

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

MUNICIPAL YEAR 2014-215

**DEVELOPMENT CONTROL
COMMITTEE
6 NOVEMBER 2014**

**REPORT OF: SERVICE
DIRECTOR PLANNING**

	Agenda Item No. 7
APPLICATIONS RECOMMENDED FOR REFUSAL	

1. PURPOSE OF THE REPORT

Members are asked to determine the planning applications outlined in Appendix 1.

2. RECOMMENDATION

To refuse the applications subject to the reasons outlined in Appendix 1.

1. Application No. 14/1108 - Erection of two dwellings, land at Sunny Bank Clydach Vale, Tonypany
2. Application No. 14/1152 - Change of use from ground floor retail unit to children's day care facility, 18 Main Road, Tonteg, Pontypridd.

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APPLICATIONS RECOMMENDED FOR REFUSAL

APPLICATION NO: 14/1108/10 (LE)
APPLICANT: Mr Alun Walker
DEVELOPMENT: Erection of two dwellings
LOCATION: LAND AT SUNNY BANK CLYDACH VALE,
TONYPANDY, CF40 2RT
DATE REGISTERED: 15/08/2014
ELECTORAL DIVISION: Cwm Clydach

RECOMMENDATION: Refuse

REASONS:

The proposed dwellings are considered unsympathetic, overly excessive and out of keeping with the appearance and design of existing properties within the locality. In addition, the site occupies a prominent location with such substantial buildings also being visible from wider view points to the detriment of the character and appearance of the locality. Whilst the principle of residential development is supported, significant visual concerns are raised by the current proposal.

APPLICATION DETAILS

Full planning permission is sought for the erection of two detached dwellings at Sunny Bank, Clydach Vale. The proposed dwellings would be sited on a sloping parcel of land adjacent to the existing detached property known as 'Ty Uchel'.

The proposed dwellings would be elevated above the highway fronting the site and both buildings would have a three-storey design. The larger of the proposed dwellings would measure 14.0 metres in length by 11.0 metres in width. It would have a pitched roof design with a maximum height of 12.2 metres falling to 9.2 metres at eaves level. A projecting front gable with a 1.0 metre depth and 4.0 metres width would be created to the centre of the front elevation of the building. A projecting, elevated front patio area would also be created to the front elevation and would allow access to a garage positioned within the ground floor of the dwelling. The front patio structure would project 6.2 metres from the main front elevation of the building and would have a 12.0 metres width. It would also provide a means of access to the first floor of the building. It is also proposed to erect a conservatory style addition to the eastern side of the building that would measure 3.0 metres by 7.0 metres. It would have a pitched roof design extending to a height of 4.5 metres.

The dwelling would accommodate a garage, shower room, lounge and hallway at ground floor level. At first floor level it would accommodate a dining area, kitchen, utility room, study, living room and hallway. At second floor level the building would accommodate four bedrooms each with en-suite. An access platform would be

created at the rear of the building at second floor level, to provide a means of access to the elevated garden area proposed to the rear of the site.

The smaller of the two dwellings, positioned closest to the existing dwelling known as 'Ty Uchel' would have maximum dimensions of 9.0 metres by 9.0 metres, including a front gable projection with a 4.0 metres width and 1.0 metres projection. The dwelling would have a maximum height of 11.5 metres, falling to 9.0 metres at eaves level. It would accommodate a lounge, hallway and water closet at ground floor level. At first floor level a study, living room, dining room, kitchen, utility room and hallway would be created. The second floor of the dwelling would accommodate four bedrooms and an en-suite.

It is detailed both dwellings would have a cement rendered finish and slate tiled roof. An elevated vehicular driveway with turning and parking areas would be created to the front and alongside each dwelling. Vehicle access to the dwellings would be gained via the existing access point serving 'Ty Uchel'. A split level retaining wall would define the frontage of the site rising from 1.2 metres to a maximum height of approximately 3.0 metres above the site frontage (vehicle highway). A number of retaining walls would also be erected toward the rear of the site given the sloping topography of the area. The largest rear retaining wall would measure 4.6 metres in height and extend a distance of approximately 40 metres.

The application is accompanied by a Design and Access statement.

