

Committee	PLANNING COMMITTEE B	
Report Title	Unit 3, Stockholm Road, SE15 3LH	
Ward	Evelyn	
Contributors	Michael Forrester	
Class	PART 1	9 th November 2017

Reg. Nos. DC/17/102988

Application dated 11th August 2017

Applicant WYG on behalf of Hillsong Church London

Proposal An application submitted under Section 73 of the Town & Country Planning Act 1990 for a minor material amendment in connection with the planning permission (DC/13/83984) dated 12/09/2013 for the temporary change of use of Unit 3, Stockholm Road SE16, from B8 (warehouse) to D1 (church) together with some ancillary B1 (office) and B8 (storage) in order to vary condition 1 to extend the time limit for use until 31 August 2022.

Applicant's Plan Nos. Unit 3 Stockholm Road 'Variation of Condition 1, Planning Permission Ref 13/83984) Planning Application for Ongoing Temporary Change of Use from B8 to D1 (with some ancillary B1 and B8 uses) (Hillsong); Unit 3 Stockholm Road - Framework Travel Plan; Flood Evacuation Plan ref HG0588 (WYG August 2017); Site Servicing and Parking Management Plan (i-Transport); Flood Risk Assessment ref NTW-321-FRA (BWB)

Background Papers (1) Case File DE/1/A/TP
(2) Local Development Framework Documents
(3) The London Plan

Designation Core Strategy – Strategic Site Allocation 3 – Surrey Canal Triangle

1.0 Property/Site Description

1.2 Unit 3 Stockholm Road forms part of a larger former warehouse building located between Stockholm Road and Surrey Canal Road. Unit 1 (to the east) is occupied by a waste transfer site and skip hire operation and Unit 2 (adjacent) is occupied by London Thunder Basketball and Fusion Tennis Club. Access to the site is from Ilderton Road and Stockholm Road, which is private road from the western end of the service yard of Unit 3. The western end of Stockholm Road is also used for access to the Millwall Football Club stadium, which is located directly to the north of Stockholm Road.

1.3 Unit 3 is approximately 3,023m² and is occupied by Hillsong Church (“Hillsong”).

- 1.4 Unit 3 is not situated in a Conservation Area, and is not a statutory or locally listed building. Unit 3 is not situated close to or within the setting of any statutory or locally listed buildings.

2.0 Relevant Planning History

- 2.1 DC/13/83984 – the temporary change of use of Unit 3, Stockholm Road SE16 from B8 (warehouse) to D1 (church) together with some ancillary B1 (office) and B8 (storage) – granted, subject to a temporary planning permission expiring on the 31 August 2017.

Unit 2 Stockholm Road is also of relevance:

- 2.2 DC/13/83681 - the temporary change of use of Unit 2, Stockholm Road SE16, from B8 (warehouse) to D2 (sport) to allow the installation of two indoor courts with changing facilities – granted until 31 August 2017.
- 2.3 An application submitted under Section 73 of the Town & Country Planning Act 1990 for a minor material amendment in connection with the planning permission (DC/13/83681) dated 12/09/2013 for the temporary change of use for Unit 2, Stockholm Road SE16, from B8 (warehouse) to D2 (sport) to allow the installation of two indoor courts with changing facilities, office space and seating for 200 spectators in order to vary condition 2 to extend the time limit for use until 31 August 2022 – granted

New Bermondsey Development

- 2.4 DC/11/76357 – Comprehensive phased mixed-use development of the site for up to 240,000 m² of development. The development comprises:

Class A1/A2 (Shops and Financial and Professional Services) up to 3,000 sq m;

Class A3/A4 (Cafes/Restaurants and Drinking Establishments) up to 3,000 sq m;

Class A5 (Hot Food Takeaways) up to 300 sq m;

Class B1 (Business) between 10,000 sq m – 15,000 sq m;

Class C1 (Hotels) up to 10,000 sq m;

Class C3 (Dwelling Houses) between 150,000 sq m – 190,000 sq m (up to 2,400 homes of different sizes and types);

Class D1 (Non-Residential Institutions) between 400 sq m – 10,000 sq m;

Class D2 (Leisure and Assembly) between 4,260 sq m – 15,800 sq m (excluding the Stadium which remains but including a replacement ground person's store of 140 sq m).

