

# REPORT TO THE WESTERN AREA PLANNING COMMITTEE

Date of Meeting	23.06.2010		
Application Number	W/10/00947/FUL		
Site Address	Trowbridge Retail Park 235 Bradley Road Trowbridge Wiltshire BA14 0RQ		
Proposal	A3/A5 restaurant with drive-thru facility		
Applicant	Standard Life Investments		
Town/Parish Council	Trowbridge		
Electoral Division	Trowbridge Drynham	Unitary Member:	Graham Payne
Grid Ref	385585 155976		
Type of application	Full Plan		
Case Officer	Mr Matthew Perks	01225 770344 Ext 5207 matthew.perks@wiltshire.gov.uk	

## Reason for the application being considered by Committee

Councillor Graham Payne has requested that this item be determined by Committee due to the following issues:

- \* Scale of development
- \* Visual impact upon the surrounding area
- \* Relationship to adjoining properties
- \* Design - bulk, height, general appearance
- \* Environmental/highway impact
- \* Car parking

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### 1. Purpose of Report

To consider the above application and to recommend that planning permission is granted.

### 2. Main Issues

The main issues to consider are the siting of the proposed use in this locality in terms of current national guidance (Planning Policy statement 4 - Planning for Sustainable Economic Growth), highway safety and parking, visual impact and neighbouring amenity.

### 3. Site Description

The application site is at the south western corner of the Trowbridge Retail Park adjacent to Bradley Road. It is within the existing car-parking area. The area occupied by the restaurant, yard area, drive-through and associated parking would be some 1030m<sup>2</sup> in extent.

The Trowbridge Retail Park is located on the eastern side of Bradley Road approximately 1.7km from the town centre but still within town limits. The retail park takes access from Bradley Road via a service road which also caters for the Spitfire Retail Park, to the north of the site. The park generally comprises of A1 non-food retail uses which include Focus and Dreams (at the time of writing), with 2 further retail units currently lying empty.

There is a McDonald's restaurant within the Spitfire Retail Park, some 90m north of the proposed building.

#### **4. Relevant Planning History**

87/01790/OUT : Construction of class A1 non food retail, warehousing, external garden centre and associated on site parking : Permission : 11.10.1988  
88/01290/FUL : Construction of class A 1 non food retail : Permission 11.10.1988  
90/01156/FUL: Application to vary condition no 7 of 88/01290 to allow open storage of goods containers and materials at rear: Refused but allowed on Appeal : 20.07.1991  
00/00988/EUD : Sale of non-food items (Class A1), within the terms of planning permission reference W88/1290 dated 11 October 1988 : Use is lawful : 29.09.2000  
97/01449/FUL : Amendment of conditions 01 and 07 (W88/1290) to allow for the stationing of one ice cream van within the car park : Permission : 18.12.1997  
00/01977/FUL : Amendment of conditions 01 and 07 to allow to allow for the stationing of one ice cream van within the car park: Permission : 25.01.2001  
03/02025/FUL : Renewal of planning permission to allow for the stationing of one ice cream van within a car park: Permission : 15.01.2004  
06/00072/FUL: Extension to retail units, fast food unit, re-cladding to front elevations and new entrance canopies : Refused : 12.04.2006  
06/00084/ADV : 12m high Totem sign for retail park: Refused: 08.03.2006  
06/03370/FUL : Renewal to allow the stationing of one ice cream van : Permission : 13.12.2006  
07/02048/FUL : Erection of free standing restaurant (A3 Use): Withdrawn : 16.08.2007 .  
08/02076/FUL : Placing a mobile catering trailer in car park : Permission : 07.10.2008  
W/10/00568/FUL : Conversion of two retail units into one and extension to sales area to rear to form garden centre : Permission : 14.04.2010

The MacDonalds restaurant in the Spitfire Retail Park was granted permission under 96/00586/FUL on 19.09.1996.

#### **5. Proposal**

The proposal is for a new restaurant building of 245m<sup>2</sup> in extent with associated parking areas (16 Spaces in total are proposed, including 2 disabled parking bays). Proposals include a drive-through facility. The restaurant would be developed within the existing car parking area of the Trowbridge Retail Park and would utilise 66 of the existing 350 spaces within the parking area.

