summit Avenue and Ively Road. The line of the new road would have bisected the current application site. This permission was not implemented.

There is a current consultation from Hart, 17/00241/ADJ, in respect of a Hybrid Planning Application (part full, part outline) for a residential-led mixed use redevelopment comprising:

1. Outline planning application with means of access (in part) to be determined (all other matters reserved for subsequent approval), for the erection of up to 1,500 dwellings (Use Class C3); a local centre including residential (Use Class C3 within the up to 1,500 dwellings) and up to 2,655m² (GEA) of retail, commercial and/or community floorspace (Use Classes A1 to A5, B1, D1 and D2); a primary school (Use Class D1); drainage works including balancing ponds; on and off-site SANG mitigation; creation of landscaping, open space and ecological habitats; car and cycle parking; demolition of existing buildings; site clearance; earthworks; site remediation; provision of utilities infrastructure; off-site highway works; and all other ancillary and enabling works.

- 2 Full planning application for the erection of 189 dwellings (Use Class C3); access; drainage works including balancing ponds; creation of landscaping, open space and ecological habitats; car and cycle parking; earthworks; demolition of existing buildings; site remediation; provision of utilities infrastructure; off-site highway works; and all other ancillary and enabling works on land at Hartland Park Bramshot Lane Fleet (to be known as Hartland Village). This

is also on this agenda for consideration.

The development is divided into ten phases. The hybrid application comprises Phase 1 (full application) and Phases 2-10 (outline planning application).

It is noted that the terms of the application considered by Hart at a special meeting of its Planning Committee on 24 August 2017 were as follows:

1. Outline planning application with means of access to be determined (all other matters reserved for subsequent approval), for the erection of up to 1,500 dwellings (Use Class C3); a local centre including retail, commercial and community premises and a primary school (Use Classes A1 to A5, B1, D1 and D2); bin stores, car and cycle parking, open space, landscaping and ecological habitats and suitable alternative natural greenspace (SANG), site remediation, earthworks and ground modelling, drainage works including ponds for surface water attenuation, relocation of existing electricity substation, provision of utilities infrastructure, and all other ancillary and enabling works; 2 Full planning application for the demolition of existing buildings and structures and site clearance, the construction of 181 dwellings (Use Class C3); and roads including connection to existing roundabout at Ively Road, bin stores, car and cycle parking, open space, landscaping and ecological habitats and all other ancillary and enabling works.

Rushmoor has not been consulted on amendments to the planning application.

The Hart committee resolved to:

- to agree the principle of development and the scale, mass and quantum of development ie for up to 1500 new homes on the site and refer the details of Phase I to Major Sites Sub-Committee for detailed consideration;

subject to:

- (i) Hampshire County Council withdrawing its holding highway objection;
- (ii) Confirmation of the outcome of viability issues associated with the testing of affordable new home provision; and
- (iii) the securing of appropriate SANG provision

the application to brought back to Planning Committee for final decision on the above, completion of a planning obligation and any other matters that may arise (including the outcome of the Major Sites Sub-Committee meeting) that have not been previously addressed.

The consultation from Hart is in relation to a planning application for the change of use of the wider site to provide a Suitable Alternative Natural Greenspace (SANG) including: access; car parking; fencing; pathways; landscaping; earthworks; and all other ancillary and enabling works as set out below:

- provision of post and wire fencing (using sheep-wire) at the SANGs eastern boundary with Kennels Lane to ensure that dogs can be safely let off the lead within the SANG;
- new planting to be implemented along Kennels Lane and the northern SANG boundary in order to screen the adjacent road from the SANG, to include the planting of native species such as Holly and Birch;
- provision of a 19 space car park, including 3 for disabled use, with vehicular access from the proposed Hartland Park site via Bramshot Lane (to be delivered as part of

- Phase 9 of the Hartland Village proposal when approved);
- provision of interim car parking provision from Bramshot Lane (prior to the permanent provision above being made)
- the widening of principle footpaths;
- cycle parking for up to 10 bicycles;
- provision of marked circular walks (including a 2.3 km circular walk) and picnic areas, dog bin in the car park and information boards and signs;
- selective thinning of Bracken and understorey;
- transition landscaping;
- where required improvement of footpaths to prevent localised pooling of water or implementation of strategies to avoid localised flooding deterring visitors from utilising the SANG for example through the use of raised boardwalks;
- provision of a BMX trail within the SANG in the location of the defunct tank training area; and

The long term management of the SANG will be undertaken by an appropriate body but no detailed proposals are indicated at this stage.

