DESIGN & ACCESS/PLANNING STATEMENT

location	Land Off Far Lane, Hepworth, Holmfirth, Huddersfield, HD9.
application	Removal of All Equine Buildings/Structures and Stables and Erection of Detached Dwelling.
client/applicant	Mr & Mrs B Hodgson
job number	24/1044
date	August 2024

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INTRODUCTION

This Design and Access Statement has been produced on behalf of the applicant. This statement forms part of the Planning Application for the removal of all equine buildings/structures and stables and erection of one detached dwelling.

This document provides background information on the matters taken into account in formulating the design and explains parts of the development in relation to the site's surrounding area which is to be submitted along with:

- Full existing plans
- Full proposed plans
- Planning Information
- Further detail and statements

This application aims to remove a stable yard consisting of several equine buildings and to erect a replacement single-story dwelling within the Green Belt. We contend this will be of benefit to the visual amenity within the Green Belt and provide a new sustainable dwelling.

This application follows the recent COL approval 2024/CLD/91115/W for Certificate of lawfulness for existing equine buildings and associated equine use of land.

The site has recent planning history as listed below:

2024/CLD/91115/W –Certificate of lawfulness for existing equine buildings and associated equine use of land.

The site is located within the Green Belt on the Kirklees Local Plan;

PROPOSAL

This application seeks the approval of the erection of one detached dwelling, a replacement building on brownfield land within the greenbelt. This building will replace the existing equine buildings on the site. The equine structures have an existing collective volume of 321.85m^3.

Layout with plans and elevations have been included with the application to demonstrate how the existing volume could be re-allocated, at a lower volume than that of existing, to create a dwelling that does not significantly impact the openness of the greenbelt and reduces the impact caused by the existing building footprints and hard standings.

The proposal for the subject site is to remove the existing equine barn, storage units and stables and to erect a replacement 3-bed dwelling with a reduced overall volume/mass than currently present.

The 3-bed dwelling is proposed to be located to the west of the existing hard standing in place of the existing storage barn with large amounts of the existing hard standing to be returned to grass/green space as a result.

The proposed dwelling comprises of 3 bedrooms, a family bathroom, W/C, open plan living and dining, storage space and a small entrance lobby with all rooms and spaces meeting national space standards.

The dwelling is proposed to be constructed using a lightweight timber frame construction with a standing seam zinc cladding or similar, to achieve a sustainable modern take on a traditional agricultural building typology.

To provide a sustainable approach that will surpass Building Regulations standards we propose to incorporate solar to the South East facing roof slope, an electric vehicle charging point and an air source heat pump. This combined with a densely insulated thermal envelope will create a very energy efficient dwelling.

The single-story design with a shallow pitched gabled roof allows the proposal to be hidden from the roadside by the public due to the falling topography away from the site.

Whilst a sustainable and highly insulated timber frame is proposed, there is potential for the construction to be prefabricated SIPS panel construction which will lower construction time and minimize site waste and reduce construction phase transport movements.

Large, glazed openings are proposed to each gable end to the bedrooms and living space to provide significant visual amenity to the occupants. The form will extrude beyond the side elevations to provide shading from excessive solar thermal gain (to comply with Approved Document O of the Building Regulations) and provide space for the occupants to connect the internal space with the external.

The existing long-established access is to be retained with 2 No. new car parking spaces afforded within the existing hard standing footprint. Much of the hard standing to the north and east of the site will be removed and returned to grassland. The curtilage of the proposed dwelling has

purposely been restricted to reduce the impact on the openness of the greenbelt, resulting in a reduced impact.

