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AVRO, Brownsfield Mill – S96 and S19 application
Reference: PP-09195955

RE: Non-material amendment to existing planning permission 115401 and listed building consent 115402 to amend condition discharge applications CDN/20/0248 and 0249 (conditions 4h, 4j, 10a, 10b)

Following details submitted for the discharge of the above, we are formally submitting the below additional details and modifications:

1. Additional external lights above apt. LG1, LG4 and Townhouse patio doors as requested by Design for Security.

Following receipt of final comments from Adrian Murphy of Design for Security 09.08.20, we are required to add three external light fittings above patio doors to private gardens at lower ground floor level. These will be fitted in accordance with principles previously agreed with Angela Leckie: as noted on Max Fordham drawings, Luminaires will be fed from containment on the apartment side with no externally mounted conduit. The fittings will also match those agreed with Angela Leckie 25/01/2019 (Black L5 as image below):



Please find enclosed revised drawings:
- V[90]001 REV I_Apartment electrical services layout_LG1
- V[90]004 REV J_Apartment electrical services layout_LG4
- V[90]005 REV K_Apartment electrical services layout_Townhouse
- 7376-AL(31)0002_update_20201026
- 7376-AL(31)0004_update_20201026

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2. **Alternative wiring to the emergency & light fittings to spiral stair, utilising the void of the chimney.**

As per enclosed SSL emails dated 09/09/20 and12/08/20, please find alternative wiring to emergency light and light fittings to the spiral stair utilising the void of the chimney. We are advised it is not possible to successfully roll galvanised conduit to the required shape to hug the outside of the chimney as originally shown.
As noted on enclosed '7376-Alternative_wiring_to_stair_fittings_20200909', max dia. 75mm holes are to be centred on a brick for passage of cables from within chimney core. Facing bricks are to be replaced with reclaimed/approved brick with cable route through perp mortar joint.

The 2 no. L17 emergency downlights and one of the L1 wall fittings will be fed from cables from within the chimney core. The other 2 no. L1 fittings to the sides can be fed from soffit mounted conduit as indicated.

Thus, as advised in email dated 09/09/2020, please note the proposed number of drilled holes has now been reduced from 5 to 3 on each level which is an improvement on the initial proposal of 12/08/2020.

This sketch is applicable to previously submitted Max Fordham drawings V[90]110, 111, 112 and 113.

3. **Alteration of material for demarcation of parking bays**

Further to details submitted for discharge of Condition 10 (a and b Hard Landscaping) please find enclosed:
AVRO_landscape_binder_Reform_Landscape_architecture [SSL_update_20201027]

Updates are applicable to approved Dwgs 0002 RFM-XX-01-DR-L-0002 and 0008 as noted within the binder, pages 12 and 15.

Due to site logistics and limitations, the contractor has requested to change the material specified for demarcation of parking bays and retained existing cobbles from Grey Buff Sandstone Block Paving to Silver-grey Conservation Kerb Centre Stone. This would therefore match the approved material being used to delineate the pedestrian route adjacent to the building and the accessible parking bay.

We are advised that the Conservation Kerb is much stronger and more robust due to their weight and depth, and because they can be haunched with concrete for additional stability. This is critical during the construction phase as prone to damage and there are a number of operations to be carried out on site which involve cherry pickers and other heavy machinery. Its use is also advantageous longer term as it is less likely to require maintenance and replacement in the future.

As well as being robust, they are still a high-quality material with a granite aggregate surface finish, so they are of a better quality and aesthetic than standard kerbs.

There are also logistical and programmatic issues with the sandstone block paving as this is bed on a wet mix and cannot be tracked over until it has both layers of tarmac installed (scheduled as a final operation on site).