The application indicates that the proposed SANG will be used to mitigate the increased recreational pressure arising from up 1500 new dwellings proposed as part of the Hartland Park redevelopment. No legal agreement has been completed to link the proposed developments. Notwithstanding this, the terms of the application are for a SANG which could provide mitigation for any new residential development in the catchment area and it is on this basis that this application is considered.

The application is accompanied by a Design and Access statement, a SANG management plan, a landscape strategy and management plan; a Phase I Land Quality Assessment, a Flood Risk Assessment, a Transport statement and an Arboricultural Survey and Impact Assessment in relation to the proposed car park.

The application to Rushmoor is the same as the one made to Hart but relates to small areas of land adjacent to Kennels Lane and is a component part of the Hart application site.

In August 2017 a screening opinion, 17/00613/SCREEN, was issued, pursuant to the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA), in respect of the proposed development confirming that it was not EIA development for the purposes of the Regulations.

Consultee Responses

TAG	raises no objection to the proposal.
HCC Highways Development Planning	due to the scale of highway movements associated with this development proposal, it is considered that it falls within HCC's Agency agreement with Hart District Council.
Parks Development Officer	views awaited
Transportation Strategy Officer	raises no objection to the proposal subject to conditions
Environment Agency	no views received.

Surface Water Drainage Consultations	raises no objection in principle but seeks clarification of who will be responsible for maintenance of drainage features
Thames Water	has no comment to make on the application
Planning Policy	raises no objection to the proposal
Ecologist Officer	raises no objection to the proposal subject to condition.
Natural England	raises no objection to the proposal as a stand alone SANG.
Arboricultural Officer	given the small area of land within Rushmoor and joint working between Rushmoor and Hart on tree matters he defers to the Arboricultural Officer at Hart
Environmental Health	raises no objection to the proposal.
Hart District Council	No views received.

Neighbours notified

In addition to posting two site notices on at either end of Kennels Lane and press advertisement, eight individual letters of notification were sent to Cody Technology Park Ively Road, Ively Road, Kennels Lane, Summit Avenue and Rushmoor Borough Council.

Neighbour comments

No letters of representation have been received by Rushmoor in respect of this proposal.

Policy and determining issues

The site is located on the west side of Farnborough. As such "saved" local plan policies ENV5 (Green Corridors), ENV13 (Trees and Existing Landscape Features), ENV16 (General Development and Design Criteria), ENV19 (New Landscaping Requirements), ENV48, 49 and 52 (Environmental Pollution and Noise) and TR10 (Transport and Development), policies SS1 (The Spatial Strategy), CP1 (Sustainable Development Principles), CP2 (Design and Heritage), CP4 (Surface Water Flooding), CP11 (Green Infrastructure Network), CP12 (Open Space, Sport and Recreation), CP13 (Thames Basin Heaths Special Protection Area), CP15 (Biodiversity), CP16 (Reducing and Managing Travel Demand) and CP17 (Investing in Transport) of the Rushmoor Core Strategy, "saved" policy NRM6 of the South East Plan (Thames Basin Heaths Special Protection Area), the Council's supplementary planning documents Planning Contributions - Transport 2008 and Car and Cycle Parking Standards 2012 (currently under review), the Thames Basin Heaths Avoidance and Mitigation Strategy and the advice contained in the National Planning Policy Framework/Practice Guidance are relevant to the consideration of this proposal. Although having limited weight in the determination of this application, policy NE1 of the draft submission Rushmoor Local Plan June 2017 is also relevant

The main determining issues the principle of development, the impact on the character of the

area, the impact on adjoining occupiers, flood risk, nature conservation and highway considerations and the resultant impact on Rushmoor

Commentary

The principle of development

The very small areas of the site that fall within Rushmoor Borough do not have a specific designation on the Core Strategy Policies Map. Nevertheless, the land falls outside the settlement boundary, and adjoins a major area of recreational space.

Rushmoor Borough Council and Hart District Council (together with Natural England and nine other local authorities affected by the SPA) are members of the Thames Basin Heaths Joint Strategic Partnership (JSP). In 2009, the JSP agreed a Delivery Framework to encourage a consistent approach to the protection of the SPA from the effects of development. It states that Suitable Alternative Natural Greenspace (SANG) should be provided to attract new residents away from the SPA and that suitable access management and monitoring should be put in place.