The existing total structure volume of the site is - **321.85m3**

The total volume of the proposed dwelling – **301.20m3**

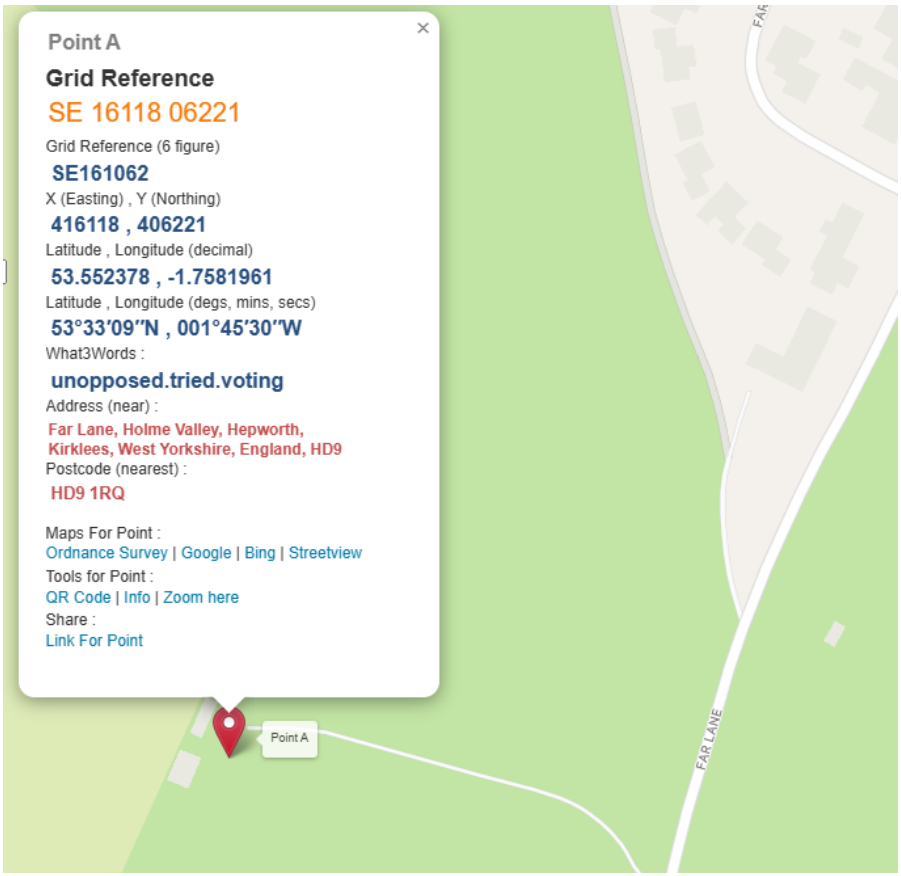
The volume of the proposed dwelling is around 93.5% of the existing volume with a much-condensed footprint and similar in height thus enhancing the openness of The Green Belt.

SITE LOCATION

The site is located on the west side of Far Lane, within Hepworth, Holmfirth, adjacent to Hepworth United Football Club. The grid reference of the site is SE 16118 06221.

The site area amounts to 0.03 hectares.

The land hosts existing equine buildings, stables, barn and equine storage.



SITE CONTEXT

The site is accessed off Far Lane, leading onto a large hard standing area for the provision of parking, maneuverability of equine vehicles and storage units.

Use of the site as an equine development has been confirmed and verified. This use goes back a number of years and now has a certificate of lawfulness.

Situated on the top of sloping topography of the site, an equine storage barn is positioned nearest the western boundary with a series of 3 stables and a small storage shed running along the western boundary. 2 further storage units and a caravan are situated central to the site (note the caravan has not been included in the existing volume calculations).

The site and structures cannot be readily seen from the public highway of Far Lane due to the sloping topography.

The closest dwellings are found to the north east of the site circa 175m away from the proposed site at a significantly lower elevation, closer to the elevation of Far Lane.

DESIGN AND APPEARANCE

Plans and elevations accompany this application to demonstrate how the dwelling could be constructed, reusing most (but not all), the volume of the existing equine structures.

The proposed dwelling as indicated is a single storey property, built with a timber frame structure and clad in standing seam zinc cladding with a built form reflective of local agricultural buildings within the locality.

