

Committee Report: 1st April 2019

Application Number:	CM/0002/19
Title:	Vary condition 2 on CM/0006/18 change of operating hours from 8.00 - 18.00 Monday to Friday to 7.00 - 17.00 Monday to Friday
Site Location:	Chiltern View Nurseries Wendover Road Stoke Mandeville HP22 5GX
Applicant:	Mr J Bone Enterprise Skip Hire Chiltern View Nurseries Wendover Road Stoke Mandeville HP22 5GX
Case Officer:	Catherine Kelham
Electoral divisions affected & Local Member:	Wendover, Halton and Stoke Mandeville Steve Bowles
Valid Date:	3 rd January 2019
Statutory Determination Date:	4 th April 2019
Extension of Time Agreement:	n/a

Summary Recommendation(s):

The Development Control Committee is invited to APPROVE application no. CM/0002/19, to vary condition 2 to change of operating hours from 8.00 - 18.00 Monday to Friday to 7.00 - 17.00 Monday to Friday, subject to the conditions set out in Appendix A

Introduction

1. Application CM/0002/19 seeks to vary the existing hours of operation at Enterprise Skip Hire located at Chiltern View Nurseries and shown edged red on the diagram below (“the Application Site”) from 8.00 - 18.00 Monday to Friday to 7.00 - 17.00 Monday to Friday.
2. It was submitted to the County Council on 28th December 2018 and subsequently validated on 3rd January 2019. It was advertised by newspaper advertisement, site notice and neighbourhood notification. The thirteen-week determination date is 4th April.

Site Description

3. The Application Site is part of the Chiltern View Nurseries Complex and shares the same access from the A413 (Wendover Road). It is located to the west of the A413 (Wendover Road), alongside the Amersham branch of the Aylesbury – London railway line. It is approximately 1.0km to the southeast of Stoke Mandeville, approximately 1.1km to the southwest of Weston Turville and approximately 4.8km to the south west of the centre of Aylesbury.
4. The Waste Transfer Station at the Application Site forms the north east part of the Chiltern View Nurseries Complex. Adjacent to the southeast of the Waste Transfer Station/Application Site is an area of land where planning permission has been granted for the storage of empty skips, empty containers and skip lorries (CM/0002/18) and carpark. Approximately 100m to the southeast of the Waste Transfer Station/Application Site across the carpark is the Triangle Business Park. Unit 1, Triangle Business Park, which is the closest building to the Application Site, has been granted planning permission for a change of use from B1(a) office use to C3 residential use (AVDC Planning Reference: 18/00510/COUOR). To the east is Chiltern View Nurseries glasshouses and retail area. The nearest residential property to the northeast of the Application Site on Wendover Road is approximately 245 metres away from the Application Site. To the west of the Application Site is the railway line, and then fields. The nearest property in this direction is Stoke House, a Grade II listed building, approximately 700m away.
5. The Application Site (with the approximate application area outlined in red) is shown below:



6. The Application Site falls within the Southern Vale landscape character area. This area is characterised as a large area of low-lying vale landscape with limited topographic variation. It

contains transport corridors and large villages that due to the open nature of the area and the urban edge of Aylesbury break-down the rural character of the area.

7. It is not located in close proximity to any nationally recognised environmental assets. The edge of Chilterns AONB is approximately 1.4km to the south-east of the Application site and the nearest asset of recognised environmental value is Weston Turville Reservoir SSSI, approximately 1.5km to the east of the Application Site. The Application Site is located within flood zone 1.