The application is reported to the Development Control Committee at the request of the Local Member, Councillor Mark Norris to allow the visual merits of the scheme to be carefully considered (given the planning history of the site and the other planning proposals/developed sites in the Clydach Vale area that have a three-storey nature).

SITE APPRAISAL

The application site forms a vacant, although steeply sloping plot positioned toward the east of the detached residential property known as 'Ty Uchel', Sunny Bank, Clydach Vale. The site has previously been cleared of planting and bushes, and significantly rises from the level of the narrow vehicular highway fronting the site up toward the open hillside that flanks the rear of the site. Open mountainside and tree planting abuts the east of the site, and there are residential properties sited opposite the application site that have been developed on a lower ground level; the principal elevations of these properties are orientated away from the application site. Properties in the immediate area of the application site vary in their style and overall appearance although appear, predominantly two-storey or single storey in nature.

PLANNING HISTORY

06/0481	Land adjacent to 'Ty Uchel' Sunny Bank, Blaenclydach Tonypany	Application to extend time limit of permission 01/6299 for erection of 2 No. detached dormer dwellings (Amended site plan received 10/07/2006)	Granted 01/12/06
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01/6299	Land adjacent to 'Ty Uchel' Sunny Bank, Blaenclydach Tonypandy	Erection of 2no detached dormer dwellings	Granted 12/10/01
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PUBLICITY

The application has been advertised via direct neighbour notification and site notice. No letters of objection or representation have been received.

CONSULTATIONS

Transportation Section - raise no objection, subject to conditions.

Land Reclamation and Engineering - raise no objection, conditions are suggested in relation to the drainage of the development.

Welsh Water - raise no objection, subject to conditions on drainage.

Public Health and Protection Section - raise no objection, subject to the imposition of a condition relating to the hours of operation during the construction phase of the development.

Natural Resources Wales -raise no objection.

Structural Engineer - raises no objection, a condition is advised to ensure the submission of structural calculations and design details of the proposed retaining wall structures.

Wales & West Utilities - raise no objection.

Countryside Landscape, Ecology - advises no records of statutory protected species from immediate vicinity according to SewBrec data.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site is situated within the Northern Strategy Area, unallocated and within the defined settlement boundary.

Policy CS1 - emphasises the need to build strong and sustainable communities in the Northern Strategy Area.

Policy AW1 - sets provisions for the creation of new housing throughout Rhondda Cynon Taf.

Policy AW2 - supports development proposals in sustainable locations including sites within the defined settlement boundary.

Policy AW5 - specifies criteria for new development.

Policy AW6 - supports development that involves high quality design and makes a positive contribution to place making.

Policy AW8 - sets out criteria for the protection and enhancement of the natural environment.

Policy NSA10 - sets housing density requirements for the Northern Strategy Area

Policy NSA12 - supports housing development within and adjacent to settlement boundaries.

Planning Policy Wales

In the determination of planning applications regard should also be given to the requirements of National Planning Policy which are not duplicated in the Local Development Plan, particularly where National Planning Policy provides a more up to date and comprehensive policy on certain topics.

Planning Policy Wales Chapter's 2 (Development Plans), Chapter 3 (Making and Enforcing Planning Decisions), Chapter 4 (Planning for Sustainability) and Chapter 9 (Housing), set out the Welsh Government's policy on planning issues relevant to the determination of the application.

Other relevant policy guidance consulted:

PPW Technical Advice Note 12: Design

REASONS FOR REACHING THE RECOMMENDATION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Furthermore, applications that are not in accordance with relevant policies in the plan should not be allowed, unless material considerations justify the grant of planning permission.

Main Issues:

Principle of the development

The application site is unallocated and situated within the defined settlement boundary as prescribed within the Local Development Plan. Planning history has previously been granted on the site for residential development and as such, there is no 'in-principle' objection to residential development on the site. Nevertheless, the proposal must also be assessed against more detailed development control considerations as discussed below.