The building would be set back by between 14m and 19m of the Bradley Road site frontage, behind the landscaped area, with the 3m wide drive-through facility passing to the south and west of the building, immediately adjacent to it. The parking would be located to the east of the building.

The internal space within the restaurant would be divided up into customer trade area, counter and service area, kitchen, public toilet and staff areas. The exterior of the building would have an overall height of 4m. It would be of steel frame construction clad in kingspan insulation panels in standard Kentucky Fried Chicken colours. The building would have a brick stall rise all round. The side elevation to the building would be 26m in length to the Bradley Road frontage, whilst the front elevation facing the access to the retail park would be 10m wide. The restaurant is proposed to have both sit-down and drive-through facilities. The internal occupancy capacity would be 58 seats.

The application is supported by a Retail Planning Assessment, a Design and Access Statement, a Transport Statement and a Trip-Rate calculation.

#### **6. Planning Policy**

National guidance  
PPS4: Planning for Town Centres

Wiltshire and Swindon Structure Plan 2016 (adopted April 2006)

DP5 (Location of shopping centres) and DP6 (Hierarchy of shopping centres)

West Wiltshire District Plan 1st Alteration (2004)

C38 Nuisance

SP3 Out of Centre Shopping

## **7. Consultations**

### Town/ Parish council

The Trowbridge Town Council objects to the proposal stating that "...sequential test is inadequate for the sites considered and other sites available. Other reason (are) loss of parking for the shops in the area."

The proposal is adjacent to the boundary with North Bradley Parish. The Parish supports the proposal subject to conditions in relation to:

- the provision is made over litter as Councillors have a concern over added litter in North Bradley after the experience of McDonalds on the same site.
- that the site is still locked up overnight as it is currently to avoid the area being used by youngsters congregating, creating noise and possible criminal behaviour;
- that opening times are clearly defined .

### Highways

Highways officers noted that this proposal would result in the loss of existing parking, and could potentially generate more vehicles within the retail park. However, the current car park is not used to its full capacity and the Transport Statement illustrates that the proposed car parking spaces (albeit less than the current amount) will be sufficient to accommodate the existing retail park use along with the proposed development. It would be difficult to substantiate a reason for refusal, and therefore no highway objection is raised.

### Environmental Health

The Environmental Health Officer advises that in order to safeguard the amenity of the area, conditions should be placed upon the application to ensure to control both odour and noise from the premises and to control lighting. The recommendation is therefore approval subject to conditions.

### Planning Policy

The Policy Officer confirms the relevant Policies applicable under PPS4 (discussed in more detail in "Planning Considerations" below. The officer is of the view that, considering the dates of publication for the Structure Plan and the Local Plan, PPS4 is the main policy consideration in his response. The two issues identified by the officer are that the need to limit carbon emissions is not adequately addressed and that there needs to be greater clarity on landscaping and design at this gateway entrance to Trowbridge. The officer is of the view that there are no significant adverse impacts in terms of the relevant PPS4 Policy which would warrant a refusal.

Further, in light of the fact that the only significant local assessment is the West Wiltshire Retail Study (2006), which was prepared in advance of PPS4, there is no strong evidence to object in terms of PPS4 Policy EC16 (impact assessment). However, the two concerns of carbon emissions and landscaping need to be addressed before permission should be granted.

## **8. Publicity**

The application was advertised by site notice and neighbour notification.

Expiry date: 19.05.2010

Comments were received from certain public bodies/parties:

#### Wiltshire Fire and Rescue Services

The Service no longer receives central grant funding and wishes to advise that it may request contributions from the developer.

#### Community Safety Manager

The manager advises that over the past five years or so West Wiltshire DC, Police, Spitfire Park Property Management and McDonalds have been working to reduce litter and vehicle related anti-social behaviour. Incidents have reduced by installing barriers to cut down large areas of the car park at night and a camera has been installed which is linked into the Town CCTV. McDonalds carry out regular litter picks in the community. The Manager feels that these measures need to be reflected if a KFC is built in the adjacent car park.

#### Wiltshire Police

The site has previously been a priority location for the local police, who have worked together with residents and Council to introduce management measures to limit anti-social behaviour. Adopted strategies have been effective. The applicant should be aware of the historic situation but the application does not contain sufficient information in relation to crime and anti-social behaviour prevention.