Site History

8. The most relevant planning history for the Application Site and Chiltern View Nursery Complex is outlined below:

11/20002/AWD	Proposed change of use of former railway land and agricultural yard to waste and recycling transfer centre	Application permitted 16. September 2011
11/20006/AWD	Proposed waste recycling shed and revised layout	Application permitted 06. January 2012
12/20003/AWD	Proposed waste recycling shed	Application permitted 14 February 2013
	N.B. Development not implemented within three years of date of permission	
13/20002/AWD	Change of use of land from Agriculture to extension to waste transfer site	Application withdrawn 20. August 2013
13/20003/AWD	Extension to waste and recycling transfer station	Application permitted 03. February 2014
CM/69/14	Erection of Operational and Storage Sheds to serve Waste Transfer Station and Temporary siting of shipping containers.	Application permitted 02. December 2014
CM/63/15	Removal of Condition 10 of Planning Permission CM/69/14 (The Waste Recycling Process and Storage operation shall be undertaken solely under cover within the Operational & Storage Sheds and not elsewhere within open areas of the site.)	Application refused 07. April 2016
APP/P0430/W/16/3148503	Appeal against refusal of application CM/63/15	Appeal partially upheld 29. November 2016
CM/54/16	Retention of buildings as constructed with an extension to building B, erection of storage bays and the storage of skips.	Application withdrawn 11. January 2017
CM/0006/18	Operational development in respect of the introduction of concrete perimeter containment walls and changes to buildings A and B, External lighting. Change of use to include outdoor waste processing. Increase in height of stockpiles. Removal of staff car parking. Increase in HGV vehicular movements to 50 in and 50 out per working day. Change of hours of operation from: 08.00-18.00 Mon-Fri and 08.00-13.00 Sat to 06.30-18.30 Mon-Sat	Application Approved 23. August 2018
CM/0002/18	Use of land for storage of empty skips, empty containers and skip lorries	Application approved 12. September 2018
18/00432/APP	Change of use from car park to modular B1/B8 business start-up units	In the process of determination (AVDC)

Proposed Development

9. This application seeks permission to amend the hours of operation at the existing waste transfer station at the Application Site.
10. Although as part of application CM/0006/18, planning permission was sought to extend the hours of operation from 08.00-18.00 Mon-Fri and 08.00-13.00 Sat to 06.30-18.30 Mon-Sat, the impact of this was considered unacceptable due to a lack of information on the amenity impact in the early morning. On this basis the planning permission granted did not allow the change of hours and instead included a condition to maintain the hours of operation of 8:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm Saturday with no working on Sundays or Bank and Public Holidays.
11. This application seeks to move the hours of operation earlier by one hour Monday to Friday. Instead of operating between 08:00 and 18:00, they wish to instead operate between 07:00 and 17:00. The running of the screener and crusher are not included in the proposed variation and the applicant intends for these to operate after 08:00 as is currently permitted. The Saturday hours of operation are not proposed to change and would continue to be between 08:00 and 13:00.
12. No other changes to the Application Site or its operation are proposed and there would be no built development as a result of this application.
13. The applicant states that they wish to change the hours to allow skip lorries to exit the Application Site at a reasonable time to avoid rush hour traffic.

Planning Policy and Other Documents

14. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.
15. The development plan for this area comprises of:
 - Saved policies of the Buckinghamshire Minerals and Waste Local Plan (BMWLP)
 - Buckinghamshire Minerals and Waste Core Strategy (BMWCS)
 - Adopted Aylesbury Vale District Local Plan (AVDLP) 2004
16. Other documents that need to be considered in determining this development include:
 - National Planning Policy Framework (NPPF)
 - National Planning Policy for Waste (NPPW)
17. The draft **Buckinghamshire Minerals and Waste Local Plan (2016-2036)** has been submitted to the Secretary of State for the Ministry of Housing, Communities and Local Government (MHCLG) for independent examination. Examination hearings were held in September 2018 and, following an interim letter from the Inspector, a consultation on Main Modifications to the plan was undertaken in January 2019. The draft plan is considered to be at an advanced stage of preparation and is a material consideration for the determination of planning applications.
18. The draft **Vale of Aylesbury Local Plan (2013-2033)** has been submitted to the Secretary of State for MHCLG for independent examination. Examination hearings were held in July 2018 and, following the provision of the Inspector's interim findings, AVDC is currently preparing

Main Modifications for consultation. The VALP is considered to be at an advanced stage of preparation and is a material consideration for the determination of planning applications.

