

N
▲

Planning Committee

23 August 2017



Application No.	17/00639/FUL		
Site Address	524 – 538 London Road, Ashford, TW15 3AE		
Proposal	Demolition of existing buildings and erection of a 132 room hotel with parking spaces, access & landscaping.		
Applicant	Staxlink Ltd		
Ward	Ashford North and Stanwell South		
Case Officer	John Brooks		
Application Dates	Valid: 15.5.2017	Expiry: 25.8.2014	Target: Over 13 weeks
Executive Summary	<p>An identical planning application to the current proposal was approved by the Committee on 10 December 2014. The proposal involves a part two, three, four and five storey building to provide a 132 bed hotel with parking for 51 vehicles in an undercroft parking area and direct access onto the A30 London Road. The hotel would have some restaurant and bar facilities for hotel guests.</p> <p>This is large site with a corresponding large building. It is in a modern design reflecting the design approach to hotels and reflecting other more modern designs in other developments in this part of London Road including Ashford Hospital. Whilst in design terms it is different to the character of the residential area to the rear of the site the Committee previously gave significant weight to the wider economic benefits of the proposal in granting the previous permission. Circumstances are unchanged since that previous decision and accordingly this current application is recommended for approval.</p>		
Recommended Decision	Approve		

MAIN REPORT

1. Development Plan

- 1.1 The following policies in the Council's Core Strategy and Policies DPD 2009 are considered relevant to this proposal:

- LO1 (Flooding)
- HO1 (Providing for New Housing Development)
- EM2 (Employment Development on Other Land)
- EN1 (Design of New Development)
- EN3 (Air Quality)
- CC1 (Renewable Energy, Energy Conservation and Sustainable Construction)
- CC2 (Sustainable Travel)
- CC3 (Parking Provision)

2. Relevant Planning History

- 2.1 14/00194/FUL
Demolition of existing buildings and erection of a 132 room hotel with parking spaces, access and landscaping
Approved 10 December 2014

3. Description of Current Proposal

- 3.1 The application site comprises 0.39 hectares and is located on the southern side of the A30 London Road some 100 metres due west of the A30 junction with Town Lane and Stanwell Road (generally known as the Bulldog junction). The site has an 83 metre frontage to the A30 and a depth varying between 45 and 49 metres.
- 3.2 The site is currently occupied by three detached residential bungalows (one of which is currently derelict) and two commercial buildings, one of which is used for retail purposes. Both commercial buildings abut the rear boundary of the site and the tallest has a height of some 6.2 metres. Generally the site has a poor visual appearance with most of the existing buildings looking run down.
- 3.3 To the rear of the site and parallel with the A30 is Kenilworth Road with residential development of mainly two storey. Most are semi-detached but there are a few detached properties and some purpose built flats. Those properties abutting the rear of the site have garden depths ranging from 18 to 23 metres.
- 3.4 The proposal seeks to demolish the existing buildings on the site and provide a part two/ three/ four / five storey hotel comprising 132 bedrooms and limited meeting rooms, bar and restaurant facilities. Parking for 51 cars is to be

provided at semi-basement level and to the rear of the building and secure cycle parking.

- 3.5 The hotel building will be three storey at its western side rising across the site to its north east corner nearest London Road where it is five storey, with a maximum height to a flat roof of 14.675m. The width of the hotel overall to the road frontage would be 78.705m. In the south east corner where the new building is closest to properties in Kenilworth Road it is only two storey. Access and egress would be directly onto the London Road on the western side of the site and remove the current multiple access points. The existing access to Kenilworth Road is to be closed off.
- 3.6 To the west of the site (towards Staines) the hotel building would be 3 storey and rising to four storeys toward the middle of the site. This element will be some 17 metres away from the rear boundary of the site. To the east of the site, where the existing commercial buildings are located, the hotel building will be set back 3.75 metres from the rear boundary and initially with a two story element of 6.3 metres in height (0.1 metres taller than the existing commercial buildings). The hotel then rises in scale to 4 storey at a point 11 metres from the rear boundary and then to five storeys some 23.5 metres from the rear boundary of the site.
- 3.7 The Reservoir opposite the site is designated as a Site of Special Scientific Interest and a SPA/Ramsar site (for wildfowl). To the west of the site is a modern three storey block of flats (Exforde Court) with a ridge height of 11m and a commercial car sales business to the east.
- 3.8 Copies of the proposed site layout and elevations are provided as an Appendix.
- 3.9 The previous proposal was approved with 24 planning conditions with 16 of these being what are commonly referred to as 'pre-commencement' conditions where further details is required to be submitted and approved before the development can be started. They covered such matters as; details of materials, landscaping, hard surfaces, waste and refuse storage, remediation of any contamination, renewable energy, demolition and construction management details, detail of highway works, how the access to Kenilworth Road is to be closed off, cycle parking, travel plan and bird hazard management plan. Requiring further detail in this way is common where it relates to detail which does not affect the principle of granting permission.
- 3.10 On all these matters sufficient detail has already been submitted in relation to the previous application and approved. This technical detail has then been submitted with this proposal and which can be subject to a single planning condition requiring it to be followed/implemented as set out (see condition No.2 and 3).