Character and Appearance

The application site comprises a steeply sloping parcel of land situated on the upper, northern slope of the village of Clydach Vale. The site has been cleared of vegetation, in the main, and partially excavated. The site is visible from wider vantage points within and across the village. The site is abutted to its western side by a brick built detached dwelling that is set above the level of the highway fronting the site on a high retaining wall. Further to the west is a pair of more traditional semi-detached properties. Fronting the property and set at a lower level than the application site is another pair of semi-detached properties and a bungalow style property. Properties in the area do vary in their general appearance and style, and whilst there is a three storey property sited within close proximity to the application site on a lower level to the east, which appears two-storey fronting the highway, properties in this area generally have a two-storey or single storey design.

As earlier detailed the principle of residential development has been established on the site, and it is considered the site could be sympathetically developed to accommodate residential development. The previously approved scheme permitted the erection of two identical, modest size dormer style properties positioned on a high retaining wall structure (maximum height of 5 metres). Whilst having due regard to the planning history of the site and the existing site context, it is however considered the current planning application raises significant visual concerns.

The proposed three-storey dwelling houses of the height, massing and design proposed are considered to represent an unacceptable form of development that would subsequently have a harmful impact on the character and appearance of the area.

The larger of the two properties would have an overall width of 17 metres (including the side addition) and would have an overall building height of 12.2 metres. The smaller of the two dwellings would have a 11.5 metres height and 9.0 metres width. When also considering the dwellings would be further elevated above the level of the highway fronting the site by retaining wall structures extending to 3.0 metres in height, the ridge line of the largest dwelling would extend to 15.2 metres above the level of the carriageway fronting the site. Such significant buildings would appear overly bulky and dominant within the street scene and at odds with the scale and general mass of nearby properties. In addition, sections of the substantial rear retaining wall which would be visible from the front of the site and the additional elevated front patio structure add to the cumulative mass of the development. When further considering the prominence of the site given its elevated position within the hillside settlement and the wider viewpoints that are readily available of the application site, the buildings would appear overly excessive and visually intrusive.

Planning policy requires the design of new development to reinforce attractive qualities, be appropriate to local context in terms of appearance, scale, height and massing, and have no unacceptable effect on the character and appearance of the site and the surrounding area. The proposal however fails to meet these requirements and is considered contrary to the aims of the Rhondda Cynon Taf Local Development Plan.

Consideration has also been given to other development proposals that have been permitted planning permission in the wider area of Clydach Vale, be it three-storey or larger dwelling developments. However, when judging the planning application on its own planning merits, the design and scale of the proposal in this location is considered unacceptable. Discussions have been held with the applicant at both pre-application stage and during the processing of the planning application to negotiate a more sympathetic scheme that better relates to the existing character of the locality whilst also providing an appropriate level of living space to meet the applicants needs. However, a compromise has unfortunately not been reached and a determination of the application in its current form is now sought.

Overall, when judging the planning application on its own planning merits with due regard to the existing site context, it is considered the scheme represents an inappropriate and visually harmful proposal, that is contrary to the requirements of planning policy.

Residential Amenity

With regard to the impact of the proposal on the residential amenity of surrounding properties, it is considered that the development would have an acceptable impact. Although the proposal represents the construction of substantial dwellings that would have a significant mass and height, the properties positioned opposite the front of the site (no.11 and no.12 Sunny Bank) are on a significantly lower level, to the south and have their principal front elevation orientated away from the application site. The main front elevation of the proposed dwelling houses would be set back from the vehicular highway by approximately 9.0 metres and offset from the side elevation of no. 11 Sunny Bank by over 21 metres. The scheme is therefore unlikely to cause any direct harm to levels or privacy and residential amenity enjoyed in the locality. The applicant is also the owner of the neighbouring property that adjoins the west of the site, 'Ty Uchel'. No letters of objection or representation have been received against the planning application following the neighbour consultation process.

Highway Safety

With reference to highway safety issues, the Transportation Section has raised no objections against the proposal. It is commented the submitted details indicate a private shared access measuring 4.6 metres in width with satisfactory off-street parking and turning areas for both dwellings would be created within the site. Some concerns are raised about the sub-standard nature of the highway network leading to the site although subject to the imposition of appropriate conditions the scheme is considered acceptable in highway safety terms.