19. The following policies are considered relevant to the proposed development:

Adopted Buckinghamshire Minerals and Waste Core Strategy (BMWCS) 2012

- CS22 (Design and Climate Change)

Saved Policies of the Buckinghamshire Minerals and Waste Local Plan (BMWLP)

- Policy 28 (Amenity)

Adopted Aylesbury Vale District Local Plan (AVDLP) 2004

- GP.8 Protection of Amenity of Residents
- GP.95 Unneighbourly uses

Draft Buckinghamshire Minerals and Waste Local Plan (BMWLP36) (2016-2036)

- Policy 17: Managing impacts on Amenity and Natural Resources

Draft Vale of Aylesbury Local Plan (VALP) (2013-2033)

- NE9 - Pollution, Air Quality and contaminated land

Consultation Responses

20. The **Local Member**, Steve Bowles, has no comment to make on the application.
21. **Aylesbury Vale District Council** has not commented on the proposed development.
22. **Stoke Mandeville Parish Council** has resolved to offer no comment.
23. The **Aylesbury Vale District Environmental Health Officer** has reviewed the noise impact assessment written by Peak Acoustics (project ref number PA760 dated 10/01/2019). She comments that the lowest background noise level over a 30 second interval is 47dB LA90 which is exactly the same dB level as the noise level produced at the Application Site (excluding the concrete crusher) as measured at the recently approved flats at Triangle Business Park. As this location is closer than the houses on Wendover Road she considers it confirms that at both locations the noise level as a result of operations of the Application Site (excluding the concrete crusher) are acceptable between 7am to 8am Monday to Friday. She therefore has no objections to varying condition 2.
24. **BCC Highways Development Management** has not commented on the proposed development.
25. BCC as **Lead Local Flood Authority** has no comment to make on the application.
26. The **BCC Ecology Officer** has no objection to the application.
27. The **Environment Agency** has no objection to the variation of condition 2.
28. **Natural England** has no comment to make on the variation of condition 2.
29. **HS2 Safeguarding** considers the application lies outside the limits of land subject to the HS2 Phase One Safeguarding Directions and so has no comments to make.
30. No comments have been received from **Network Rail** or **Chiltern Railways**.

Representations

31. Three public representations, all objecting to the proposed development have been received. The planning matters raised are:

- Work starting earlier than currently permitted and proposed hours of working
- Number of vehicle movements
- Noise and vibrations impact from machinery moving about and concrete crushing
- Effect of dust on local amenity.

32. **Weston Turville Parish Council** has also made representation on the planning application. They have objected to the application as they consider there would be an adverse impact on nearby residents.

Discussion

33. The application is at committee today as objections have been raised by persons who may be adversely affected by the proposals and those objections are on planning grounds and have not been previously considered and discounted by the authority.

34. The main issues for consideration in relation to application CM/0002/19 are:

- Principle of the proposed development
- The impact on the amenity of local residents

Principle of the proposed development

35. The NPPF sets out a presumption in favour of sustainable development, which is also adopted within the MWCS. Policy CS/LP1 of the MWCS states that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It states that the Council will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible and to secure development that improves the economic, social and environmental conditions in the area. The policy also states that proposals that accord with the Core Strategy and Local Plan will be approved without delay, unless material considerations indicate otherwise.

36. Members of the Development Control Committee are advised that their consideration of the proposal should focus on whether the proposed variation of condition 2 by the amendment of the hours of operation would result in an unacceptable level of harm.

37. If it is considered that the proposed change to the hours of operation would be acceptable in light of the development plan and other material considerations then permission for the proposed variation should be granted. If it is considered that there would be an unacceptable impact resulting from the proposed variation then the condition should remain the same as that attached to the previous planning permission CM/0006/18 and the application should be refused.