This design and form of the dwelling would be in keeping with the local vernacular and provide a visual enhancement on the existing appearance of the existing site.

LANDSCAPING

The existing site would be improved, removing much of the existing hard standing and reinstating open grassland. The existing drystone walls around the site are all to be retained.

New boundary fences/walls will be erected to the domestic curtilage boundaries of the new plot.

The proposed parking area will be a semi-permeable gravel, on a natural crushed stone sub base.

It is anticipated the garden areas will be landscaped with the provision of grassed areas, patios and soft landscaped borders, further details could be conditioned.

ACCESS/HIGHWAYS

The existing access from Far Lane is to be utilised to serve the proposed dwelling. When in the site, the dwelling will have a driveway leading to parking and turning areas.

The proposed layout can accommodate at least 2 parking spaces, with space for turning to ensure vehicles can enter and exit in forward gear.

Considering the existing/extant use of the site for equine use, we contend that the proposals will see less larger type vehicles and less vehicular movements to and from the site following the construction of the proposed dwelling.

RELEVANT PLANNING HISTORY

The following planning history, relating to this application site, is listed on the local authority public planning application database;

2024/CLD/91115/W - Submitted on 22nd April 2024 the Certificate of Lawfulness application is titled "*Certificate of lawfulness for existing equine buildings and associated equine use of land*". This was approved on 4th July 2024.

The applicant for this application and the above planning application is Mr & Mrs B Hodgson.

Multiple planning applications have been received and approved in relation to the Hepworth United Football Club which is the direct east of the site from the access junction to Far Lane. These applications cover TPO's and building works to Hepworth United's club house.

PLANNING POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019).

The site is within the Green Belt on the Kirklees Local Plan.

Relevant Kirklees Local Plan policies;

• LP 1 – Presumption in favour of sustainable development

- The proposed dwelling is located on the edge of Hepworth settlement with further dwellings scattered to the South West and North West. Hepworth benefits from a bus service, has a church, a pub/restaurant, junior school and football club.

- The village of Hepworth is a short journey to nearby New Mill and Scholes where further amenities can be found with Holmfirth being the nearest town where all required amenities can be catered for.

- Given recent house building in Hepworth we'd like to think the LPA consider Hepworth as a sustainable location.

• LP 2 – Place shaping

- The proposed dwelling will replace a tired and run-down site over a much smaller footprint thus improving the visual amenity of The Green Belt.

• LP 3 – Location of new development

- The proposals aim to rejuvenate an existing poor-quality site (a brownfield site) and provide extra housing as a result, creating longevity of the site.

• LP 21 – Highway safety and access

- The site has existing access which is to be retained and improved with sufficient lines of sight up and down Far Lane for safe arrival and departure from the site. As noted in this statement, vehicular

movements resulting from this proposal will be less. The equines are checked on at least twice daily with additional vehicle movements such as hay/shavings delivery, vet visits, farrier visits, riding to and from the site, ground maintenance movements, etc.

• LP 22 – Parking

- The 2 No. dedicated parking provisions will have an EV charging point. The existing access does not impact on any nearby Public Rights of Way.

• LP 24 – Design

- The proposed dwelling has been designed to fit contextually within the local area in a way that sustainable building methods can be paramount to the built outcome. The visual form and finish reflects the prominent agricultural barn form of the Holme Valley whilst providing a highly efficient dwelling.

• LP 28 – Drainage

- It is intended a BA model Klargester Biodisc package treatment plant will be provided to deal with the foul drainage. Surface water for the proposed roof will discharge to soak-aways within the site constraints.

- Furthermore the impermeable areas and roof areas are being reduced as part of this proposal that positively contributes to surface water run-off.

• LP 51 – Protection and improvement of local air quality

- The dwelling will be constructed from sustainable materials, it will include renewable energy sources of solar and provision for a ground source heat pump. The dwelling will be insulated above the Building Regulation requirements.

• LP 57 – The extension or replacement of existing buildings (Green Belt and open space).

