

FAO Jennifer Connor
Area Team Group Manager
Planning Department
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

Our ref: 22-00685
Date: 22 November 2023

Dear Jennifer,

Re: Application for the variation of Planning Conditions 2, 16, 23, and 24 attached to Planning Permission 135647/FO/2022 at 550 Mauldeth Road West, Chorlton, M21 7AA

We write on behalf of Lidl Great Britain Limited ('Lidl') as we are instructed to submit a variation of condition planning application in respect to Planning Permission 135647/FO/2022.

Planning Application Ref. 135647/FO/2022 for the erection of a new Lidl foodstore (Use Class E) with associated car parking and landscaping was approved on 2nd June 2023. This planning application proposes to vary Conditions 2, 16, 23, and 24.

We enclose the following documents relevant to the planning application, which is submitted via the Planning Portal (PP-12557750) on 22nd November 2023.

- Completed Planning Application Forms;
- Application Covering Letter (this letter) dated 22nd November 2023.
- Location Plan;
- Proposed Site Layout Plan;
- Proposed Boundary Treatment Plan;
- Proposed Ground Floor Plan;
- Proposed Roof Plan;
- Proposed Elevations;
- Landscape Details Plan;
- Noise Assessment;
- Flood Risk Assessment;
- Drainage Strategy;
- Transport Assessment;
- Travel Plan;
- Ecological Impact Assessment;
- Biodiversity Net Gain Calculation; and
- Addendum to Heritage Impact Assessment.

The planning application fee of £234 has been paid via the Planning Portal.

Rapleys – York House York Street Manchester M2 3BB

T: 0370 777 6292 E: info@rapleys.com www.rapleys.com @rapleys [linkedin/twitter](#)

Rapleys LLP is registered as a limited liability partnership in England and Wales. Registration No: OC308311
Registered Office: Unit 3a The Incubator The Boulevard, Enterprise Campus, Alconbury Weald, Huntingdon. PE28 4XA Regulated by RICS

Site and Surroundings

The site is approximately 0.7ha and is located to the north of Mauldeth Road West and east of Nell Lane. The site is bound by Mauldeth Road West to the south east, Nell Lane to the south west, Chorlton High School to the north and Mauldeth House office building and associated car park, and Hough End Hall to the west.

The site formally comprised the Lowry House office building which was located to the north of the site, with associated car parking to the south, east and north west. The existing vehicular site access is taken from Nell Lane.

Through Planning Application Ref. 134169/DEM/2022 Manchester City Council confirmed Prior Approval for the demolition of Lowry House was not required on 22nd July 2022. Demolition of the building took place in September 2023.

Planning History

A search of the Council's online planning register reveals the following planning history.

Reference	Description	Decision
CDN/23/0612	Application to partially discharge condition 4 (construction management plan) attached to planning permission 135647/FO/2022	Approved 8 th November 2023
135647/FO/2022	Erection of a new Lidl foodstore (Use Class E) with associated car parking and landscaping	Approved 2 nd June 2023
134169/DEM/2022	Prior Notification for the demolition of Lowry House	Approved 22 nd July 2022
127685/NMC/2020	Non-Material Change to alteration of cladding materials and introduction of louvres to windows approved under planning permission 126023/FO/2020	Approved 20 th August 2020
126023/FO/2020	Change of use from offices (Use Class B1) to a school (Use Class D1) for a temporary period (until 30th September 2021) and external alterations to provide a new staircase to Lowry House (to enable the continued use as a temporary school).	Approved 27 th March 2020
120366/P4C/2018	Use as a state-funded school for the purposes of Class C.2 (a) Part 4 of Schedule 2 of the Order commencing 10 September 2018 until the permanent proposed premises at the Hough End Centre is ready for occupation.	Approved 18 th June 2018
087542/FO/2008/S1	Installation of 6 (no.) air conditioning units (ground level) enclosed by a new brick wall to north elevation	Approved 30 th September 2008

070520/FO/2004/S1	Construction of disabled access ramp	Approved 19 th April 2004
066447/FO/SOUTH1/02	Erection of replacement fencing 2.1m high welded mesh to site boundaries along Mauldeth Road West, Nell Lane and part of NW boundary	Approved 10 th December 2002
057415/FO/SOUTH1/99	Raising existing pedestrian access entrance wall and gate from 925mm to 1800mm	Approved 18 th October 1999
054248/FO/SOUTH2/98	Elevational alterations including new entrance canopy and construction of disabled access.	Approved 18 th June 1998

The planning history establishes the principle for food retail development under Use Class E, on the site.