4. Consultations

- 4.1 The following table shows those bodies consulted and their response.

Consultee	Comment
County Highway Authority	No objections subject to a contribution of £4,600 to audit the travel plan and various conditions.
Highways Agency	No objections to the previous scheme

	and no further observations received on this proposal.
Environmental Health (Pollution)	No objections subject to technical information already set out in the submitted 'Technical Documents' and planning conditions.
Environment Agency	No objections and previous technical requirements included within the submitted 'Technical Document'.
Thames Water	No objection to the previous application on sewerage infrastructure capacity and no further comments on this application.
Heathrow Airport Ltd	No previous objections subject to conditions to control bird nesting on the roof and on which detailed technical proposal have been submitted. No further comments on this application.
Natural England	No objections.
SUDS Authority (SCC)	Any comments will be reported at the Committee

5. **Public Consultation**

5.1 68 letters of notification were sent out to neighbouring properties. In addition, a statutory notice has been displayed outside the site, plus a notice advertised in the local newspaper. 49 letters of objection have been received raising the following concerns:

- Loss of light / overshadowing
- Building overbearing
- Loss of privacy
- Traffic generation
- Viability of a hotel use in this area
- Inadequate parking leading to parking in residential roads
- Covenant on land preventing a hotel use and sale of alcohol
- Noise (both from guests and during construction)
- Sewerage capacity
- Cooking smells
- Litter
- Housing would be a better use of the site

6. **Planning Issues**

- Principle of hotel use

- Loss of Residential
- Design and appearance
- Impact on adjoining residential dwellings
- Parking and Impact on highway safety

7. Planning Considerations

Principle of Hotel Use

- 7.1 Half of this site is already in commercial use and the previous planning permission (which is still valid) was approved by the Committee with particular weight given to the economic benefits of a hotel use. The principle of hotel use has been established. In the light of the above and the Council's Economic Strategy to foster economic growth generally there is no objection to a 'renewal' of the current permission.

Loss of Residential Units

- 7.2 The application site is part commercial and part residential. There are three residential bungalows that would be demolished to accommodate the proposed hotel.
- 7.3 In this case the issue is whether the need for this particular employment development outweighs the loss of housing. In coming to the previous decision the Committee was satisfied that it did. There is therefore no objection on this point.

Design and appearance.

- 7.4 The hotel is of a modern design and described in general terms in pars 3.6 – 3.8 above. It, is designed with vertical relief projections and different colours and materials to help to 'break up' the appearance of the building. Various parts of the building are also set back from the main elevation to reduce the apparent scale of the building.
- 7.5 Policy EN1 of the Core Strategy and Policies Development Plan Document requires a high standard in the design and layout of new development. It states that new development should 'create buildings...that respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land'. The wider area is characterised by primarily commercial buildings fronting the A30 from this site to the Bulldog junction. To the rear of the site is a largely residential area. A contrast in uses is therefore inevitable and any development of this site with a single use and single building will present visual differences to the residential area it adjoins. The key issues in this case are the need to bring forward development which enhances this site on the A30 and secondly the scale and relationship of any new building with the residential properties in Kenilworth Road.
- 7.6 The proposed building is three storey on its western side and rises gradually across the width of the plot up to five storeys and a maximum building height of 14.675m. The flats to the west are 11m high and the commercial buildings to the east are between 8.2m and 8.4m high. The highest building on the application site (due to be demolished) is 8m high. The overall width of the new building amounts to 78.705m and it is between 17 and 31m deep. The

applicant has designed the scheme to provide the staggered roof heights and has provided plans of the wider area to show the flats on the adjoining site and other developments in the vicinity. There is landscaping around the periphery of the site to soften the impact of the site and proposed building. Overall, as a hotel proposal, the elements of the scheme are satisfactory and the tallest elements are located furthest from the properties in Kenilworth Road.