- The proposals greatly improve the visual amenity and open space within The Green Belt by reducing the overall site footprint and returning existing hard standing to open grassland.

- The proposed dwelling makes good use of a low-quality existing site and reduces urban sprawl rather than extending. The openness is clearly not harmed and can be seen to be a large improvement.

National Policies and Guidance: National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) published December 2023, together with Circulars, Parliamentary Statements and associated technical guidance.

The NPPF constitutes guidance for local planning authorities and is a material consideration in determining applications.

• Chapter 2 – Achieving sustainable development

• Chapter 5 – Delivering a sufficient supply of homes

• Chapter 12 – Achieving well-designed places

• Chapter 13 – Protecting Green Belt land

• Chapter 14 – Meeting the challenge of climate change, flooding and coastal change

• Chapter 15 – Conserving and enhancing the natural environment

PLANNING ASSESSMENT

We contend the principal issues are;

- Whether the proposed development would be inappropriate development in the Green Belt;
- The effect and impact of the development on the openness of the Green Belt;
- The effect of the development on the character and appearance of the site and surrounding area, and
- The effect of the development on the living conditions of adjacent and future occupiers of the dwelling.

The proposed site plan and elevations indicate a reduced massing and size in the built form. Garden areas, parking and turning areas are restricted to prevent further sprawl into the greenbelt, indeed the sprawl is reduced.

Whilst the National Planning Policy Framework (NPPF) provides a presumption in favour of sustainable development, at paragraph 154 of Chapter 13 (Proposal Affecting the Green Belt), it is stated that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt unless it falls within one of the stated exceptions set out within the Chapter.

Para 154, exception '*g*' allows *limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use, which would either:*

- not have a greater impact on the openness of the Green Belt than the existing development; or

- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Regarding the definition of *previously developed land*, annex 2 of the NPPF defines it as "*Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds 71 and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.*"

This established equine use classes the existing buildings as brownfield.

The development of the proposed dwelling significantly reduces the impact of the existing site on the openness of the Green Belt by condensing the existing footprint whilst respecting the existing built heights (the proposed development is not as tall).

The existing buildings have been proven to have been in-situ for in excess of 10 years, this is considered within the curtilage of the equine buildings and storage units and should also be considered as previously developed land. Such evidence supporting the COL application can be found in KMC planning application 2024/CLD/91115/W.

In terms of the *permanence of the building*, it is clear given previous information and photographs supplied to the planning authority within *2024/CLD/91115/W –Certificate of lawfulness for existing equine buildings and associated equine use of land* that the existing buildings are of permanent construction given their time insitu alone.

Furthermore, previous inspector's decisions have taken the view that *less substantial structures* can be considered permanent for the purposes of planning law (Skerritts case March 22, 2000).

Kirklees Local Plan policy LP 57 is also relevant in this instance and suggests that in the proposals for the extension, alteration or replacement of buildings in the Green Belt will normally be acceptable provided that:

b. in the case of replacement buildings, the new building must be in the same use as and not be materially larger than the building it is replacing;

c. the proposal does not result in a greater impact on openness in terms of the treatment of outdoor areas, including hard standings, curtilages and enclosures and means of access; and

d. the design and materials should have regard to relevant design policies to ensure that the resultant development does not materially detract from its Green Belt setting.
The justification policy for Kirklees Policy LP 57 also suggests that redevelopment of a site may be acceptable provided that the redevelopment is designed so as not to have any more impact on the openness of the Green Belt than the existing built form.

Other recent and local applications from equine to dwellings have been approved by Kirklees. We appreciate every application is considered on its own merits but there should be a consistent approach in all planning applications. Consistency in decision making is a well-established principle in planning, which has been supported in many court decisions. Previous appeal decisions are capable of being a material consideration. Like cases should be decided in a like manner. Consistency is

important to both applicants and agents along with Local Authority planning departments so they know where they stand. It also secures public confidence in the workings of the development control system.