This approach is reflected within Policy CP13 of the Rushmoor Core Strategy (adopted in 2011) and Policy NE1 of the emerging Rushmoor Local Plan. Hence, mitigation measures are required to address the potential adverse recreational effects of net new residential development on the Thames Basin Heaths Special Protection Area.

This mitigation as set out in planning policy requires:

- A minimum of 8 hectares of SANG land to be provided in perpetuity per 1,000 new occupants
- Contributions towards Strategic Access Management and Monitoring measures

This standard applies across both Hart and Rushmoor.

In order to satisfy the requirements of the Conservation of Habitats and Species Regulations 2010, the Thames Basin Heaths Delivery Framework (the content of which has been agreed by Natural England) must be satisfied, and is reflected in relevant planning policy. The information submitted by the applicant indicates a suite of proposals for the creation of the new SANG, which are in keeping with the specification required by Natural England. On this basis the principle of development is considered to be acceptable.

The impact on the character of the area

A network of footpaths will be promoted within the SANG area, including upgrading existing informal footpaths to improve accessibility. A new car park will be provided at the southern end of the SANG. This will have an informal surface comprising wet rolled crushed stone and will require the removal of 10 Scots Pine and one group of 4 Silver Birch comprising eight category B trees, two category C trees with the group falling within Category C. However it is noted that the site will be subject to a detailed landscape strategy including new tree and shrub planting. Post and rail fencing with mesh panels and accessible kissing gates are also proposed. It is recognised that these works will have an effect on the sylvan character of the area. However, given the scale of the works, the proposed landscape strategy for the site and when seen in the overall context of the woodland, no material harm to the character of the area is considered to result.

As the proposed temporary car park is already laid out as car parking spaces, the resultant change to the character of the area is minimal.

The Arboricultural Officer at Hart raises no objection to the proposal.

The impact on adjoining occupiers

The closest residential occupiers are located within Hart at 128 and 130 Ively Road, some 400 metres to the south east. The closest residential occupiers within Rushmoor are located at 1 and 2 Peartree Cottages, some 430 metres to the east on the other side of the Southwood Woodland. Commercial and recreation occupiers lie to the north and east with woodland to the west and the Hartland Village site to the south and south west. Given the separation distances proposed and the introduction of a recreational use over a wide area, no material harm to adjoining occupiers is considered to result.

The Water Environment

The application is accompanied by a Flood Risk Assessment. Hampshire County Council as Lead Local Flood Authority advise that the proposals for surface water drainage meet the current standards/best practice in relation to surface water drainage. However they require confirmation of who will undertake the maintenance of the drainage features. As these features are within Hart this will be matter for its consideration. Thames Water has no comment to make on this application. No views have been received from the Environment Agency. No objection is therefore raised to the proposal in terms of the water environment.

Nature conservation

The site is established woodland, part of which is designated as a SINC. Natural England has been consulted on this application and advises that based on the plans submitted, it considers that the proposed development will not result in an increase of recreational disturbance to the SPA has no objection to the proposal. However it does state that

"If any housing application was to be linked to this SANG then Natural England would object to these applications as we believe that there is currently insufficient information to enable certainty that the use of this SANG to provide mitigation will be effective in ensuring no likely significant effect arising from recreational impacts to Thames Basin Heaths SPA. The individual 'bespoke' proposals for avoidance and mitigation offered within this proposal are not considered appropriate."

To this end

"Natural England advise that further information is required from the applicant to enable certainty that there will not be a significant impact upon the SPA if this SANG is to be used to avoid impacts upon the Thames Basin Heaths SPA. We advise that further information is sought on:

Evidence to justify that 8.36ha of SANG per 1,000 residents will be enough to provide appropriate mitigation. Visitor surveys and further information is required to provide robust evidence that the SANG will be effective at this standard due to the size, scale and close proximity of the site to the SPA. If the applicant wishes to benefit from a true 'super-SANG' then at least two safe and accessible pathway links must be created to the adjacent Southwood Woods SANG to provide a truly circular walk which must be secured in perpetuity".

Whilst this objection is not a determining issue for this application, it will need resolution if the applicants for the Hartland Village proposal choose to rely on this proposed SANG to address the impacts of the SPA from the residential element of their proposal. This would be a matter for Hart to address and secure appropriate mitigation in relation to the Hartland Village proposal.