Impact on adjoining residential dwellings

- 7.7 The building would at its closest point at the eastern end be 4m away from the rear boundaries to the properties in Kenilworth Road (the existing building abuts the boundary). At this point the proposed building is staggered in height with the first element being two storey. A four storey element begins some 11m away from the rear boundary and the five storey element at 23.5m. In terms of the separation distance between the physical buildings themselves, the guidance contained in the Council's Supplementary Planning Document on the Design of Residential Extensions and New Residential Development (April 2011) requires a 30m back to back separation distance where three storey residential buildings are proposed. The main body of the hotel where the bedrooms are largely located are 17m away from the rear boundary. The two storey element of the houses to the rear, are generally around 20m away from their rear boundaries, albeit a number do have single storey extensions. Furthermore, the proposed building would not infringe the 25 degree angle line as detailed in the Council's Supplementary Planning Document on the Design of Residential Extensions and New Residential Development (April 2011)(DPD). In view of these factors, it is not considered that there can be an objection in terms of loss of light or loss of privacy to the residential dwellings themselves.
- 7.8 In terms of outlook from the properties in Kenilworth Road there will be a view of an unbroken rear elevation of 78.705m metres, however, around half is set some 17 metres from the boundary to residential properties with garden depths of around 20 metres representing a combined separation distance of 37 metres. The eastern part of the building does rise to five stories but at a point over 41 metres from the rear walls of the properties at that point in Kenilworth Road. It will not have a uniform building line facing the Kenilworth Road properties.

Parking and Impact on highway safety

- 7.9 The proposal includes the provision of 51 parking spaces, space for coaches/minibuses to pull onto the forecourt of the site off the highway and provision of secure cycle parking (primarily intended for those working at the site). In terms of the Council's parking standards, generally hotels have in the past been required to provide 1 space per bedroom or unit of accommodation for employees. However, this hotel is located in a position where it is intended to be used to a greater extent by those using Heathrow. Its restaurant and meeting space is geared to hotel users only. Accordingly it is expected that many users will arrive by taxi or dedicated bus/coach service linking hotels and the airport and or nearby businesses. Service by the National Express Hoppa Bus service between hotels and Heathrow is proposed. The site is very well served by buses (11 an hour each way) with a west bound stop immediately outside the hotel. These travel arrangements are set out in the Travel Plan submitted with the application. The intended

Heathrow related 'niche' market role of the hotel justifies the lower parking provision subject to the measures in the Travel Plan including non-car links to Heathrow. These arrangements are identical to those in the previous application approved by the Committee.

- 7.10 In terms of traffic generation, when compared to the existing uses on the site, the am traffic flow will be just two more movements for the morning peak time but some 26 less movements in the evening peak. Overall there will be projected net reduction of 422 two way vehicle movements a day.
- 7.11 The Transport Statement with the application suggests that the maximum parking demand would occur between 12:00 and 17:00 where a peak demand of 20 spaces would occur leaving a spare capacity of 31 parking spaces. This information is based on what is called TRICS data (this is a database of traffic flows from various types of development – in this case hotels). This TRICS data is based on hotels in Greater London, including hotels within the London Boroughs of Bexley, Barnet, Camden, Greenwich, Hillingdon, Hounslow, Merton and Newham. While some of these Boroughs are some distance from Spelthorne the margin between the projected 21 space and the 51 space actually provided is substantial and I am satisfied that given the non-car measures proposed and the Travel Plan, that the provision proposed is acceptable and it should not lead to off-site parking as feared by some objectors.

Other outstanding matters

- 7.12 There are a few other matters raised by residents and not already covered above. The viability of a hotel use in this area is a commercial consideration for the applicant and not a planning matter in this case.
- 7.13 Any Covenant on land preventing sale of liquor is not a planning matter. Noise issues will be managed by conditions and the 'sound management' of the hotel. Any odours from cooking would be controlled by conditions requiring appropriate extraction equipment. Submitted technical details confirm there is no sewerage capacity issues. This is not a use that would be expected to result in litter being deposited by guests.