It is anticipated that the new dwelling would be built using locally sourced materials where possible and follow a vernacular agricultural form. These reflect the local vernacular and should be considered as a vast enhancement to the current structures that are currently on site.

The footprint of the proposed dwelling is significantly reduced over the current built form. The existing buildings have a collective volume of 321.85m^3 but with a footprint spread of circa 25m x 14m and a much larger area of existing hardstanding. The proposed replacement dwelling has a volume of 301.20m^3 showing a 93.5% replacement built volume against the exiting, but importantly, the proposed dwelling will have a site footprint of circa 15m x 9m. This shows a significant reduction of impact on the openness of the greenbelt. The existing built height extremity is circa 3.35m from ground level at the barn store area and the proposed dwelling achieves a ridge (maximum) height of 3.25m to ensure no larger mass is visually present as a result of the proposals.

Appropriate landscaping as opposed to stored equine equipment, waste and clutter will have a positive impact on the green belt setting.

The existing access would be retained and reused with external car parking provisions with EV charging. This possible external parking of traditional domestic vehicles we contend, offers a visual enhancement in regard to the openness and visual amenity of the green belt on the current parking and use of the land for equine use with larger type vehicles such as horse trailer/boxes, tractors, muck trailers and pickups.

The proposals, considered as a whole, require very little in the way of engineering work.

Given the clear reduction in volume and floor space resulting from the proposal along with the removal of visually negative structures we contend, in this instance, *very special circumstances,* are not required to be demonstrated.

A direct comparison needs to be made with regard to the impact on the openness of Green Belt.

National Planning Practice Guidance 'Green Belt' published December 2023 (revision 22/07/2019) is applicable to the consideration of this issue of the test of 'openness'. The advice states "*What factors can be taken into account when considering the potential impacts of development on the openness of the green belt.*"

The advice identifies that this "*Requires a judgement based on the circumstances of the case.*"

The Courts have identified several areas which may be taken into account in considering the issue of openness, which include:

- Openness is capable of having both spatial and visual aspects – in other words the visual impact of the proposal may be relevant as could its volume.

- Taking into account the proposals, to return part of the land to its original grassland and open state, provides a positive provision of openness above and beyond what currently exists.

We contend that the proposals are lower in volume and footprint and do not increase the existing built height thus not only do the proposals not impact the openness of the green belt, but they aim to improve it.

In relation to the duration of development, and returning land to its original state, the proposed sustainable structure is, as a timber frame structure, prefabricated which will significantly reduce construction time, local disruption and construction waste.

The lightweight structure would also be significantly quicker and easier to deconstruct should that arise in the future with much of the construction material being recyclable also.

It is also not thought that there will be any change to the degree of activity as a result of the proposals.

It is accepted that the formation of a dwelling may result in some domestic paraphernalia, but this would still fall within the accepted commercial equine site curtilage, we consider such paraphernalia would have lesser impact on the openness of greenbelt when compared to the use of the site as an equine yard and stables.

Naturally it would be important to clearly define the domestic curtilage, specifically as this adjoins land also within the same ownership (agricultural land) to avoid any doubt, should the planning case officer wish to discuss this aspect then please contact Paul Matthews Architectural Ltd.

We consider the above points demonstrate compliance with Kirklees Policy LP 59 (Brownfield Sites in the Green Belt) and Chapter 13 of the NPPF (Protecting Green Belt Land)

IMPACT ON VISUAL AMENITY AND CHARACTER OF THE LOCALITY

The context of the proposal and setting with other nearby buildings has been considered. Other nearby buildings are mainly residential properties to the north with one football clubhouse to the east, all of which are not within close proximity, circa 175m to the closest dwelling to the north. The dwellings are all of very traditional construction and appearance reflective of the local context. The proposed dwelling however will not be seen from the existing dwellings to the immediate north due to the sloping topography of the site, the proposal will also not be seen from by the public from Far Lane due to the same reasoning.