Involving the demolition of all existing buildings on the site with the exception of the Millwall FC Stadium (which is to be retained and its facade upgraded and / or reclad), Plot Excelsior 2 - Guild House (which is to be retained and extended), and Plot Excelsior 5 - Rollins House (which is to be retained, but not altered or extended as part of this planning application); the demolition and replacement of the existing Millwall FC ground person's store of approximately 140 sq m; redevelopment to provide a series of new buildings (including roof top and basement plant); re-profiling of site levels; alterations to Surrey Canal Road and the re-alignment of Bolina Road; new streets and other means of access and circulation, including pedestrian/cycle paths carriageways and servicing areas; areas for parking for

emergency services vehicles and outside broadcast units; external areas of hard and soft landscaping and publicly accessible open space; car and coach parking areas and accesses to them; cycle storage; and, supporting infrastructure works and facilities including sub-stations, energy centre/s District Heating Network (DHN) connections to and between each plot, the proposed energy centre and the adjoining South East London Combined Heat and Power (SELCHP) plant (to the extent to which they lie within the Planning Application Boundary) and an ENVAC waste storage and handling system (including DHN and ENVAC connections to plots south of Surrey Canal Road under the carriageway of Surrey Canal Road, as altered).

- 2.5 The New Bermondsey outline permission was revised in 2013 under application reference DC/13/85143 to allow variations to the approved outline planning permission. These amended the parameter plans to reflect changes to the massing of the buildings, alterations to parking and loading and public realm to plots Timber Wharf 1 and Timber Wharf 2 (phase 2), Stockholm 1 and Stockholm 2, Senegal Way 1 and Senegal Way 2. Application DC/13/85143 was granted on 18 December 2015 and consolidated the sports uses into Timber Wharf Phase 2.

3.0 Current Planning Applications

The Proposal

- 3.1 Permission is sought for an extension to the temporary change of use period of Unit 3 Stockholm Road to operate as a church (use class D1) with some ancillary office (use class B1) and storage (use class B8) until 31 August 2022.
- 3.2 No physical alterations are sought as part of the submission.

Supporting Documents

- 3.3 Planning Statement – this document sets out the site context and its position within the wider New Bermondsey Strategic Site allocation, the nature of the meanwhile use and a review of planning policy. The document states that the temporary provision of the site as a meanwhile use is required locally and linked to the wider objective of the surrounding site allocation.
- 3.4 Flood Risk Assessment (FRA) – this is an updated assessment from the original FRA and confirms that the site has no historic records of flooding but that mitigation in the form of flood warning and evacuation management plans are recommended.
- 3.5 Flood Evacuation Plan – this document is linked to the FRA and sets out the approved flood evacuation strategy and details of annual review.
- 3.6 Transport Statement – this is an updated transport statement and sets out the existing site condition and activities of Hillsong, including the numbers of people and times of movement. A summary of site access and public transport activity are included. The document states that no adverse impacts arise given the secure travel plan and site servicing and parking management plans.
- 3.7 Travel Plan – this document confirms that a travel plan will be put in place and reviewed over the course of the 5 year temporary permission, encouraging sustainable modes of transport to the site.

- 3.8 Site Servicing and Parking Management Plan – this document is linked to the Transport Statement and provides details previously approved by condition of the original temporary planning permission. The document provides details of a travel plan co-ordinator and states how access and parking is managed to avoid parking stress.

4.0 Consultation

- 4.1 This section outlines the consultation carried out by the Council following the submission of the application and summarises the responses received. The Council's consultation exceeded the minimum statutory requirements and those required by the Council's adopted Statement of Community Involvement.
- 4.2 Site notices were displayed and letters were sent to residents and business in the surrounding area and the relevant ward Councillors. Millwall Football Club, London Borough of Southwark, Environment Agency and Lewisham Highways were also consulted.