Other matters - Local Finance Considerations

- 7.14 Under S155 of the Housing and Planning Act 2016, Local Planning Authorities are now required to ensure that potential financial benefits of certain development proposals are made public when a Local Planning Authority is considering whether or not to grant planning permission for planning applications which are being determined by the Council's Planning Committee. A financial benefit must be recorded regardless of whether it is material to the Local Planning Authority's decision on a planning application, but planning officers are required to indicate their opinion as to whether the benefit is material to the application or not. In consideration of S155 of the Housing and Planning Act 2016, the proposal is not a CIL chargeable development. The proposal will not generate a New Homes Bonus. It will be required to pay Business Rates but which is not a material considerations in the determination of this proposal.

Conclusion

- 7.15 The proposal does involve a substantial building which is inevitable when providing a hotel and the outlook from properties in Kenilworth Road will be

different albeit no longer toward a site which is in part poorly maintained and run down. Set against this is the substantial economic benefits of providing an hotel and bringing about the substantial visual improvement of a prominent site on a key road into the Borough. Closure of the existing access onto Kenilworth Road is a further benefit and avoids any risk of the hotel activity 'spilling' into the adjoining residential area.

8. Recommendation

8.1 Planning permission is recommended subject to the following planning conditions:

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

Reason:- This condition is 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. The development hereby permitted shall be carried out in accordance with: the following approved plans: submitted on 18/4/2017: 50, 51,100, 101, 106, 107, 110, 112, P201.2, P202.1, P202.2, P301, P302, P303, P304, P401, P402, P501, 5028160386/6500, 8160386/6901, 8160386/6902, 8160386/6903 and the following plans submitted on 31 July 2017; 502

Reason: To ensure the scheme is completed as approved.

3. The development hereby permitted shall be carried out in accordance with the technical detail set out in the following submitted documents: documents submitted on 18 April 2017 - Design and Access Statement, Air Quality Statement, Noise Assessment, Site Investigation Report, Environmental performance report, Foul Sewerage and utilities Assessment, Transport Statement; additionally documents submitted on 31 July 2017 – Technical Document, Travel Plan, email of 1/8/16 relating to energy targets, The Brownfield Consultancy – Desk Top Study (ground and site condition), Energy Report, Demolition and Construction Method Statement, Construction Transport Management Plan, Bird Hazard Management Plan, letter dated 16/9/16 relating to the contaminated land assessment, email 3/11/16 to SCC re Construction Traffic Management Plan and Travel Plan.

Reason: To ensure the scheme is completed as approved.

4. The rating noise level of any plant installed in or on the building should be at least 5dB(A) below the existing background noise level at the nearest noise sensitive property, assessed using the guidance contained within BS4142 (1997).

Reason:- To secure reduction in the level of noise emanating from the building(s) on amenity grounds, in accordance with policies SP6, EN1 and EN11 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

5. Deliveries and collections from the premises shall only be carried out between the hours of 7.30am and 7pm Monday to Friday; 7.30am to 3pm on Saturday; and no deliveries or collections on Sundays, bank holidays and public holidays.

Reason:-.In the interests of residential amenity.

6. No new development shall be occupied until space has been laid out within the site in accordance with the approved plans for cars to be parked. The parking area shall be used and retained exclusively for its designated purpose.

Reason:-.The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and policies CC2 and CC3 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

7. The land shall be remediated in accordance with a method statement that shall be agreed in writing with the Local Planning Authority prior to the commencement of the remediation.

Reason: To protect the occupants and environment from the effects of potentially harmful substances.

8. No occupation of any part of the approved development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To protect the occupants and environment from the effects of potentially harmful substances.

9. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason:-.To protect the environment from pollution, in accordance with paragraph 109 of the NPPF.

10. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that

there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason:- To protect the environment from pollution, in accordance with paragraph 109 of the NPPF.

11. You must not occupy the building until a financial contribution of £4,600 towards the auditing of the Travel Plan has been paid to Surrey County Council.

Reason:- To ensure that the Travel Plan is complied with and reviewed to ensure that it accords with the National Planning Policy Framework 2012 and policies CC2 and CC3 of the Core Strategy and Policies DPD February 2009.