#### Trowbridge Civic Society

No objection but there is concern that any permission should be conditioned so as to protect the established landscaping between the parking area and the street and neighbouring properties on the opposite side of the road..

Comments were received from 5 private contributors, four objecting and one in support of the proposal. Summary of points raised:

#### Objectors:

- although measures have been taken to reduce the noise and anti-social behaviour on the Spitfire Retail Park there are still on-going problems;
- neighbours forced to install double glazing to counteract noise;
- the proposal would result in these problems arising again with the other car park opening up;
- smells and air pollution from cooking;
- increased traffic especially late at night;
- noise from bin collections;
- loss of car parking and ignoring turning restrictions at exit to parking area, both creating traffic hazards;
- the restaurant should be located elsewhere;
- the loss of car parking would affect the availability for users of the Woodmarsh playing fields (Trowbridge Football Club) resulting in possible dangerous parking on the road;
- attraction of vermin to the area;
- light pollution;
- encroachment onto the rural buffer zone of Drynham Lane;
- permission would breach the previous consent on the site for non-food retail;
- small gain in job-opportunities is insignificant compared to cost to community.

#### In support:

- Trowbridge, for a county town has a massive lack of restaurants and national chains of any variety, whether upper market Pizza Express style restaurants or the lower value KFC type restaurants.
- more of this type of restaurant are required to attract people;
- the proposal would reduce the number of outbound drives from customers who go outside of town;
- the underutilised business park would be enhanced;
- money would be generated and retained in the local economy, including drawing customers from other neighbouring towns. The nearest other KFCs are in Bath and Frome;

- more jobs would be created;
- the loss of car parking is irrelevant as the car park is hardly used;
- conditions are suggested regarding the landscaping and the collection of litter, which works for McDonalds.

## **9. Planning Considerations**

### **9.1 National Guidance (PPS4) and Policy background**

Notwithstanding the fact that the original permission for the retail park (Ref 88/01290) was for non-food retail and was conditioned accordingly, this application must be considered on its own merits. Whilst Structure plan and Local Plan Policies (in particular SP3 of the latter) have relevance it is considered that Planning Policy Statement 4 (Planning for Sustained Economic Growth), provides current guidance that carries the most significant weight in considering this proposal.

PPS4 superseded Planning Policy Statement 6 (Planning for Town Centres) on 29 December 2009 and is therefore the current national policy on applications which relate to economic development such as the proposal under consideration. The policies in PPS 4 are a material consideration which must be taken into account in development management decisions and, given the date of publication relative to The West Wiltshire District Plan and the Wiltshire Structure Plan, are considered to constitute the primary policy guidance relevant to this proposal.

Drive-through restaurants are identified in the list of 'main town centre uses' in paragraph 7.2 of PPS 4, which also advises that general policies for all economic development also apply to such uses. As a general approach PPS 4 states (Policy EC 10.1) that:

'Local planning authorities should adopt a positive and constructive approach towards planning applications for economic development. Planning applications that secure sustainable economic growth should be treated favourably.'

A key policy relevant to this application under PPS 4 is EC14. This Policy inter alia (14.3) relates to the requirement for a sequential assessment for planning applications for main town centres uses that are not in an existing centre and are not in accordance with an up to date development plan.

Further, Policy 14.5 requires an assessment of impacts for planning applications for developments below 2,500 square metres which are not in an existing centre and not in accordance with an up to date development plan. (Whereas the development would be within an existing centre and therefore is therefore not considered to need to be assessed, the supporting documentation has included consideration of potential impacts and is therefore briefly discussed below).

Policies EC15 and EC16 in turn set out the requirements for these sequential and impact tests respectively.

#### **Retail Assessment : sequential test**

The Retail Planning Assessment submitted in support of the application takes the approach of identifying (at the time of preparation of the document - January 2010) possible vacant development sites as well as vacant existing retail units within Trowbridge. A total of 7 vacant sites and 33 vacant town-centre premises are evaluated (these being primarily either within or near to the primary retail frontage). Suitability, viability and availability criteria were applied.

The drive-through element is integral to the functioning of the proposed restaurant and is a determining factor in site options for the applicant. The assessment considers that this requirement in association with floorspace limitations of the majority of the vacant existing premises render them unviable and/or unsuitable for the proposed form of business.