The Proposal

Lidl has recently reviewed their UK store trading model and as part of this process, the proposed store at Chorlton has been reviewed. The general proposed layout and position of the store building largely the same as the approved application, however Lidl proposes to include a marginally larger store at the site. The proposed store building will also not include a first floor welfare area.

The below table provides a comparison between the previously approved store and the proposed variation with regard to floorspace.

	Approved under application ref. 135647/FO/2022 (sq.m)	Proposed (sq.m)	Difference (sq.m)
Gross Internal Area (GIA)	1,988	2,092	+104
Sales Area	1,360	1,444	+84
Warehouse & Ancillary	628	648	+20

The proposed development would therefore provide a new Lidl store (Use Class E), measuring 2,092 sq. m gross internal area (GIA) with a net sales area of 1,444 sq.m; 76 car parking space, including 4 disabled spaces and 8 parent and child bays, along with secure cycle parking including provision for cargo cycles.

As the proposed footprint is increased, the proposed number of car parking spaces is reduced from 85 spaces to a total of 76 spaces.

The proposed variations are sought:

- **Condition 2** (Approved Plans) – It is proposed to amend the plan and report references.
- **Condition 16** (Travel Plan) – It is proposed to amend the report reference.
- **Condition 23** (Landscaping) – it is proposed to amend the reference to the landscaping plan.
- **Condition 24** (Boundary Treatment) – it is proposed to amend the reference to the Boundary Treatment plan

**Planning Permission 135647/FO/2022
Condition**

Proposed Condition

Condition 2:

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

- Submitted Application Forms
- ZZ-00-DR-A-01001 P04 GF PLAN
- ZZ-01-DR-A-00 P03 1F PLAN
- ZZ-RF-DR-A-00001 P03 ROOF PLAN
- ZZ-XX-DR-A-02001 P05 ELEVATIONS
- ZZ-XX-DR-A-02002 P02 EXTERNAL WALL MASONRY
- XX-XX-DR-A-90001 LOCATION PLAN
- XX-XX-DR-A-90002 P01 EXISTING SITE PLAN
- Visuals
- DESIGN AND ACCESS STATEMENT
- Environmental Statement
- EIA SCREENING
- AIR QUALITY ASSESSMENT
- CRIME IMPACT STATEMENT
- PLANNING AND RETAIL
- STATEMENT OF COMMUNITY INVOLVEMENT
- NOISE IMPACT ASSESSMENT
- ECOLOGICAL IMPACT ASSESSMENT
- FLOOD RISK ASSESSMENT
- DR-C-0100 P3 DRAINAGE STRATEGY
- PHASE II GEO-ENVIRONMENTAL ASSESSMENT
- TRANSPORT ASSESSMENT
- TRAVEL PLAN

Received 02 December 2022

- PROPOSED LIGHTING LAYOUT
- HERITAGE IMPACT ASSESSMENT

Received 14 December 2022

- ENERGY & SUSTAINABILITY STATEMENT
- TRANSPORT ASSESSMENT

Received 16 January 2023

- TECHNICAL NOTES RESPONDING TO HIGHWAYS COMMENTS

Received 31 January 2023

- Email correspondence from Jim Budd of SCP to Andy Connell - 01.03.23
- A Highways Summary note

Received 03 March 2023

- XX-XX-DR-A-91002 P17 PROPOSED SITE PLAN

Received 06 March 2023

- XX-XX-DR-A-90003 P07 BOUNDARY TREATMENT PLAN
- SCP/220102/SK06 Rev A Visibility Splays at Car Park / Access Road Junction

Condition 2:

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

- ZZ-00-DR-A-01001 P05 GF PLAN
- ZZ-RF-DR-A-00001 P05 ROOF PLAN
- ZZ-XX-DR-A-02001 P07 ELEVATIONS
- XX-XX-DR-A-90003 P09 BOUNDARY TREATMENT PLAN
- NOISE IMPACT ASSESSMENT
- ECOLOGICAL IMPACT ASSESSMENT
- FLOOD RISK ASSESSMENT
- DR-C-0100 P4 DRAINAGE STRATEGY
- TRANSPORT ASSESSMENT
- TRAVEL PLAN
- ADDENDUM TO HERITAGE IMPACT ASSESSMENT
- R/2626/1D LANDSCAPING DETAILS

Received 22 November 2023

- Submitted Application Forms
- ZZ-XX-DR-A-02002 P02 EXTERNAL WALL MASONRY
- XX-XX-DR-A-90001 LOCATION PLAN
- XX-XX-DR-A-90002 P01 EXISTING SITE PLAN
- Visuals
- DESIGN AND ACCESS STATEMENT
- EIA SCREENING
- AIR QUALITY ASSESSMENT
- CRIME IMPACT STATEMENT
- PLANNING AND RETAIL STATEMENT
- STATEMENT OF COMMUNITY INVOLVEMENT
- PHASE II GEO-ENVIRONMENTAL ASSESSMENT