The Council's Ecologist has also been consulted on this application and advises that:

"The site has previously been surveyed and I have visited the site on a number of occasions. The major area of interest in the ecological terms within the proposed SANG is the part of Southwood (Kennels Lane) Site of Importance for Nature Conservation (SINC) that falls within the proposal boundary. This is partially designated for remnant heathland habitat which exists within the generally afforested site. There is significant scope for enhancing and restoring some of this heathland/acid grassland which is degrading through the growth of the predominantly coniferous trees. This, along with other enhancement measures, will help to achieve a "net gain" for biodiversity as outlined in the NPPF and can be incorporated into a management plan.

I have no objection to this application on the grounds of biodiversity subject to an Ecological Management Plan (EMP) following the guidelines in BS: 42020 for biodiversity being agreed with and submitted to the local authority prior to any work commencing."

Subject to provision of this plan, which would largely relate to the site within Hart, no objection is raised to the proposal on ecological grounds subject to Hart securing this plan to ensure the appropriate management of the site.

Highway considerations

The Council's Transportation Strategy Officer has been consulted on this application and advises that:

"The proposed car park is outside the administrative borough of Rushmoor.

The application shows a car park with 46 car parking spaces accessed from Bramshot Lane, I understand this is a temporary car park which will be used in a first phase of the development of the SANG before the permanent 19 space car park is introduced. The spaces appear to be 2.4m x 4.8m however the aisle width between the central double row of spaces and the northern row of spaces only measures 5m (the aisle needs to be 6m wide to be able to access the spaces on each side).

It is expected that disabled drivers will need access to the SANG and I would expect some spaces to be identified for disabled drivers with additional width (1.2m) bays. Further to this I would also expect facility for cycle parking to be provided I note that 6 Sheffield stands are proposed for the permanent parking area, I do think some thought needs to be given to the security of this as remote locations with Sheffield stands only would be susceptible to theft and maybe a locker arrangement would be more suitable (for both the temporary and permanent phase).

The details now provided show pedestrian crossing points of Kennels Lane and Bramshot Lane. I will defer to colleagues in Hart district to consider the suitability of the crossing points on Bramshot Lane which is outside of Rushmoor. The southerly crossing point of Kennels Lane is in Rushmoor, there is already an uncontrolled crossing point for

cyclists and pedestrians at this point where there are dropped kerbs and tactile paving each side of the road which would appear to be suitable for the proposed use. The other crossing point on Kennels Lane is located just north of a right angled bend in the road. I note that it is intended to erect a kissing gate on the SANG side of the road which will make the crossing point more prominent and act as a warning to walkers (in particular dog owners) of the road at the end of the footpath through the woods. In view of the strategic nature of this crossing point that links the two woodlands together I would expect an equivalent kissing gate to be introduced on the Southwood woodland side of the road. Further to this for motorists I would expect warning signs to be introduced on Kennels Lane of "Pedestrian Crossing" in particular on the south side of the bend before the crossing point"

Vehicular access to the site and its car park will be gained from the proposed Hartland Village internal layout via a priority junction on Bramshot Lane, all of which is within Hart. It is noted that this part of Hartland Village, if approved, will be delivered as phase 9 indicatively shown in the Hartland Village application as commencing in 2028. As a result of this temporary car parking provision is to be made from an existing parking area off Bramshot Lane. As appropriate and acceptable SPA mitigation would need to be in place no later than the occupation of the first residential properties it would be appropriate to recommend to Hart to impose a condition securing these interim parking arrangements to ensure that the SANG would be accessible from first occupation of Hartland Park or first use of the SANG.

The application is accompanied by a Transport statement. This includes a TRICS analysis that demonstrates that the proposed development is likely to generate around 21 trips in the weekday AM peak and 36 trips in the PM peak (this is on the basis that the weekday will have as high a peak demand as a weekday in practice). The County Highway Authority advises that due to the scale of highway movements associated with this development proposal, it is considered that it falls within HCC's Agency agreement with Hart District Council.

For information, the Highways Officer at Hart raises no objection to the proposal subject to satisfactory pedestrian links, provision of visibility splays and access to the car park, the timing of the provision of the car park and interim pedestrian links to serve Hartland Village, provision of overflow car parking and servicing arrangements.

No objection is therefore raised to the proposal on highway grounds subject to the imposition of conditions by both Rushmoor and Hart as set out above.

The proposal is considered to be acceptable in principle and have acceptable impacts on amenity, flood risk, nature conservation and highway safety and Rushmoor as a Borough having regard to development plan policy

Full Recommendation 17/00515/FULPP

GRANT planning permission subject to the following conditions and informatives:

- 1 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 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 Prior to the first use/occupation of the development details of advance warning highway signage to be displayed on Kennels Lane shall be submitted to the Local Planning Authority for approval. Once approved the signage shall be installed prior to the first use/occupation of the development and thereafter retained in a satisfactory condition.