12. Prior to the occupation of the development hereby approved details shall be submitted for the approval of the Local Planning Authority of onsite mitigation measures for mechanical ventilation/ air filtration to protect the occupiers of the development from poor air quality. The development shall not be occupied until such mitigation measures have been provided and shall thereafter be retained with the approved details.

Reason: To provide appropriate protection from potential levels of poor air quality from vehicles using the A30.

13. Prior to the occupation of the development hereby approved double headed 7kW charging points shall be installed at the three locations within the car park as shown on Drg No.101. The 7kW charging points shall be retained exclusively for its designated purpose.

Reason: - The above condition is required in recognition of Section 4 (Promoting Sustainable Transport) of the NPPF and to ensure charging points are of sufficient power to enable rapid charging.

14. No demolition of buildings shall take place until the following documents: pre-demolition audit; pre demolition asbestos survey; dust management plan; and site waste management plan have been submitted to and approved in writing by the Local Planning Authority. All demolition and construction works shall then be undertaken in strict accordance with the approved plans unless otherwise agreed in writing by the Local Planning Authority.

Reason: - To ensure that neighbouring residential occupiers do not suffer a loss of amenity by reason of excess noise, nuisance and pollution from the construction work activities.

15. Within 3 months of commencement of this development hereby approved and prior to the implementation of any strategy for reuse of site won materials. A written remediation strategy shall be submitted to and approved in writing by the Local Planning Authority detailing the further assessment necessary to demonstrate that site won and imported topsoil and subsoil materials are suitable for use on this site. The Method Statement should include an implementation timetable and monitoring proposals and a remediation verification methodology. The site shall be remediated in accordance with the

approved Method Statement, with no deviation from the statement without the express written agreement of the Local Planning Authority.

Reason: - To protect the amenities of future residents and the environment from the effects of potentially harmful substances in accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

16. Prior to the occupation of the development, and on completion of the agreed contamination remediation works, a validation report that demonstrates the effectiveness of the remediation carried out in accordance with condition 15 shall be submitted to and agreed in writing by the local Planning Authority

Reason: To protect the amenities of future residents and the environment from the effects of potential harmful substances in accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009

17. Prior to the commencement of the development hereby permitted:

- a) Details of suitable ventilation and filtration equipment to be installed shall be submitted to and approved by the Local Planning Authority. This should comprise odour abatement and sound attenuation measures (so that the noise levels are 5dBA below background).
- b) The specific maintenance schedule for the approved abatement system shall be submitted to and approved by the Local Planning Authority. This must be based on the manufacturer's recommendations, taking food type and hours of cooking into account.
- c) The approved details shall be installed prior to the occupation of the premises for the use hereby permitted. Proof of correct installation and correct function shall be submitted.

The installed ventilation and filtration equipment shall thereafter be operated and maintained to the satisfaction of the Local Planning Authority. Maintenance records should be kept for a period of two years. These should include receipts for consumables, certificates of cleaning, and staff records of cleaning and changing filters.

Reason: In the interests of the amenities of the area and the amenities of the occupiers of nearby premises.

INFORMATIVES TO APPLICANT

1. Access by the Fire Brigade. Notice of the provisions of Section 20 of the Surrey County Council Act 1985 is hereby endorsed on this planning permission. Copies of the Section may be obtained from the Council Offices or from County Hall. Section 20 of this Act requires that when a building is

erected or extended, proper provision must be made for the Fire Brigade to have means of access to the building or to any neighbouring buildings. There are also requirements relating to access and facilities for the fire service contained in Part B of the Building Regulations 2000 (as amended).

2. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation%20&%20safety/safeguarding.htm))

3. The permission hereby granted shall not be construed as authority to carry out works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a licence must be obtained from the Highway Authority Local Transportation Service before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see <http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice/ordinarywatercourse-consents>.

4. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Transportation Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.

5. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

6. The Developer would be expected to instruct an independent transportation data collection company to undertake the monitoring survey. This survey must conform to a TRICS Multi-Modal Survey format consistent with the UK Standard for Measuring Travel Plan Impacts as approved by the Highway Authority. To ensure that the survey represents typical travel patterns, the organisation taking ownership of the travel plan will need to agree to being surveyed only within a specified annual quarter period but with no further notice of the precise survey dates. The Developer would be expected to fund the survey validation and data entry costs.

7. The developer should provide a sign close to the access exiting from the site advising motorists of the U turn facility which exists on the A30 to the west.