Received 02 December 2022

- PROPOSED LIGHTING LAYOUT
- HERITAGE IMPACT ASSESSMENT

Received 14 December 2022

- ENERGY & SUSTAINABILITY STATEMENT

Received 16 January 2023

- TECHNICAL NOTES RESPONDING TO HIGHWAYS COMMENTS

Received 31 January 2023

- Email correspondence from Jim Budd of SCP to Andy Connell - 01.03.23
- A Highways Summary note

Received 03 March 2023

- XX-XX-DR-A-91002 P17 PROPOSED SITE PLAN

Received 06 March 2023

- SCP/220102/SK08 Rev A Proposed Location of Additional Heritage Bollards along Nell Lane
- R/2626/1C LANDSCAPING DETAILS
Received 07 March 2023
- 135647/FO/2022 Page 4 of 13
- SCP/220102/SK12 Location of Proposed Speed Humps at Site Access Road / Nell Lane Junction
- SCP/220102/SK14 Review of Traffic Regulation Orders
- SCP/220102/SK13 Proposed Location of 20MPH Speed Indicator Signage along Nell Lane
Received 3 April 2023
- ZZ-ZZ-DR-A-91003 Rev P01 Proposed Highway Plan
Received 11 May 2023

- SCP/220102/SK06 Rev A Visibility Splays at Car Park / Access Road Junction
- SCP/220102/SK08 Rev A Proposed Location of Additional Heritage Bollards along Nell Lane
Received 07 March 2023
- SCP/220102/SK12 Location of Proposed Speed Humps at Site Access Road / Nell Lane Junction
- SCP/220102/SK14 Review of Traffic Regulation Orders
- SCP/220102/SK13 Proposed Location of 20MPH Speed Indicator Signage along Nell Lane
Received 3 April 2023
- ZZ-ZZ-DR-A-91003 Rev P01 Proposed Highway Plan
Received 11 May 2023

Condition 16:

16) The development hereby approved shall be carried out in accordance with the Travel Plan (SCP/220102/TP/00) stamped as received by the City Council, as Local Planning Authority, on the 02 December 2022.

In this condition a Travel Plan means a document which includes:

- the measures proposed to be taken to reduce dependency on the private car by those living at the development;*
- a commitment to surveying the travel patterns of residents during the first three months of the first use of the development and thereafter from time to time*
- mechanisms for the implementation of the measures to reduce dependency on the private car*
- measures for the delivery of specified travel plan services*
- measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car Within six months of the first occupation of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning*

Condition 16:

16) The development hereby approved shall be carried out in accordance with the Travel Plan (SCP/220102/TP/01) stamped as received by the City Council, as Local Planning Authority, on the 22 November 2023.

In this condition a Travel Plan means a document which includes:

- the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- a commitment to surveying the travel patterns of residents during the first three months of the first use of the development and thereafter from time to time
- mechanisms for the implementation of the measures to reduce dependency on the private car
- measures for the delivery of specified travel plan services
- measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car Within six months of the first occupation of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning

Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Condition 23:

23) Notwithstanding the details of landscaping as set out within the approved drawing reference: R/2626/1C received 07 March 2022, a further plan indicating biodiversity enhancement to be made shall be submitted prior to commencement of above ground works. Landscaping and biodiversity enhancements shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Condition 23:

23) Notwithstanding the details of landscaping as set out within the approved drawing reference: R/2626/1D received 22 November 2023, a further plan indicating biodiversity enhancement to be made shall be submitted prior to commencement of above ground works. Landscaping and biodiversity enhancements shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Condition 24:

24) The unit hereby approved shall not be occupied until the boundary treatment set out in accordance with drawing reference XX-XX-DR-A-90003 P07 (received 7 March 2023) has been implemented. The development shall only be carried out in accordance with the approved details and shall thereafter be retained.

Condition 24:

24) The unit hereby approved shall not be occupied until the boundary treatment set out in accordance with drawing reference XX-XX-DR-A-90003 P09 (received 22 November 2023) has been implemented. The development shall only be carried out in accordance with the approved details and shall thereafter be retained.

National Planning Policy

National planning policy is set out within the National Planning Policy Framework (2021) (NPPF), which is supplemented by the National Planning Practice Guidance (NPPG).