The proposed site development of a replacement dwelling partly reflects the traditional agricultural building form that can be seen in multiple places of the surrounding area which can be seen on the elevations for the proposed dwelling.

The design of the proposed dwelling also replicates the typical single storey dwelling and gabled roof type of the neighbouring properties along Far Lane.

The proposals will reduce the footprint and sprawl within the green belt and condense the site volume within the proposed dwelling, allowing the proposal to replace some levels of green space within the Green Belt.

We contend visual amenity and character of the area resulting from the proposed site redevelopment in creating a new dwelling could be acceptable, be visually beneficial and in accordance with Kirklees Local Plan Policy LP 24 (design) and Chapter 12 of the NPPF (Achieving Well-Designed Places).

RESIDENTIAL AMENITY

Para. 130 of the NPPF, together with Kirklees Local Plan Policy LP 24 are consistent in stating that proposals should promote good design by ensuing "*they provide a high standard of amenity for future and neighbouring occupiers; including maintaining appropriate distances between buildings and the creation of development-free buffer zones between housing and employment uses incorporating means of screening where necessary*".

Given the existing site topography, space separation between dwellings and the site and development free buffer zones as shown on the proposed site plan, we contend this aspect does not give rise for concern and meets the criteria set out in this paragraph of the NPPF.

OCCUPANTS OF NEIGHBOURING DWELLINGS

The proposed dwelling is located where the current equine buildings and stables are, albeit on a significantly smaller footprint. Given the significant distance from any neighbouring properties and the relation of the site and surrounding topography we contend this ensures less or no impact on the neighbouring/nearby residential properties by way of visual amenity, overlooking, light provision or vehicle movements and noise.

In terms of the proposed dwelling, it would be no higher than the existing barn and achieve far less built sprawl. Therefore, there would be no material impact arising from the physical presence of the dwelling on neighbouring properties. The dwelling would be difficult to see if at all, from the properties to the north.

Regarding openings, the proposed dwelling is circa 175m away from the nearest dwelling thus no overlooking issues will be present. The existing boundary walls will also ensure that no properties are seen from within the new dwelling. Both of these points are further strengthened by the sloping topography of the site and surrounding landscape.

In short, there are no properties around the application site that would be impacted in terms of loss of amenity.

FUTURE OCCUPANTS

Regarding the amenity of the future occupants of the proposed dwelling, the proposals are for a three bedroomed property with a reasonable amount of living space and external space.

The proposed single storey dwelling comprises of 3 bedrooms, a family bathroom, W/C, open plan living and dining, storage space and a small entrance lobby with all rooms and spaces meeting national space standards.

Outside there would be a parking and turning area to the front easily capable of accommodating 2 or more vehicles, a path to the front to a formal garden to the side of the property providing adequate outdoor amenity space.

NOISE

The site is not close to any other noise producing sites or buildings with small noise potential from Hepworth Football Club to the east predominantly on weekends.

The site itself, however, in its current equine use, will generate intermittent noise levels expected in a semi-rural location.

We contend the noise produced, as a standard dwelling, will be significantly less than the building as existing.

Given the clear reduction in noise we do not consider it necessary to carry out an acoustic survey/report but should one be deemed necessary this could be conditioned/appraised at reserved matters application stage.

We contend the proposals should be deemed acceptable in terms of residential amenity and in accordance with Kirklees Local Plan Policies LP 24 (design) and LP 52 (Protection and improvement of environmental quality) and Chapter 15 of the NPPF (Conserving and enhancing the natural environment).

IMPACT ON HIGHWAY SAFETY

As indicated the proposed dwelling would continue to use the existing access from Far Lane. This would result in little to no change of vehicular movements to and from the site and the immediate highway network.

The frontage to the property, as shown on the indicative proposed block plan, provides an area enabling domestic vehicles to enter and exit in forward gear. This area also provides adequate space for parking along with bin storage. Bins will be presented, on collection day, at the end of the private access adjacent to the highway.