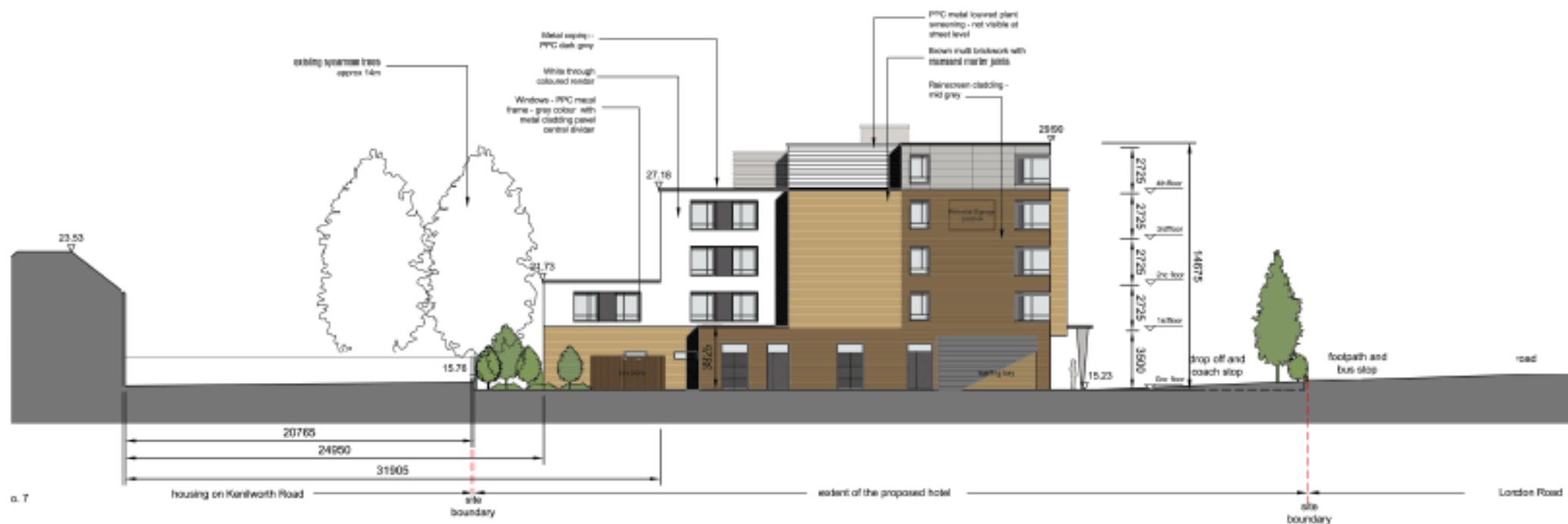
8. Informative to condition 17. The applicant is advised that the details of the ventilation and filtration equipment to be submitted should include (but not limited to): Dimensions of ducting; model and type of grease filtration and prefilters; model, type, and residence time of carbon filtration or other suitable odour suppressing technology; efflux velocity; type of food to be cooked, hours of cooking. Receipts will be required for proof of installation; a flow check report will be required for proof of correct function. For further advice and information, the applicant is advised to contact Environmental Health on 01784 446251. An information sheet "guidance on the control of odour and noise from commercial kitchen exhaust systems" can be downloaded from Spelthorne's website at www.spelthorne.gov.uk.