A total of ten sites with development potential were identified. Of these, four of the vacant premises are no more sequentially suitable in that they also fall outside of the town centre. With regard to other potential development sites the situation is that either the sites form part of larger mixed development schemes which do not offer opportunities for piecemeal development available to the applicant at this

stage (e.g. Former Tesco site, the "Waterside" development, the Former Ushers site and Court Street) or are subject to constraints such as contaminated land or flooding which render them either unviable or unsuitable, or both. The document, in assessing the sites concludes that, whilst there are possible sites available, these are either in situations which are no more sequentially suitable (given that they are out of town) than the application site or furthermore have their own issues, primarily in relation to the ability to provide for the essential drive-through element to the proposal.

As has been confirmed by the Policy Officer the only significant local retail assessment available in-house is the West Wiltshire Retail Study which was published in 2006. This document has not been updated in terms of statistics, nor in respect of the replacement of PPS6 with PPS4 and refers still to the quantitative and qualitative needs analysis that would have been required under PPS6. Broad strategic underpinning in that document is in the form of the Regional Spatial Strategy, whose weight is now under question given recent advice of the Secretary of State. Furthermore, there has been no relevant revision to the 2004 District Plan or the Structure Plan post-PPS4 publication. The Core Strategy for strategic planning for the County is currently under preparation, but at this stage has no outcomes that carry weight in terms of Policy-based decision making. The evidence based submitted by the applicant appears thorough and comprehensive, and is of greater currency than information available to officers. On this basis and in the light of the submitted analysis, it is considered that the sequential test requirement has been addressed.

### Impact Assessments

The PPS4 *Policy EC10* impact criteria relate to carbon footprint/climate change, accessibility, design and impact on the economic and physical re-generation of the area.

On *carbon footprint and accessibility* the impact assessment document, argues that the proposals provide for a KFC outlet that would eliminate journeys to similar outlets by local consumers. Whilst this on its own is not considered to carry adequate weight for the purposes of limiting carbon emissions the agent comments that this must be read in conjunction with the Transport Statement that provides details of the public transport facilities that could potentially serve the application site. This statement notes that there are currently bus services operating frequent services along Bradley Road, therefore showing that the site has good accessibility via public transport. The site is also in walking distance to a large residential catchment and the proposal includes the provision of cycle parking. In view of this there are clearly ways in which customers and staff can access the site by means other than private vehicle and thus limit carbon dioxide emissions. Staff would be employed from the local area and would not have to travel long distances by car to work. The point is also made that a significant proportion of visits tend to arise from diversions to regular car journeys.

The *design* was the subject of pre-application discussions where there was initial concern with the setting of the site on the edge of Trowbridge at a primary entry point to the town. This aspect is discussed further below.

The impact on the *economic physical re-generation of the area* is considered to be positive where job-creation for approximately 20 people is anticipated and a productive use of an underutilised area of parking and hardstanding would result. In the light of highway officer's comments in respect of surplus availability of parking in this side of the centre no harm is anticipated in that respect. Evidence during site visits and over week-end busy periods (whilst noting the vacancies of various retail units) would suggest that this is indeed the case.

*Policy EC16* of PPS4 does not require an impact assessment in relation to town centre impacts for retail and leisure proposals which are either in accordance with an up to date development plan strategy or are under 2500m<sup>2</sup> within existing centres. In this case the latter circumstance applies, with the building proposed being within the existing established retail park. The supporting documentation nevertheless explores potential impacts. Data provided relates to spending patterns (ONS data), typical catchment areas for KFC drive-through facilities, demographic figures and existing fast food outlet information.

## 9.2 Highway safety and parking

Highway officers are satisfied with regard to the highway and parking aspects of this proposal. The configuration of the entrance to and exit from the retail park would remain unchanged.

## 9.3 Visual Impact

A key issue in relation to the design is the siting of the proposed development at a gateway point to Trowbridge. Potential harm to the existing landscaping is also an important consideration. The design, which proposes an overall height of 4m and a building set down relative to the roadside landscaping, would not have an unacceptable prominence at this gateway locality. The building is a reduced from of the standard KFC design, eliminating the standard raised roof structure that normally would carry the brand name. The indicative landscaping and siting of the building and drive-through would have a very limited effect on the existing well-treed planting to the street frontage adjacent to the site. A limited extension to the existing hard surface at the south western corner of the site would result in the loss of one area of shrubbery in the corner of the parking area, and the possible loss of one tree. A condition in relation to landscaping would secure the existing appearance of the vegetated area from outside of the site.