Other Issues

The following other material considerations have been taken into account in considering the application, though were not the key determining factors in reaching the recommendation:

Ecology

The Council's Ecologist has raised no adverse comments against the scheme with no relevant records of statutory protected species from immediate vicinity.

Public Health and Protection, and Drainage

The comments of both the Public Health and Protection Division and the relevant Drainage Bodies have been acknowledged and considered for the development proposal. Subject to the imposition of conditions and relevant advisory notes the development is considered satisfactory in these respects.

CONCLUSION

Having taken account of the issues outlined above, it is considered that the proposed development fails to accord with the requirements of planning policy. The proposed dwellings would appear overly excessive and dominant, and out of keeping with the character and appearance of the surrounding area. As such, refusal of the planning application is recommended.

RECOMMENDATION: Refuse

1. The proposed development, arising from its siting, scale and design, would constitute unsympathetic development that would be inappropriate for the site and unacceptably harmful to the character and appearance of the locality. As such, the proposed development is contrary to policy AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

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APPLICATION NO: 14/1152/10 (GW)
APPLICANT: Camau Cyntaf I Dysgu
DEVELOPMENT: Change of use from ground floor retail unit to children's day care facility
LOCATION: 18 MAIN ROAD, TONTEG, PONTYPRIDD, CF38 1PN
DATE REGISTERED: 12/09/2014
ELECTORAL DIVISION: Tonteg

RECOMMENDATION: Refuse

REASONS:

The Transportation Section objects on the grounds that the proposal would not provide sufficient off-street parking and would generate increased indiscriminate on-street parking that would have a detrimental impact on highway and pedestrian safety and the free flow of traffic in close proximity to

a busy road junction.

APPLICATION DETAILS

Full planning permission is sought for the change of use of the ground floor of a property from an A1 retail use to a day nursery (D1 use).

The ground floor would be refurbished internally to provide the day care facilities including toilets, kitchen and food preparation facilities, staff room and play areas. It is detailed that no external alterations are proposed apart from a change in signage and minor alterations to the external steps at the rear of the premise. Members are advised that new signage may require separate Advertisement Consent and does not form part of this application.

Pedestrian access would be from an existing front entrance and a further entrance on the front elevation would be kept locked. A new gated access would be provided at the rear. One parking space would be provided on-site and accessed from the rear lane.

Hours of opening proposed would be 07:30 to 18:30 on Monday to Friday and 08:00 to 16:00 on Saturdays and 7 full-time staff and 5 part-time staff are detailed as being employed.

The application is accompanied by the following:

- Design and Access Statement.
- The Design and Access statement details that a 'walking bus' service would be operated from the nearby Community Centre/Scouts Hall where infants would be met and accompanied to the facility. It is also detailed that they consider there would be less traffic parking and manoeuvring in Maesteg Crescent as compared to the previous use.
- Copies of supporting letters and a petition. This includes:
 - i. An email from the Cluster Manager of Communities First Pontypridd. It details he has worked with the Cylch Meithrin organisation and vouches for their ability to run a high quality provision in the area.
 - ii. Three supporting letters from residents of Maesteg Gardens and Maesteg Crescent. Two of these detail they do not consider there would be problems from dropping off the children.
 - iii. An unsigned petition of support from 24 residents of Maesteg Crescent.

SITE APPRAISAL

The property is a semi-detached building located on a busy road junction of Tonteg Road, Church Road and Main Road (B4595). The premise has a shop front facing on to Main Road with two entrances. It was formerly occupied by a decorating shop, but is now vacant. Above the ground floor of the property is a flat, which is accessed

via the rear of the building. To the front of the site is a lay-by which provides parking for approximately 2 vehicles.

At the rear is a large single storey extension that covers the majority of the rear area. Some open space is located to the side of this and is open to the rear lane.

The rear lane can be accessed from Maesteg Crescent, which is a relatively modern residential estate. No access is available at the main road junction to and from Maesteg Crescent and a large turning area is located at the end of the road.

A hot food takeaway (with flat above) is located adjoining the premise. On the opposite side is an empty dwelling. There are some commercial and service uses in close proximity including a doctor's surgery and a car sales garage on the opposite side of the road. Beyond the immediate properties there are mainly residential properties that front the roads.