Article 2(3) Development Management Procedure (Amendment) Order 2012

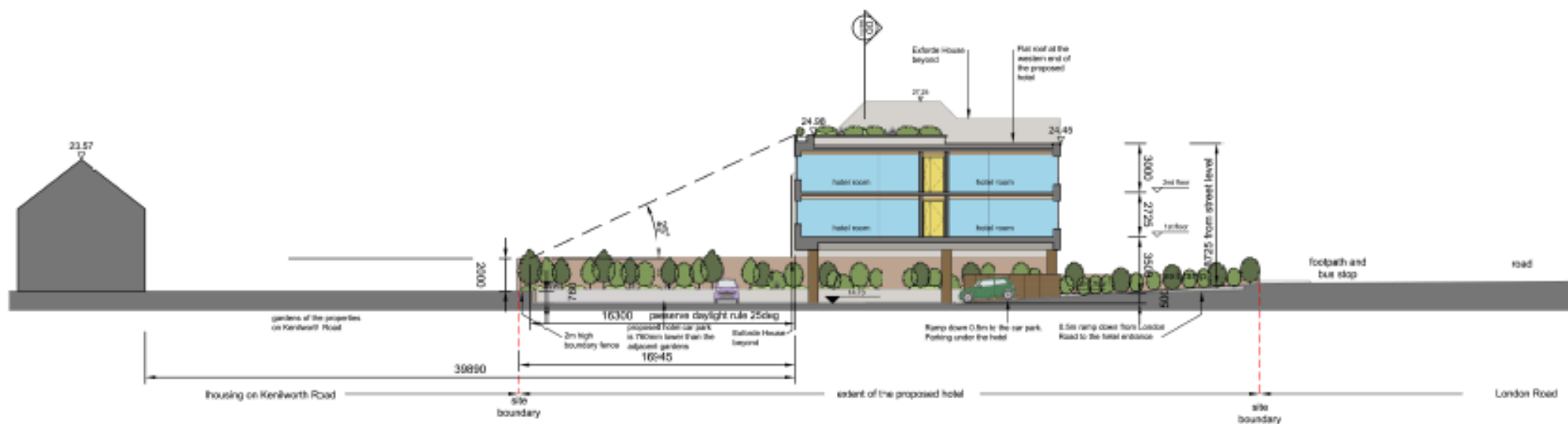
In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included the following:-

- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.
- c) Have proactively communicated with the applicant through the process to advise progress, timescales or recommendation.

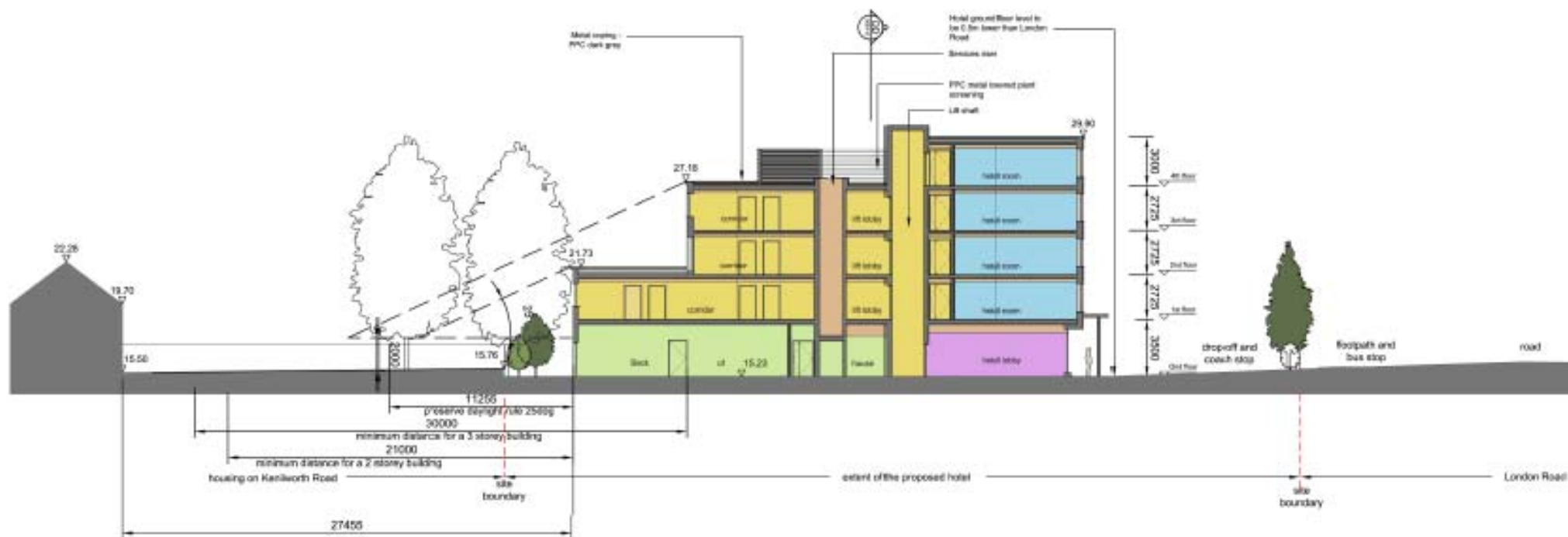




East Elevation
Scale 1:200



Section A - A
Scale 1:200



Section C - C
Scale 1:200