Written Responses received from Local Residents and Organisations

- 4.3 From the consultation three written objections were received, the concerns raised in summary relate to noise in late nights from Hillsong, an increase in traffic, the impacts of a loss of employment floorspace in the area and also concerns about healthy communities due to the impacts of the user and their past investigations by the Australian Police.
- 4.4 Four representations in support were received stating that Hillsong has had a positive impact upon the local community including those more vulnerable, by providing an events programme, a safe place to meet.
- 4.5 A petition in support was also received, signed by 620 people.

Written Responses received from Statutory Agencies

Highways and Transportation

- 4.6 No comments received, however, on the original application for the temporary change of use, no objections were received subject to travel plans which were subsequently approved by condition and the applicant has since submitted updated travel plans.

Others

- 4.7 London Borough of Southwark – no objection to the application.
- 4.8 Environment Agency – no comments received.
- 4.9 Metropolitan Police (secure by design) – no objections to the application.

5.0 Policy Context

Introduction

- 5.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:-
- (a) the provisions of the development plan, so far as material to the application,
 - (b) any local finance considerations, so far as material to the application, and
 - (c) any other material considerations.

A local finance consideration means:

- (a) a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown, or
 - (b) sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL)
- 5.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) makes it clear that 'if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise'. The development plan for Lewisham comprises the Core Strategy, the Development Management Local Plan, the Site Allocations Local Plan and the Lewisham Town Centre Local Plan, and the London Plan. The NPPF does not change the legal status of the development plan.

National Planning Policy Framework

- 5.3 The NPPF was published on 27 March 2012 and is a material consideration in the determination of planning applications. It contains at paragraph 14, a 'presumption in favour of sustainable development'. Annex 1 of the NPPF provides guidance on implementation of the NPPF. In summary, this states in paragraph 211, that policies in the development plan should not be considered out of date just because they were adopted prior to the publication of the NPPF. At paragraphs 214 and 215 guidance is given on the weight to be given to policies in the development plan. Paragraph 215 states in part that '*...due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)*'.
- 5.4 Officers have reviewed the Core Strategy for consistency with the NPPF and consider there is no issue of significant conflict. As such, full weight can be given to these policies in the decision making process in accordance with paragraphs 211 and 215 of the NPPF.

Other National Guidance

- 5.5 The other relevant national guidance is:

Planning Practice Guidance ('PPG' updated since 2014) 'Flexible options for planning permissions'

London Plan (2016)

5.6 Policies relevant to this application are:

Policy 2.14 Areas for regeneration
Policy 3.16 Protection and enhancement of social infrastructure
Policy 5.12 Flood risk management
Policy 6.9 Cycling
Policy 6.13 Parking

Core Strategy

5.7 The Core Strategy was adopted by the Council at its meeting on 29 June 2011. The following lists the relevant strategic objectives, spatial policies and cross cutting policies from the Lewisham Core Strategy as they relate to this application:

Spatial Policy 1 Lewisham Spatial Strategy
Core Strategy Policy 14 Sustainable movement and transport
Core Strategy Policy 19 Provision and maintenance of community and recreational facilities
Strategic Site Allocation 1 Requirements for strategic site allocations
Strategic Site Allocation 3 Surrey Canal Triangle

Development Management Local Plan

5.8 The Development Management Local Plan was adopted by the Council at its meeting on 26 November 2014. The following lists the relevant strategic objectives, spatial policies and cross cutting policies from the Development Management Local Plan as they relate to this application:

5.9 The following policies are considered to be relevant to this application:

DM Policy 1	Presumption in favour of sustainable development
DM Policy 29	Car parking
DM Policy 41	Innovative community facility provision
DM Policy 44	Places of worship

6.0 Planning Considerations

6.1 The main issues to be considered in respect of this application are:

- a) Principle of Development
- b) Temporary permission in contact of approved New Bermondsey Scheme
- b) Transport Issues
- c) Impact on Adjoining Properties
- d) Flood Risk

Principle of Development

6.2 Guidance for determining s73 applications is set out in the PPG which states that a minor material amendment is one *“whose scale and nature results in a development which is not substantially different from the one which has been approved”*.