Lighting proposals are for recessed downlighting to the exterior of the building. The drive-through ordering system would provide for orders to be placed in a locality on the south eastern corner of the building, with cars queued in an eastward direction towards the retail park buildings. Food would be collected at the pay-point to be located on the western side of the building, en-route towards the exit. Although the car-park lighting would remain the dominant source of light within the area, it is considered that the Environmental Health officer's recommendation for details of additional lighting that may result in spillage near the road would be appropriate and reasonable to impose.

## 9.4 Neighbouring amenity

Neighbour objections centre mainly on the potential impacts of the proposed development in terms of odours, noise, traffic and parking and anti-social behaviour. The North Bradley Parish Council also identifies a potential issue of anti-social behaviour and recommends a condition.

The development is situated on the eastern side of Bradley Road which is a primary route into and out of Trowbridge, and within an established retail park. However, noise and odour potential must be considered given the proximity of residential properties at some 30m and beyond on the opposite side of the roadway. Odour sources would primarily be from cooking, with ventilation equipment being a source of possible noise. In considering these aspects Environmental Health Officers have recommended approval subject to conditions requiring the submission of details of ventilation, filtration and refuse storage for approval prior to the commencement of development on site. It is considered that these recommended conditions would address potential odour and noise issues.

It is clear from Highway Officer comments that the development would not give rise to an unacceptable loss of parking serving the existing retail park or result in new traffic hazards unacceptable to officers. The parking provision proposed for the restaurant would exceed the maximum laid out in Appendix G to the West Wiltshire District Plan for A3 restaurants. The A5 drive-through element would route vehicles around the proposed building on the western side adjacent to the roadway opposite the dwellings. However, traffic routing within the parking area does provide for circulation taking vehicles along the western boundary of the site towards the exit. Bradley Road is consistently in use as part of the A363, which links to the A350. The traffic analysis submitted with the application uses the TRICS (an accepted system for ascertaining potential levels of trip generation) to show that peaks would typically arise during lunch hour (82 ) and in the early evenings (17:00 to 18:00 - 70) on weekdays and at lunchtimes (101) over weekends. The position of the drive through is similar to that of the MacDonalds restaurant some 50m up the road, but is set behind more significant roadside landscaping than that facility. Hours of operation should however be subject to controls in the event that permission is granted.

Concerns for anti-social behaviour arise out of issues that previously arose in the area, in particular in relation to litter and vehicle-related activities, according to Council's Community Safety Manager. It is understood that measures were put in place in a co-operative effort between the then West Wiltshire

DC, the Police, Spitfire Park Property Management and McDonalds that have resulted in incidents being reduced. Measures have included gating-off portions of the parking areas, CCTV linked to the Trowbridge monitoring facility and a litter-picking programme.

The Community Manager is of the view that, if permission is granted, similar measures should be put in place to avoid a resurgence of problems. The Police Architectural Liaison Officer also raised an objection to the proposal in the absence of information on proposed measures to control behaviour on the site. It is considered that any permission should include conditions that require the submission of a management plan aimed at achieving the same controls as apply to the MacDonald's facility. However, the location of the KFC building at the southern end of the larger parking area indicates that measures need to include the routing of vehicles so as to discourage dangerous vehicular activity within what is a bigger area (although it is noted that there are existing barriers and speed humps currently within the parking area). The Safety Manager has indicated that two- and four-wheeled vehicles need to be considered in any management plan, as well as measures to discourage loitering.

Controlling legislation for anti-social behaviour, unsafe driving and statutory nuisance lies outside of the planning system. Details in respect of actual incidents have not been submitted by any contributor but it is understood from the Environmental Health Officer, the Safety Manager and the Liaison Officer that there has been a reduction in problems due to the co-ordinated efforts in place. Nevertheless, neighbouring amenity in relation to potential problems of these kinds arising from development is a material consideration. It is considered that an ongoing management programme for the parking area would enable the development to proceed without unacceptable harm to surrounding amenity. An appropriate condition has been discussed with the Community Safety Manager and the Architectural Liaison Officer. Although a condition has been formulated and circulated, due to time constraints with agenda preparation it has been agreed with the Liaison Officer that a further meeting will be held to discuss the wording of the condition, with the possibility of an amendment being submitted on the late list.