PLANNING HISTORY

None.

PUBLICITY

The application has been advertised via the erection of a site notice and by direct neighbour notification. No correspondence has been received at the time of writing this report. However, Members will note the applicant has provided some support to the application, as detailed above.

CONSULTATION

Public Health and Protection – no objection.

Transportation Section – objects. In the absence of adequate off-street parking facilities, the development would generate additional on-street parking in an area where there is already considerable demand. In addition it would also give rise to the short-term intensity of indiscriminate on-street parking in close proximity to the nearby road junction and in the vicinity of the site and affect the safety and free flow of traffic to the detriment of highway and pedestrian safety.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The site is within settlement boundaries as defined by the Rhondda Cynon Taf Local Development Plan and is unallocated.

Policy CS2 - sets out criteria for achieving sustainable growth including, promoting development within settlement boundaries and promoting reuse of underused

buildings, providing opportunities for significant inward investment and reducing daily out commuting by car and promoting sustainable forms of transport.

Policy AW2 - advises that development proposals on non-allocated sites will only be supported in sustainable locations.

Policy AW5 - sets out criteria for new development in relation to amenity and accessibility.

Policy AW6 - requires development to involve a high quality design and to make a positive contribution to place making, including landscaping.

Policy AW10 - development proposals must overcome any harm to public health, the environment or local amenity.

Supplementary Planning Guidance

Access, Circulation & Parking

National Guidance

Chapter 2 (Development Plans), Chapter 3 (Making and Enforcing Planning Decisions), Chapter 4 (Planning for Sustainability), Chapter 7 (Economic Development), Chapter 8 (Transport), Chapter 12 (Infrastructure and Services) and Chapter 13 (Minimising and Managing Environmental Risks and Pollution) set out the Welsh Government's policy on planning issues relevant to the determination of the application.

Other relevant policy guidance consulted:

PPW Technical Advice Note 11: Noise;

PPW Technical Advice Note 12: Design;

PPW Technical Advice Note 18: Transport;

PPW Technical Advice Note 23: Economic Development
Manual for Streets

REASONS FOR REACHING THE RECOMMENDATION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Furthermore, applications that are not in accordance with relevant policies in the plan should not be allowed, unless material considerations justify the grant of planning permission.

MAIN ISSUES:

Principle of the proposed development

The site is located within the settlement boundary as identified in the Rhondda Cynon Taf Local Development Plan and is unallocated. Therefore in principle the

proposed use would be acceptable subject to material planning considerations which are assessed below:

Access and highway safety

In introducing this issue the property is located at a busy road intersection and there is limited off-street parking. A lay-by is located directly in front of the property and provides some space for dropping off (approximately 2 spaces), however space here could not always be guaranteed. One off-street space would be located to the rear of the building and accessed by the rear lane from Maesteg Crescent. Further on-street parking is located in the area, mainly around Maesteg Crescent, which has a large turning head near to the rear access lane behind the application building. Also some on street parking is available on the opposite side of the junction on the one way part of Main Road leading to Treforest. The applicant's also detail in their Design and Access Statement that they would provide a 'walking bus' service to the facility from the nearby Community Centre (approximately 250m to the west along Main Road), which has a car park. Members are further advised that it is considered as the surrounding area is residential, there is the potential that some staff and users of the service could walk to the premise.

The Transportation Section detail that in accordance with the Council's adopted Supplementary Planning Guidance, the proposed conversion to a children's day care facility would require up to a maximum of 5 on-site car parking spaces to be provided where 1 on-site parking space is shown on the submitted layout plan.

They further detail at the rear of the property there is insufficient width of lane (2.4m wide) and space within the proposed bay to facilitate access / egress. They detail therefore, the proposal would represent an increase in the parking requirement that would result in additional on-street parking taking place in an area where there is already considerable demand particularly along Maesteg Crescent, to the detriment of highway safety and free flow of traffic.

Also, the Transportation Section have concerns that the proposal would result in greater short term intensity of indiscriminate parking taking place in relation to the dropping off and picking up of children in close proximity to the nearby signalised road junction and in the vicinity of the site that would create hazards to the detriment of highway safety and free flow of traffic.