- 6.3 It is further stated that the development which the application under s.73 seeks to amend will by definition have been judged to be acceptable in principle at an earlier date. Consequently, the extent of the material planning considerations are somewhat restricted and only the amendments being applied for should be considered at this stage. Having said that, when determining the application the LPA will have to consider the application in the light of current policy. The LPA therefore has to make a decision focusing on national or local policies, which may have changed significantly since the original grant of planning permission as well as the merits of the changes sought.
- 6.4 In this case, there has been no relevant shift in planning policy, nor site surroundings and context. The site continues to be allocated as a Strategic Site Allocation in the Core Strategy, and the approved and amended outline permission has yet to be implemented. As an extension of time to a temporary permission is sought, rather than a permanent change of use, it is therefore considered to be appropriate to deal with these alterations as a minor material amendment. The principle of temporary uses has previously been accepted on this and neighbouring sites and continues to be supported.
- 6.5 That being said, the use operates at a more intensive, albeit acceptable, level than originally proposed and therefore given the extension of 5 years in order to appropriately manage the impacts arising from the use, a personal permission to Hillsong is considered appropriate in this specific case. This is also to ensure that development occurs comprehensively across the Strategic Site Allocation.

Temporary permission in context of the approved New Bermondsey Scheme

- 6.6 The intention for the original temporary change of use of Unit 3 was to allow Hillsong to develop their congregation in anticipation of re-locating to another part of the New Bermondsey comprehensive redevelopment as part of Phase 1 of that scheme. The original change of use from B8 to D1 was not strictly in accordance with the policy and master-planning priorities for the site and the urban design principles set out in the Core Strategy, which require the comprehensive development of the site and associated delivery of key infrastructure. However, the application was granted on a temporary basis in order to allow phased, comprehensive development to commence.
- 6.7 The application site forms part of Phase 3 of the New Bermondsey redevelopment (DC/13/85143), which will be delivered after Phase 1a (Orion) which includes the permanent faith centre facility, Phase 2 (Timber Wharf) which includes the sports facilities and Phase 1b (Excelsior) which contains the creative hub. A further temporary permission at Unit 3 would therefore not conflict with or impede the planned delivery of this strategically important site allocation and would ensure that positive meanwhile uses for the community retained on site, creating a successful place until comprehensive development comes forward. A grant of a further 5 year permission is therefore considered to be acceptable, with the personal permission.

Transport Issues

- 6.8 Access arrangements remain unchanged from the previous approval, with all access being provided via Stockholm Road. This raised no objection previously and the application was granted subject to a condition for a Travel Plan and a Site Servicing

and Management Plan. These conditions were approved by way of application DC/14/87365. The applicant has submitted an updated Travel Plan which confirms the approved measures would be extended until the end of the new temporary permission expiry date in 2022.

- 6.9 The original Travel Plan sought to encourage and create awareness of sustainable travel modes, reducing car borne trips, monitor travel against targets for sustainability and provide a framework for ongoing review and management of the sites transport impact.
- 6.10 The Travel Plan identified a 2km walking catchment which broadly encompasses South Bermondsey Station to the north, Canada Water to the north east, New Cross and New Cross Gate to the south. The London Cycle Network 2 also runs past the site via Surrey Canal Road.
- 6.11 The Travel Plan includes details of mitigation measures such as identifying a Travel Plan coordinator who would produce travel maps, provide transport information and welcome packs. Short and medium / ongoing targets are also detailed including a commitment to sign up to the Governments 'cycle to work' scheme for bicycle loans, promotion of lift share to staff and facility users, and updating of travel information. Details of monitoring and review are included.
- 6.12 Hillsong have now been operational since 2014 and this application includes a Travel Plan update. This details the appointed Travel Plan coordinator as required. Details of original trip generation targets are included and the review states that whilst car use has increased slightly due to larger congregations, sufficient parking is available at Millwall Football Club on Sundays, which are the busiest day for services. Should this parking not be available officers consider sufficient parking exists across the rest of the estate and around the football stadium on Sundays when the business units are not in use. Since the completion of the original Travel Plan, cycling and pedestrian routes have been significantly improved through opening up of railway arches and the East London Line pedestrian link plus the Quietway cycle route (Q1 from Waterloo to Greenwich).
- 6.13 The Travel Plan update states that Hillsong are committed to undertake the following during the length of the extended temporary permission:
- undertake a review of car parking including potential to introduce a parking charge for members who arrive in a single occupancy by car.
 - promote to the congregation the merits of car sharing.
 - publicising and promoting on site bicycle parking and proximity to cycle routes, including providing maps.
 - Promotion of travel route planning resources
- 6.14 This approach toward monitoring the Travel Plan in light of a larger congregation is acceptable as the continuous monitoring would ensure that any adverse impacts toward transport are adequately mitigated ahead of permanent occupation within Phase 1a.
- 6.15 Officers also note that as part of the New Bermondsey redevelopment (DC/13/85143), long term transport improvements are planned. A new London