It is intended that the property would be fitted with a domestic misting system which negates the possible need for fire service access.

We contend these aspects illustrate compliance with the Kirklees Local Plan Policies LP 21 (highways and access) and LP 22 (parking).

LAND STABILITY AND CONTAMINATION

The site, historically used for equine purposes for over 20 years does not create concern for potentially contaminated land, however a desktop study could be conditioned, if necessary, to evidence no ground contamination.

Land stability is not considered to be an issue, naturally LABC (Local Authority Building Control) would carry out site inspections for any new foundations for the proposed property.

AIR QUALITY

Chapter 9 of the NPPF (Promoting sustainable transport) states the Government's intentions for the decision making process to maximise sustainable transport solutions, which includes supporting the

transition to low emission vehicles. This is also set out within the West Yorkshire Low Emissions Strategy.

An EVCP (electric vehicle charging point) will be accommodated adjacent to the proposed parking area, this could be conditioned. Such a condition would illustrate compliance with the aims of Kirklees Local Plan Policy LP 51 (Protection and improvement of local air quality) and Chapter 9 of the NPPF (Promoting sustainable transport), as well as the Low Emissions Strategy.

ECOLOGY

This proposal creates an opportunity to positively contribute and provide ecological enhancements possibly by way of bird nesting boxes and appropriate planting to promote and assist with ecological enhancement of the site as a result of the proposed development. We welcome a discussion with the KMC ecologist to provide the most appropriate nesting boxes.

A BNG (Biodiversity Net Gain) report accompanies this application. This includes for the mandatory 10% enhancement, which will all be carried out on land directly adjoining the red-lined application site, all within the ownership/control of the applicant.

This, we contend, achieves compliance with Kirklees Plan Policy LP30 (biodiversity & Geodiversity).

DRAINAGE

The existing site is considered as Brownfield. Given this is a redevelopment proposal, Kirklees Local Plan Policy LP 28 (Drainage) is relevant. This policy suggests that for proposals on Brownfield sites, there should be a minimum 30% reduction in surface water run-off, where previous positive surface water connections from the site can be proven.

It is considered that soakaways will continue to deal with surface water and is a suitable method of dealing with surface water runoff. Such a system provides groundwater recharge and makes for more a more ecologically sustainable living environment. This also complies with the drainage hierarchy.

It is intended that a package treatment plant (a Klargester biodisc, package treatment plant, model BA) will be incorporated to provide the foul drainage for the development. This model is capable of supporting up to 6 people.

This also ensures compliance with Kirklees Local Plan Policy LP 52 (Protection and improvement of environmental quality) and Chapter 15 of the NPPF (Conserving and enhancing the natural environment).

To ensure that the development complies with the requirements of Kirklees Local Plan Policy LP 28 (drainage) a condition could be included for detailed drainage design.

CLIMATE CHANGE / ENERGY EFFICIENCY

A Climate Change Statement has been prepared and accompanies this application.

Several climate change mitigation measures have been incorporated into the proposals.

These include;

• Smart energy metering.

• LED lighting to be installed throughout internally and externally.

• Materials and tradespeople to be sourced locally, where possible.

• Highly sustainable building materials and method.

• Renewable energy sources (solar & air source heat pump).

Considering the above we contend that the proposed development would therefore have a positive impact on climate change and complies with Kirklees Local Plan Policies LP24 and LP26

CONCLUSION

We contend this application provides an excellent opportunity to utilise this previously developed land to provide extra housing to the area. The proposal and knock on benefits of less bulk, massing, volume, openness, design/materials, noise, highway movements, etc all provide positive benefits for the Green Belt location.

We consider the information within this statement and accompanying plans provide the local planning authority with more than sufficient information to support this application and approve it without delay.

Should the Local Authority Planning Department require any further information or clarification, please contact Paul Matthews Architectural Ltd.

We respectfully ask for contact from the case officer prior to the formal determination of this application.