Reason - In the interests of pedestrian/cyclist safety*

- 3 Notwithstanding any information submitted with the application, details of the boundary treatment line along Kennels Lane including site levels and tree removal shall be submitted to the Local Planning Authority for approval. Once approved the boundary treatment shall be erected in accordance with these details and thereafter retained.

Reason - In the interests of the visual amenities of the area.*

- 4 The permission hereby granted shall be carried out in accordance with the following approved drawings – L03-09, L03-11, L05-1 and -2 and L06-13, 2511.1-A-1000-PLB and 1001-PLD

Reason - To ensure the development is implemented in accordance with the permission granted

Informatives

- 1 **INFORMATIVE** – The Local Planning Authority’s commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.
- 2 **INFORMATIVE - REASONS FOR APPROVAL-** The Council has granted permission because It is therefore considered that subject to compliance with the attached conditions, and taking into account all other material planning considerations, including the provisions of the development plan, the proposal would be acceptable. This also includes a consideration of whether the decision to grant permission is compatible with the Human Rights Act 1998.
- 3 **INFORMATIVE -** Your attention is specifically drawn to the conditions marked *. These conditions require the submission of details, information, drawings etc. to the Local Planning Authority **BEFORE WORKS START ON SITE** or, require works to be carried out **BEFORE COMMENCEMENT OF USE OR FIRST OCCUPATION OF ANY BUILDING**. Development started, carried out or occupied without first meeting the requirements of these conditions is effectively development carried out **WITHOUT PLANNING PERMISSION**. The Council will consider the expediency of taking enforcement action against any such development and may refer to any such breach of planning control when responding to local searches. Submissions seeking to discharge conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.
- 4 **INFORMATIVE -** The planning permission hereby granted does not authorise the applicant, or his agents, to construct a new/altered access to, or other work within, the

public highway. A separate consent for works within the highway must first be obtained from the highway authority who may be contacted at the following address:- Hampshire County Council Highways Sub Unit, M3 Motorway Compound, Hook, Hampshire, RG27 9AA.

- 5 INFORMATIVE - Measures should be taken to prevent mud from vehicles leaving the site during construction works being deposited on the public highway throughout the construction period.
- 6 INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Head of Environmental Health for advice.
- 7 INFORMATIVE - Future occupiers of the development should be made aware that aircraft approaching and departing TAG Farnborough Airport could be seen, and (dependent on weather conditions and ambient noise from other sources) heard from the application site.
- 8 INFORMATIVE - The applicant is advised that in respect of condition 3 above an Arboricultural Survey and Impact Assessment to BS5837:2012 will be required

Full Recommendation 17/00660/ADJ

RAISE NO OBJECTION subject to Hart securing a SANG management plan in perpetuity and the imposition of the following conditions

- 1 Prior to the first use of the development, details of the works to be provide the crossing points on Kennels Lane as indicated on the approved plans shall be submitted to the Local Planning Authority for approval. Once approved the crossing points shall be provided in accordance with the approved details prior to the first use of the Suitable Alternative Natural Green Space and thereafter retained.

Reason - In the interests of pedestrian and cyclist safety.

- 2 Prior to the first use of the development details of disabled car parking and cycle provision for the proposed temporary car park shall be submitted to the Local Planning Authority for approval. Once approved the disabled car and cycle parking provision shall be completed and made available for use prior to the first use/occupation of the development.

Reason – In the interests of accessibility and to promote sustainable transport choices

- 3 Prior to the first use of the development an Ecological Management Plan (EMP) following the guidelines in BS: 42020 for biodiversity shall be submitted with to the Local Planning Authority for approval. Once approved the EMP shall be implemented in full in accordance with the approved plan and the time frames therein.