At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision taking this means:

- Approving development proposals that accord with an up-to-date development plan without delay, or

- Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - The application of policies in this Framework that protect areas or assets of particular importance provide a clear reason for refusing the development proposed, or
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Section 4 of the Framework (Decision-making) confirms that local planning authorities should approach decisions on proposed development in a positive and creative way by working proactively with applicants to secure developments that will improve the economic conditions of the area.

Section 6 of the Framework (Building a strong, competitive economy) states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Section 12 of the Framework (Achieving well-designed places) confirms that good design is a key aspect of sustainable development and creates better places in which to live and work. Good design also helps make development acceptable to communities.

The Development Plan

The adopted Development Plan for Manchester City Council consists of the 'Saved policies' of the Unitary Development Plan for the City of Manchester (1995) and Manchester Core Strategy (2012).

There are no specific 'saved' policies within the Unitary Development Plan that are considered to be of direct relevance to the development proposed.

The Core Strategy was adopted by Manchester City Council on 11th July 2012. It describes Manchester today and outlines the Council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision. The key policies of relevance to this planning application are set out below.

Policy SP1 (Spatial Principles) sets out the key principles that will guide strategic development in the City. Policy SP1 states that 'neighbourhoods of choice' should provide for local needs (including retail) within a district environment and with an emphasis on the regeneration of existing brownfield sites. It continues that development should maximise the potential of transport infrastructure, in particular walking, cycling and public transport. Policy SP1 also aims to improve access to jobs and services by reducing the need to travel.

Policy DM1 (Development Management) sets out the criteria for which development proposals should have regard to. This includes design, amenity, accessibility, and flood risk.

Policy EN1 (Design Principles and Strategic Character Area) requires all new development in Manchester to follow the seven principles of urban design identified in the NPPF and have regard to the strategic character area in which the development is located.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) require new development to reduce energy consumption through design and energy generating techniques.

Policy EN8 (Adaptation to Climate Change) states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external space.

Policy T1 (Sustainable Transport) states that the Council will support proposals which improve choice, promote regeneration, improve access, enhance pedestrian routes, and improve the cycle network.

Policy T2 (Accessible Areas) of Opportunity and Need seeks to ensure new development is easily accessible by walking, cycling and public transport.

Emerging Planning Policy – Places for Everyone

Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the Greater Manchester Combined Authority (GMCA) on behalf of the nine districts.

The plan was submitted for examination in February 2022. A Modifications Consultation is being held from 11th October 2023 to 6th December 2023.

There are no policies of direct relevance to the application site and the development proposed.

Assessment

This section assesses whether the proposal is compliant on both national and local level. As previously set out, following the approval of Planning Permission Ref. 135647/FO/2022, Lidl has reviewed their UK store trading model and this proposal seeks to introduce a slightly larger store to reflect this new store model. This necessitates the substitution of the approved plans listed on the decision notice in relation to Condition 2, and amend the plan revision references in relation to Conditions 23 and 24.

It is considered that the proposed alterations are in keeping with the approved development and the surrounding area. It is considered to be in accordance with both national and local policy in relation to achieving well designed places and sustainability.

Retail Policy

The site is located within an out of centre location in retail planning terms.

On the sequential test, paragraph 87 of the NPPF states:

'Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.'

Paragraph 88 of the NPPF states:

'When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.'

Through Planning Application Ref. 135647/FO/2022, a sequential assessment was undertaken. The Council confirmed in the Committee Report that following a robust assessment of nearby sites, there are no sequentially preferable sites within or on the edge of identified centres which could realistically accommodate the proposed store.

Development Plan Policy C9 states that the level of detail within impact assessments for proposals of less than 2,500 sq.m gross floorspace should be proportionate to the scale and nature of the development proposed and its likely effects on designated centres. For all proposals of 2,500 square metres gross floorspace and over, a full retail impact assessment will be required.

Whilst the approved development (135647/FO/2022) was significantly below the 2,500 sq.m threshold, an assessment of the qualitative impact of the proposed store was undertaken. The Council concluded in the Committee Report that the proposed Lidl store would not have a significant harmful impact upon the health of nearby centres and that there is sufficient capacity within the system so not to affect the viability of other operators.

The proposed development includes a minimal uplift in floorspace and would still be well below the threshold for a full retail impact assessment, Therefore it is considered that the proposed variation would not have a significant adverse impact on any defined retail centre.

Transportation and Highways

A Transport Statement and Travel Plan have been prepared by SCP. The Transport Assessment fully appraises the existing transportation conditions and the likely impact of the proposed development. These documents concluded that the proposed scheme would not result in a material change in conditions on the local highways.