They further detail the parking on Main Road (leading in the direction of Treforest) is a distance of approximately 68m to the nearest space from the premises, which would involve crossing 2 arms of the nearby junction utilising the controlled pedestrian crossing points. As a result, this on-street parking area is considered remote from the site and not convenient for use as a parking facility or for dropping off / picking up purposes to serve the proposed conversion and as such, is unlikely to be utilised.

They object to the application and conclude that an increase in the parking requirement (over the previous use) would result in additional on-street parking

taking place in an area where there is already considerable demand. Furthermore, that the proposal would result in short term indiscriminate parking (for the dropping off and picking up of children) in close proximity to the nearby signalised road junction, and this would create hazards to the detriment of highway safety and free flow of traffic.

In assessing this issue and the Transportation Section's comments, Members are advised the previous use as a retail shop would have resulted in similar parking, access and highway safety issues from customers and delivery vehicles visiting the premise. There are also other commercial and service type premises nearby, such as the doctor's surgery and take-away and as such, on-street parking within the area would have been used by the former retail use (which could continue) and other uses in the area. It is also envisaged that parents, carers and staff would walk or use public transport to access the premise.

However, on balance, taking into account the objection from the Transportation Section, it is considered the proposed use would increase the coming and goings from the premise particularly at busy rush hour times of the day and in close proximity to a busy road junction to the detriment of the free flow of traffic. As such the proposed use would therefore result in a detrimental impact on access and highway safety.

Impact on residential amenity and privacy

The nearest residential properties to the application site are the flats at first floor level (above the premise and adjacent building), the adjacent dwelling (currently vacant) and other properties, particularly on Maesteg Crescent, would also be affected.

The proposed use would mainly generate noise and disturbance from the coming and going to and from the nursery and also activities at the nursery during the day. There is however limited outside space and it is envisaged most activities would be within the building which would reduce the noise impact. The ground floor of the premise was formerly in commercial use, which would have generated some noise and disturbance; however the proposed use would potentially cause a greater issue. Notwithstanding this, no objections have been received as a result of the public consultation exercise (although it is noted the property adjacent to the application site is unoccupied). It is also noted the affected properties are also located on a busy road junction, where a significant amount of noise and disturbance is probably already experienced by any residents and the proposed would be a relatively insignificant addition to this. Furthermore, the application is seemingly supported by some local residents of Maesteg Crescent and Gardens.

Taking into account the above, on balance, whilst there would be some impact from noise and disturbance, it is considered the use would however not result in a significant detrimental impact on the amenity of occupiers of nearby residential dwellings. Therefore taking the above into account, it is considered the application would be acceptable in these terms.

Other Issues

The following other material considerations have been taken into account in considering the application, though were not the key determining factors in reaching the recommendation:

Impact on the character and appearance of the area

No major external alterations are proposed as part of the application and there would be no significant change as a result of the proposed development. Therefore, in these terms, there would be no objection to the proposal on this issue.

Conclusion

The application is considered not to comply with the relevant policies of the Local Development Plan in respect of access and highway safety (Policy AW5).

RECOMMENDATION: Refuse

1. In the absence of adequate off-street parking facilities, the development would generate additional on-street parking in an area where there is already considerable demand, to the detriment of highway safety and free flow of traffic. As such the development would be contrary to policy AW5 of the Rhondda Cynon Taf Local Development Plan.

2. The proposal would give rise to the short-term intensity of indiscriminate on-street parking in close proximity to the nearby road junction and in the vicinity of the site and affect the safety and free flow of traffic to the detriment of highway and pedestrian safety. As such the development would be contrary to policy AW5 of the Rhondda Cynon Taf Local Development Plan.

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LOCAL GOVERNMENT ACT 1972

as amended by

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

LIST OF BACKGROUND PAPERS

DEVELOPMENT CONTROL COMMITTEE

6 NOVEMBER 2014

REPORT OF: SERVICE DIRECTOR PLANNING

REPORT

**APPLICATIONS RECOMMENDED
FOR REFUSAL**

OFFICER TO CONTACT

**MR. J. BAILEY
(Tel: 01443 425004)**

See Relevant Application File