Impact on Amenity of Local Residents

38. Policy 28 of the BMWLP seeks to protect the amenity of all those who may be affected by mineral and waste development proposals, both near the Application Site and on routes to and from it, from noise, vibration, dust, fumes, gases, odour, illumination, litter, birds or pests. This is also seen in policy 17 of the draft BMLP36. Similarly, policy CS22 of the BWMCS seeks to minimise pollution from development, including noise, air and odour pollution. This is further supported by policies GP.8 and GP.95 of the AVDLP which seek to prevent development which would unreasonably harm any aspect of the amenity of nearby residents and prevent development that exacerbates any adverse effects of existing uses. In addition, the draft VALP, policy NE6 states that developments likely to generate more significant levels of noise will only be permitted where appropriate noise attenuation measures are incorporated which would reduce the impact on the surrounding land uses to an acceptable level.

39. Objections have been raised by persons who may be adversely affected with regard to the hours of operation and the current lack of adherence to those hours. A noise assessment has been submitted to accompany the planning application, and following consideration of the document, the District EHO has advised that the proposed operations at the Application Site (i.e. vehicles leaving and not use of the concrete crusher) would not have an acoustic impact on amenity at the closest residential dwellings between the hours of 7am to 8am Monday to Friday.
40. A number of public objections have also been raised with regard to the noise and vibrations from the crushing and shredding operations. These were deemed to be acceptable when planning permission was originally granted and the proposed development would not change their duration. The Planning Committee should also be aware that the Enforcement Officer is continuing to work with the applicant to ensure compliance with the planning conditions.
41. Within the supporting documents, the applicant has advised that the lorries are all now fitted with wear sleeves over the skip chains to prevent adverse noise from them banging on the arms of the lorries and skips. As the wear sleeves were in place at the time noise assessment was carried out, it is considered this condition should be also included as part of this development. This would bring the Application Site in line with the adjacent site used for the storage of empty skips and lorries (condition 10 of CM/0002/18). The applicant has agreed to the inclusion of this condition.
42. A number of public comments regarding dust on Wendover Road have also been received. The Environment Agency has investigated the source of this dust and concluded it is not solely from operations at Enterprise Skip Hire
43. Within the design of the development, there are elements, such as the walls around the Application Site which seek to contain dust from the Application Site. There are also planning requirements, such as keeping the access clean, which seek to limit the spread of dust. In addition, to comply with their environmental permit regulations, the applicant has water sprays on site to dampen material to prevent dust from becoming airborne. This application would not change the nature of operations on the Application Site or the total hours of operation. It would also not increase the amount of material processed at the Application Site as this is controlled through vehicle movements.
44. On this basis, it is not considered that the proposed development would change the dust generated at the Application Site. As such it is considered the proposed development would not cause a further adverse impact on the amenity or health of local residents.
45. Mindful of the comments from the District EHO, and with the inclusion of the condition outlined above, the planning officer is satisfied the proposed development would not have a harmful impact on local amenity and would be in accordance with the development plan policies.

Equality and Diversity

46. Equality Act 2010, Section 149 states:
- (1) A public authority must, in the exercise of its functions, have due regard to the need to-
 - 1) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - 2) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - 3) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

47. The proposal would not conflict with the requirements of the Equality Act 2010 or the Council's policy on equality.

Conclusion

48. As set out above, the principle of the waste transfer development at the Application Site is established. The main issues for consideration are the impacts of changing the hours of operation on the amenity of local residents. In light of the evidence provided in the noise assessment and comments provided by the EHO, it is considered these impacts would not be harmful.
49. The proposed development is considered to be in accordance with the development plan policies and, subject to the conditions as set out in Appendix A below, it is recommended planning permission is granted for this development.