Overground station is to be constructed; this would be located between Queens Road Peckham and Surrey Quays on the Clapham Junction-Dalston line and would significantly improve site access. Two new bus routes (toward central London and Lewisham Town Centre) are also secured as part of the New Bermondsey proposals.

Impact on Adjoining Properties

- 6.16 The objections received raise objection with regard to late night noise arising from the premises. The original temporary planning permission did not restrict hours of use of the unit.
- 6.17 The applicant has notwithstanding the absence of an hours of use restriction provided a summary of the typical weekly use of the site, broken down by activity, opening hours and numbers of people.

DAY	USE	OPENING HOURS	NUMBERS
MONDAY	Office use	9am - 6pm	3 - 5
TUESDAY	Office use Leaders meeting	9am - 6pm 7pm - 10pm	10 - 20 50 - 100
WEDNESDAY	Office use Leaders/Band	9am - 6pm 7pm - 10pm	100 100
THURSDAY	Office use	9am - 6pm	10 - 20
FRIDAY	Office use Occasional youth	9am - 6pm 7pm - 10pm	10 - 20 200 - 400
SUNDAY	Sunday service	9am - 10.30am 11.15am - 12.45pm 15.30pm - 5pm	300 800 300

Table 1: summary of typical weekly use numbers

- 6.18 The table shows that the hours extend from 09:00 to 22:00 at the latest. These are not considered objectionable given the location of surrounding industrial units and also proximity to the adjacent Lewisham Thunder and Fusion Tennis centre (Unit 2) which is additionally not subject to restricted hours of use and the Millwall stadium as an emerging destination for leisure and community uses. It is also not considered appropriate to restrict hours of use, given the use, and temporary nature of the application.
- 6.19 It was anticipated originally that a weekly programme of events and services with number generally from 1-20 in the week, 50 at the Sunday service growing to 500 participants. The unit, now operational and established in the locality, includes an 800-seat auditorium for faith services and accommodation for ancillary office and storage spaces. The original temporary planning permission did not fix the numbers of people or internal arrangement of the unit, and is considered evidence of the temporary / meanwhile use's success.

- 6.20 The applicant has additionally confirmed in writing that the late night noise issues do not stem from the Hillsong premises and that two other churches operate with the Orion estate (Phase 1a) which conduct late night vigils. The Council's Environmental Health team is aware of these units and is monitoring their activity. This is a separate issue from the application submitted and officers consider that noise or impact upon neighbouring properties would not warrant a reason for refusal of a an extension to the temporary use period.

Flood Risk

- 6.21 The site is designated as being within Flood Zone 3a. A Flood Risk Assessment was submitted and approved as part of the wider outline planning application for the New Bermondsey site (application reference DC/11/76357), which included sports uses D1 non-residential institutions as part of the overall mix of development. The original temporary planning permission was also subject to a Flood Risk Assessment, and approved on the basis that the proposed use did not represent a 'highly vulnerable' use as defined within the National Planning Policy Framework. That application was accordingly granted following no objection from the Environment Agency subject to a condition for a flood evacuation plan. This condition was approved under application reference DC/14/87365.

7.0 Community Infrastructure Levy

- 7.1 The above development, being a temporary planning permission, is not CIL liable.