The MacDonalds facility, although in the adjacent carpark has a time-limit imposed on operating hours. It is considered that, in the interests of aligning the overall management of the sites, the same time limits should be placed on the KFC operation.

#### 9.5 Other matters

The consultation response from the Wiltshire Fire and Rescue Service has been noted, but under the current relevant planning policy there is no policy to reasonably support or justify a commuted sum contribution to their service from this development proposal.

#### 9.6 Conclusion

In view of the above considerations permission subject to conditions is recommended.

**Recommendation:            Permission**

**For the following reason(s):**

**The proposed development would not materially affect the amenities of the neighbours and any planning objections have been overcome by conditions.**

**Subject to the following condition(s):**

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

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.



- 2 No development including clearance of the area shall commence on site until a scheme providing for the protection of the landscaped areas to the west and the south of the site during the construction phase has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

West Wiltshire District Plan 1st Alteration 2004 - POLICY: C31a and C32

- 3 The use hereby permitted, including servicing, shall only take place between the hours of 07:30 and 23:00.

REASON: To ensure the creation/retention of an environment free from intrusive levels of noise and activity in the interests of the amenity of the area.

West Wiltshire District Plan 1st Alteration 2004 - POLICY: C38

- 4 No development shall commence on site until a site management plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include:
- full details of a scheme to manage the car park to prevent anti-social behaviour, and measures to ensure its safe use (to include cars and motorcycles),
  - management responsibilities for liaison with the crime prevention working group;
  - the provision of CCTV to be linked to the Trowbridge CCTV system;
  - arrangements for the gating-off of the parking area outside of business hours;
  - measures for the control of litter; and
  - measures to discourage to congregation of groups not associated with the use of the restaurant.

Management of the site shall be carried out in accordance with the agreed management plan.

REASON: To ensure the creation/retention of an environment free from intrusive levels of noise and activity in the interests of the amenity of the area.

West Wiltshire District Plan 1st Alteration 2004 - POLICY: C38

- 5 Prior to the premises being brought into use, a scheme providing for the adequate storage of refuse shall be submitted to and approved by the Local Planning Authority. The scheme shall then be carried out in accordance with the approved details, prior to the commencement of use, and shall be maintained at all times.

REASON: In order to minimise nuisance and safeguard the amenities of the area in which the development is located.

West Wiltshire District Plan 1st Alteration 2004 - POLICY: C38

- 6 Suitable ventilation and filtration equipment shall be installed to suppress and disperse any fumes and/or smell created from the cooking operations on the premises. Details of the equipment shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. All equipment shall be installed in accordance with the approved details and in full working order to the satisfaction of the Local Planning Authority prior to the commencement of use.

REASON: In order to minimise odour nuisance, prevent pollution and safeguard the amenities of the area in which the development is located.

West Wiltshire District Plan 1st Alteration 2004 - POLICY: C38

- 7 Prior to the installation of any external ventilation system a scheme to mitigate noise shall be submitted to and approved in writing by the Planning Authority.

REASON: In order to minimise nuisance and safeguard the amenities of the area in which the development is located.

West Wiltshire District Plan 1st Alteration 2004 - POLICY: C38

- 8 A lighting scheme shall be submitted to and approved in writing by the Planning Authority prior to the commencement of development and shall be so designed as to overcome glare, spillage and intrusion. All schemes should comply with guidance issued by the Institution of Lighting Engineers.