Appendix A – Conditions

Time limit for commencement

Not applicable

Approved Plans

1. The development hereby permitted shall not be carried out other than in complete accordance with the following drawings:
 - Location Plan with Site Plan inset, Drawing number: CVW.LP1250, Dated: 04/12/2017, Revised 11/01/2018
 - Building A, Drawing number: CVW.Plan 1, dated 07/12/2017
 - Building B, Drawing number: CVW.Plan 3, dated: 07/12/2017
 - Surface Water Drainage Plan
 - Perimeter Wall “Fixing Guide”, Drawing Title: 3.75-JP-F-L-B-2017, dated: 12/06/2017
 - Illumination Plan, Drawing number: CVW.IL500, dated: 07/12/2017

Reason: To define the development which has been permitted so to control the operations in accordance with policy 28 of the BMWLP and policies GP.8 and GP.35 of the AVDLP.

Pre-commencement Conditions

Not applicable

Development Phase Conditions

None

Post Development Phase Conditions

None

On-going Conditions

2. Subject to the requirements of condition 3 no operations shall take place other than between the following hours:

Monday to Friday 7:00am to 5:00pm

Saturday 8:00am to 1:00pm

There shall be no working on Saturday afternoons, Sundays, Bank Holidays or Public Holidays

For the avoidance of doubt, operations include but are not limited to skip vehicles and HGVs entering and leaving the site.

Reason: To protect local residents, particularly those on Wendover Road and the future occupants of the permitted dwellings on Unit One Triangle Business Park, from being adversely impacted by noise from operations taking place on the site in accordance with policy 28 of the BMWCS and policy GP.8 of the AVDLP.

3. There shall be no use of the mobile screener and crusher other than between the following hours:

Monday to Friday 8:00am to 5:00pm

Saturday 8:00am to 1:00pm

There shall be no working on Saturday afternoons, Sundays, Bank Holidays or Public Holidays.

Reason: To protect local residents, particularly those on Wendover Road and the future occupants of the permitted dwellings on Unit One Triangle Business Park, from being adversely impacted by noise from vehicle in accordance with policy 28 of the BMWCS and policy GP.8 of the AVDLP.

4. No hazardous waste shall be imported to or processed at the site.

Reason: To comply with policy CS22 of the BMWCS, policy 28 of the BWMLP and policy GP.8 of the AVDLP as the importation of this waste type may raise other environmental and amenity issues which would require consideration afresh to ascertain the acceptability of the use of the land for that purpose.

5. Notwithstanding the height of the perimeter wall shown on the approved drawings, the perimeter wall shall not exceed 3.75 metres in height.

Reason: To define the development which has been permitted so to control the operations in accordance with policy 28 of the BWMLP and policies GP.8 and GP.35 of the AVDLP.

6. The planting along the exterior of the concrete perimeter walls, as marked in green on plan "Site Plan inset, Drawing number: CVW.LP1250 Revised 11/01/2018", and currently composed of native and non-native species, shall be maintained for the duration of the development.

Reason: To ensure the visual impact of the development, and in particular the concrete perimeter walls in the north-east section of the site, can be adequately mitigated for residents along Wendover Road, to ensure the planting maintains its screening function over the operational lifetime of the facility and to provide opportunity for biodiversity around the development in accordance with policy GP.38 of the AVDLP, policies CS22 and CS23 of the BMWCS, policy 28 of the BWMLP and paragraph 170 of the NPPF.

7. The total combined maximum number of heavy goods vehicle movements (where heavy goods vehicles are those greater than 3.5 tonnes unladen weight and for the avoidance of doubt include skip lorries) shall not exceed 100 two-way (50 in, 50 out) per day.

Reason: To protect local residents, particularly those close to the site entrance on Wendover Road, from being adversely impacted by noise from HGVs travelling to and from site in accordance with policy 28 of the BMWCS and policy GP.8 of the AVDLP.

8. A record of the number of daily vehicle movements and the tonnage of waste being imported to the site shall be maintained for the duration of the development hereby permitted and shall be made available to the County Planning Authority no later than one week after any request to view them has been made.