8.0 Equalities Considerations

- 8.1 Section 149 of the Equality Act 2010 ("the Act") imposes a duty that the Council must, in the exercise of its functions, have due regard to:-
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and those who do not;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 8.3 The duty is a "have regard duty" and the weight to attach to it is a matter for the decision maker bearing in mind the issues of relevance and proportionality. Having assessed the proposals, officers have concluded that there is no impact upon equalities.

9.0 Conclusion

- 9.1 This application has been considered in the light of policies set out in the development plan and other material considerations.

9.2 The extension to a temporary use would not conflict with the wider long term delivery of the strategically important New Bermondsey masterplan. It is considered that the proposals would have an acceptable impact upon the local highway network and surrounding occupiers.

10.0 **RECOMMENDATION**

GRANT PERMISSION subject to the following conditions:-

- 1 (a) The use hereby permitted shall be carried on only by Hillsong Church and shall be for a limited period ending on 31 August 2022.
- (b) When the premises cease to be occupied by Hillsong Church, or by 31 August 2022 whichever shall first occur, the use hereby permitted shall cease (and all materials and equipment brought on to the premises in connection with the use shall be removed).

Reason: In granting this permission the local planning authority has had regard to the special circumstances of the case and wishes to have the opportunity of exercising control over any subsequent use, in the event of Hillsong Church vacating the premises, and in order to ensure comprehensive redevelopment of the Strategic Site Allocation. In accordance with relevant Policies in the London Plan (2016), Core Strategy (2011) and the Development Management Local Plan (2014).

- 2 The development shall be carried out strictly in accordance with the application plans, drawings and documents hereby approved and as detailed below:

Approved by application DC/13/83984

AE-017-00L-SR3 Rev 01, AE-017-00S-SR3 Rev 1, AE-017-00G-SR3 Rev 00, AE-017-001-SR3 Rev 00, AL-017-001-SR3 Rev 01, Travel Plan, Transport report, Explanatory Report, Flood Risk Assessment, CIL Form (Received 26/6/13), NM/JM/ITL8335-002DTN iTransport Report (dated 28 August 2013), AL-017-00G-SR3 Rev 02, AL-017-00L-SR3 Rev 02, AL-017-00S-SR3 Rev 02 (Received 12/9/13).

Submitted with application DC/17/102988

Unit 3 Stockholm Road 'Variation of Condition 1, Planning Permission Ref 13/83984) Planning Application for Ongoing Temporary Change of Use from B8 to D1 (with some ancillary B1 and B8 uses) (Hillsong); Unit 3 Stockholm Road - Framework Travel Plan; Flood Evacuation Plan ref HG0588 (WYG August 2017); Site Servicing and Parking Management Plan (i-Transport); Flood Risk Assessment ref NTW-321-FRA (BWB)

Reason: To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority.

- 3 The Travel Plan approved subject to Condition no.3 of planning permission DC/13/83984 shall remain implemented in accordance with the approved programme and measures throughout the lifetime of the temporary permission hereby approved.

Reason : In the interest of pedestrian and highway safety and in order that the local planning authority may be satisfied as to the practicality, viability and sustainability of the Travel Plan and to comply with Policy 14 Sustainable movement and transport of

the Core Strategy (June 2011).

- 4 The Site Servicing and Parking Management Plan approved subject to Condition no.4 of planning permission DC/13/83984 shall remain shall be adhered to and all measures implemented in full and retained for the duration of the temporary use of Unit 3 hereby approved.

Reason: In the interest of pedestrian and highway safety and in order to ensure satisfactory vehicle management and access on to the private section of Stockholm Road and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

- 5 The occupiers of Unit 3 Stockholm Road shall remain registered with the Environment Agency Floodline Warnings Direct scheme and maintain an Evacuation Management Plan including details of safe refuge areas and their means of access for the duration of the temporary use of Unit 3 hereby approved.

Reason: To ensure the safe evacuation of occupants in the event of a flood.

Informatives

- A. **Positive and Proactive Statement:** The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, positive discussions took place which resulted in further information being submitted.