Reason – In the interests of biodiversity

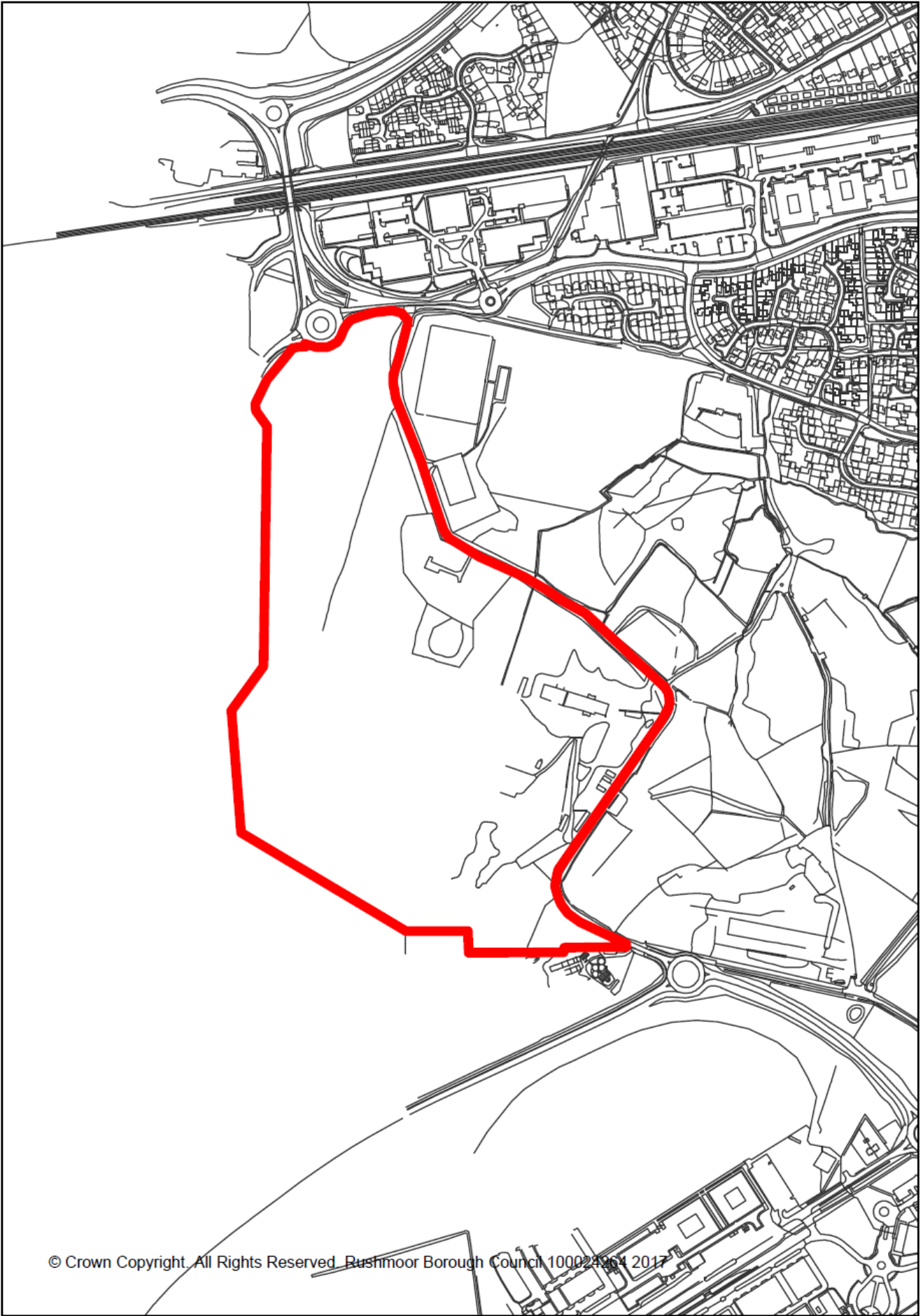
- 4 Notwithstanding any information submitted with the application, details of the boundary treatment line along Kennels Lane including site levels and tree removal shall be submitted to the Local Planning Authority for approval. Once approved the

boundary treatment shall be erected in accordance with these details and thereafter retained.

Reason - In the interests of the visual amenities of the area.

- 5 Prior to the first use of the development the off-street parking facilities shown on the approved plans shall be completed and made available for use by the public.

Reason - To ensure the provision and availability of adequate off-street parking.



Site Plan for the proposed development of the site located at the intersection of Highway 101 and Highway 102, in the City of San Jose, California.

Site Plan for the proposed development of the site located at the intersection of Highway 101 and Highway 102, in the City of San Jose, California.

Site Name	101/102
Site Address	101/102
Site Area	101/102
Site Zoning	101/102
Site Owner	101/102
Site Contact	101/102
Site Date	101/102

Site Plan for the proposed development of the site located at the intersection of Highway 101 and Highway 102, in the City of San Jose, California.