Reason: In the interests of highway safety and the amenities of the local area and to comply with policy 28 of the BMWCS and policy GP.8 of the AVDLP.

9. All loaded vehicles shall enter and egress the site sheeted.

Reason: To prevent waste from being deposited on the public highway in the interests of highway safety and local amenity in accordance with policy 28 of the BWMLP and policy GP.8 of the AVDLP.

10. Chains on the skip lorries shall be isolated using a resilient layer.

Reason: To mitigate the metallic impact sound as the metal chains come into contact with other metal surfaces such as the skip and/or vehicle frame so to protect local residents from being adversely impacted by noise in accordance with policy 28 of the BMWCS and policy GP.8 of the AVDLP.

11. The site access road shall be hard surfaced and shall at all times be maintained and kept clean and clear of mud, debris and potholes along its entire length from the junction on to the A413 (Wendover Road) to the Waste Transfer Yard.

Reason: To prevent waste from being carried onto the public highway in the interest of highway safety and local amenity in accordance with policy 28 of the BWMLP and policy GP.8 of the AVDLP.

12. Free standing stockpiles of processed or unprocessed material shall not exceed a height of 3 metres. Processed or unprocessed material stockpiled against the concrete perimeter walls shall not exceed the height of the top of the wall.

Reason: In the interests of local visual amenity and in accordance with policy CS23 of the BMWCS and policies GP.8 and GP.35 of the AVDLP.

13. Stacks of skips and containers shall not exceed the height of the concrete perimeter walls.

Reason: To prevent stacks of skips and containers exceeding the height of the concrete perimeter walls in the interests of local visual amenity and in accordance with policy CS23 of the BMWCS and policies GP.8 and GP.35 of the AVDLP.

14. No lighting, other than low level security lighting, shall be used at the site other than during the operational hours as set out in condition 2.

Reason: To protect local residents, partially those on Wendover Road and the future occupants of the permitted dwellings on Unit One Triangle Business Park, from being adversely impacted by light from the site in accordance with policy 28 of the BMWCS and policies GP.8 and GP.35 of the AVDLP.

INFORMATIVES

Compliance with Article 35 of the Town and County Planning (Development Management Procedure) Order 2015

In determining this planning application, the County Planning Authority has worked positively and proactively in accordance with the requirements of the National Planning Policy Framework, as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015. In this instance, this requirement can be demonstrated through the County Planning Authority highlighting the breach of planning control to the applicant and advising of ways to resolve the matter.

Mud on the Road

It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.

Parking on the highway

No vehicles associated with the development shall park or wait on the public highway so to cause an obstruction. Obstructing the highway is an offence under Section 137 of the Highways Act 1980.

Great crested newt (*Triturus cristatus*)

Great crested newt and their breeding sites or resting places are protected under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2010. Should the presence of such species be discovered on site during construction work must stop and Natural England or a qualified ecologist should be contacted for further advice.

Network Rail

The developer is to submit directly to Network Rail, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer. The applicant /developer should submit the RAMs directly to:

AssetProtectionLNWSouth@networkrail.co.uk

Network Rail will need to review and agree all excavation and earthworks within 10m of the railway boundary to determine if the works impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree to the following:

- Alterations to ground levels
- De-watering works
- Ground stabilisation works

All surface water is to be directed away from the direction of the railway. Soakaways, as a means of storm/surface water disposal must not be constructed near / within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.

- Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains.
- Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's property.
- Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
- Suitable foul drainage must be provided separate from Network Rail's existing drainage.
- Drainage works could also impact upon culverts on developers land.

- Water discharged into the soil from the applicant's drainage system and land could seep onto Network Rail land causing flooding, water and soil run off onto lineside safety critical equipment / infrastructure; or lead to de-stabilisation of land through water saturation.

As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA. The email contact is provided below:

AssetProtectionLNWSouth@networkrail.co.uk

Site Notice

Please remove any site notice that was displayed on the site to advertise this planning application.

Your attention is drawn to the notes on the back of this form