The accompanying Transport Assessment and Travel Plan provide more details on the access and transport credentials of the proposed development, however for ease of reference the Transport Assessment concludes that the proposed development will not result in any impact with regard to the safety or capacity of the local highway network:

- The scheme proposes a total of 76 car parking spaces, including 4 disabled, 9 parent and child spaces, and 2 electric vehicle charging spaces;
- Pedestrians will be able to access the store from the vehicular access as well as via dedicated pedestrian access points;
- The site is clearly accessible by all non-car modes;
- The assessment shows that there is sufficient capacity on the network to accommodate the proposed development; and
- Personal injury accident data has been obtained. Road safety does not present a material concern in the context of the proposed development.
- The scheme proposes highway improvements including the widening of Nell Lane, a ghost-island right turn arrangement, raised pedestrian crossing, and provision of speed indicator devices.

It has therefore been demonstrated that the proposal is compliant with Policies T1 and T2 of the Development Plan and the overarching principles of the NPPF.

Design and Layout

The new Lidl foodstore will be located to the north of the site with the car parking area directly in front of the store extending to the south. The delivery bay will be located to the north of the site adjacent to the north east elevation of the building. The layout as proposed aims to attract pass-by-trade, which is essential to Lidl's business model.

The proposed layout is considered to encourage openness and vibrancy whilst ensuring good visibility into the site from the local highway network. The proposed layout is functional whilst promoting legibility and excellent natural surveillance that promotes safety as well as positive visual amenity.

The building will be designed to a high standard using high quality contemporary materials. The building is a single storey building, of contemporary design, with a glazed facade that wraps around the front of the store which is a bespoke addition that gives a view through to Hough End Hall, providing a stronger relationship between the sites setting. The building design remains predominantly the same as the scheme which was previously approved through, Planning Application Ref. 135647/FO/2022.

Noise

A Noise Assessment has been undertaken by Miller Goodall in support of the planning application. The report assesses the noise impact of the proposed development and any associated operations. Noise modelling has been undertaken to predict the noise levels at the closest sensitive receptors and to assess the likely noise impact associated with the operations of the proposed development.

It is considered that a suitable and commensurate level of protection against noise will be provided to the occupants of nearby residences and therefore the site is suitable for development on noise grounds.

Flood Risk and Drainage

Policy EN14 (Flood Risk) states that development should be directed towards sites with little or no risk of flooding; this should take account of all sources of flooding.

A Flood Risk Assessment with Outline Drainage Strategy prepared by Topping Engineers accompanies the planning application in support of the proposed development. The report confirms that the site is located in Flood Zone 1.

The report demonstrates that the proposed development is not at significant flood risk, and in compliance with the requirements of National Planning Policy Framework, and subject to the mitigation measures proposed, the development could proceed without being subject to significant flood risk. Moreover, the development will not increase flood risk to the wider catchment area as a result of suitable management of surface water runoff discharging from the site.

Landscaping

The application is supported by a Landscape Plan, prepared by FDA Landscape.

Overall, the proposed landscaping will represent a significant enhancement to the visual amenity of the location by providing improved landscaped areas across the site. The proposed landscaping forms an intrinsic element of the overall design of the development proposal and is of a high standard in line with the policy objectives. The landscaping approach is considered appropriate to the proposed use and character of the development.

Ecology

Policy EN15 (Biodiversity and Geological Conservation) states that the Council will seek to maintain or enhance sites of biodiversity and geological value. An Ecological Appraisal has been prepared by Enzygo in support of the planning application.

The assessment has confirmed the site provides opportunity to incorporate appropriate measures to mitigate any potential impacts to ecological features and to demonstrate 'biodiversity net gain in accordance with NPPF and local planning policy. As such, no significant residual impact can be

expected which would prevent a positive determination of the planning application in ecological terms.

Heritage

An addendum to the Heritage Impact Assessment has been completed by Purcell. It concludes that the opportunities to improving the setting of Hough End Hall, and the reduction in scale and massing in comparison to Lowry House by far outweigh any harm from the proposed scheme and cumulatively the impacts are considered to be broadly the same as the approved scheme.

Conclusions

After consideration of relevant planning policy at a national and local level, it is deemed that this application is acceptable in principle.

We trust that the information submitted in support of the application is all deemed to be satisfactory, and we look forward to confirmation of early validation and determination of the application. However, in the meantime if you require any further information or have any queries in respect of the submitted documentation, please contact the undersigned in the first instance.

Yours faithfully,


J Ambrus (Nov 22, 2023 15:22 GMT)

Joshua Ambrus
MPLAN MRTPI
Associate
joshua.ambrus@rapleys.com
07467 955284