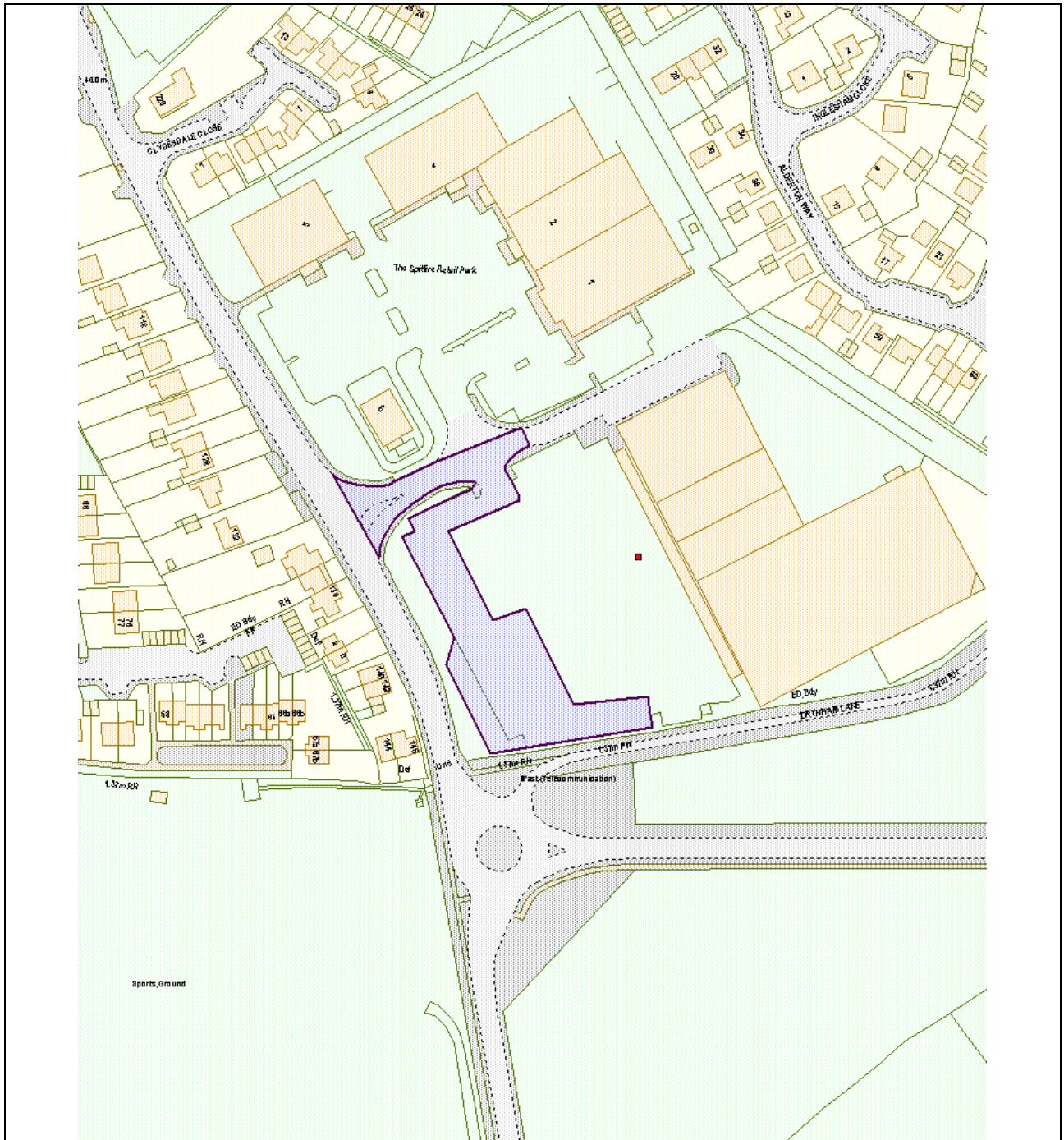
REASON: In order to minimise nuisance and safeguard the amenities of the area in which the development is located

West Wiltshire District Plan 1st Alteration 2004 - POLICY: C38

**Informative(s):**

- 1 The applicant is advised that the Wiltshire Fire Services wishes it to be noted that it may request contributions from the developer in respect of fire protection services.
- 2 The applicant is advised that the approval of advertising or notice signs does not form part of this permission and may require separate consent.

<b>Appendices:</b>	
<b>Background Documents Used in the Preparation of this Report:</b>	



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MSA: 100022961

## RELEVANT APPLICATION PLANS

Drawing : SITE LOCATION received on 25.03.2010  
Drawing : 08(0017) X01 received on 25.03.2010  
Drawing : 08(0017) SO1 received on 25.03.2010  
Drawing : 08(0017) C1 received on 25.03.2010  
Drawing : 08(0017) PL01 received on 25.03.2010