

Pre-application Advice In relation to Expansion of Hotel

Matthew Duigan <MDuigan@Hillingdon.Gov.UK>

Mon 03/10/2011, 09:42

To: kingspaget@hotmail.com <kingspaget@hotmail.com>

 1 attachments (139 KB)

Kings Paget Hotel PE-00068-2011.pdf;

Good morning

As discussed by phone, please find attached advice in relation to the proposed expansion of the hotel. Clearly the scheme is indicative only at this stage and subject to change. Key issues include the in principle objection to the loss of the dwelling at 177 Station Road, as well as the appearance of the proposal. Other Issues may arise as further details are produced and feed back from neighbour notification occurs.

Should you wish to meet with the relevant planning policy, urban design/heritage/ planning and housing officers to discuss this advice note then please contact me (details below).

The comments made in this letter represent officer opinion and cannot be seen to prejudice the Local Planning Authority's formal determination of this or any other planning application.

Thanks and regards

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LONDON

Dear Mr Taplin
Kings Paget Hotel
171 Station Road
West Drayton
Middlesex UB7 7NQ

Date 3 October 2011

Our Ref: PE/00068/2011

Re: Kings Paget Hotel, 171-177 Station Road, West Drayton, UB7 7NQ
Ref Pre-application Advice for conversion of existing dwellings to hotel, side and rear extension including demolition

I refer to your letter of 12 May seeking a request for pre-application and refer to your un-numbered proposed elevation drawing and ground floor plan.

Site & Locality

The site lies within the West Drayton Green Conservation Area and opposite the grade II listed Drayton Hall. Its corner location and position at the junction with Church Road make this a prominent site within the Conservation Area.

The street front of the site is almost opposite the junction of Station Road with Church Road - both these roads are classified and the road junction is on a bend in Station Road. The adjoining property to the north west of the site on Station Road is a 3 storey semi-detached Victorian style residential property that sits approximately 8m forward (i.e. closer to the street) of the hotel building at No 171 Station Road. The adjoining property to the south east is physically attached to No 177 Station Road and reads in the street as a pair of 2 storey semi-detached houses. To the rear of the site is a large expanse of open green space that appears to serve West Drayton Primary School but is not used in a playing field capacity.

The site itself consists of 3 buildings to street, the main hotel building at No 171, a modern 2 storey detached building numbered as No. 173 and No. 175 Station Road and used as a set of 4 hotel serviced flats on a bed and breakfast basis, and No. 177 a semi-detached house that your letter informs us has not been occupied since 1999. The latter house appears in a poor state of repair. The modern 2 storey structure accommodating serviced flats is on a deeper footprint than the original 3 storey building at No. 171 and sits forward of No 171.

The site is the subject of a Tree Protection order giving specific legal protection to individually identified protected trees on the site. In addition the site is located within a conservation area which also means no tree on the site can be removed without prior consent.

Development Control Team
Directorate of Planning, Environment and Community Services Group

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Behind the 2 detached 2 storey buildings on the site is a large approximately 14m deep single storey extension providing hotel bedroom accommodation and physically attached to No 177.

Site Planning History

The site has a varied planning history, and the most relevant are summarised below:

Planning permission 12224/C/75/1833 was granted in the 1975 for erection of garage and kitchen to what was then a single dwelling house in what is now the main site hotel building. Correspondence on file from the Council indicates that the Council did not accept the evidence that the house at No 171 has been used as guest house/commercial lodgings since early 1960's.

Planning permission 12224/D/85/0642 relates to the change of use to a hotel and 3 storey extension over existing ground floor and conversion of garage to accommodation. The approval was accompanied by s106 legal agreement requiring the brick piers at 167-169 to be below 0.85m high and trees to be kept and maintained so they do not obstruct sightlines.

Planning permission 12224/G/87/0747 relates to approval of alterations [to main building] to form a mansard roof with dormer. A condition of the consent stated "the total number of rooms [on site] to use as hotel accommodation not exceeding 13 letting rooms."

Planning application (No Decision issued) 12224/K/90/1272 relates to the erection of a 17 metre single storey rear extension to hotel to provide 4 additional bedrooms and kitchen/dining room. Formation of dormer extension in roofspace to accommodate water tanks. Retention of existing porch and pitched roof over kitchen extension. Formation of pitched roof over existing single storey rear extensions.

It is important to note that no decision was issued as the s106 legal agreement was never signed by owner. The S106 agreement required the additional rooms to be used for housing homeless people. This means that the proposals set out above have never been formally authorised.

Planning Enforcement investigations have taken place and a letter was issued to applicant dated 22 June 1990 relating to roof not being completed in accordance with approved drawings, and because 18 rooms used for letting purposed (as opposed to 13 letting rooms as required by the consent condition) and because of the unauthorised building works relating to single storey rear extension. No enforcement notice was issued and as more than 4 years have since passed, the unauthorised building works are beyond enforcement action.

Finally, discussions with the Council's Housing Team have confirmed that the Council has been using the annexed accommodation at the address for over 10 years. It is used to house emergency placements of homelessness persons. The Council has a duty / legal obligation to provide accommodation for homelessness persons. The accommodation is classed as nightly paid and commonly referred to as Bed and Breakfast accommodation.

It is also worth noting that advice from the Council's Housing Team confirms that the Council has tried to engage with the owner to provide an empty homes grant to bring the semi detached house at 177 Station Road back into use.

Relevant Planning Policy and Design Guidance

Hillingdon Unitary Development Plan Saved Policies (September 2007)
London Plan (July 2011)
Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Statement 3 (Housing)



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Planning Policy Statement 4 (Planning for Sustainable Economic Growth)
 Planning Policy Guidance 13 (Transport)
 Planning Policy Statement 22 (Renewable Energy)
 Planning Policy Guidance 24 (Planning & Noise)
 Good Practice Guide on Planning for Tourism
 Council's Supplementary Planning Guidance - Noise
 Council's Supplementary Planning Guidance - Air Quality
 Council's Supplementary Planning Guidance - Community Safety by Design
 Council's Supplementary Planning Guidance - Planning Obligations
 Supplementary Planning Document - Residential Layouts
 Supplementary Planning Document - Accessible Hillingdon

PT1.10	To seek to ensure that development does not adversely affect the amenity and the character of the area.
PT1.14	To not normally grant planning permission for a change from residential use.
Pt1.28	To encourage the provision of a range of hotel and conference facilities provided development does not harm the environment.
Pt1.30	To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
Pt1.39	To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.
H3	Loss and replacement of residential accommodation
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

Proposal

The scheme proposes the following

- (i) Demolition of the semi detached dwelling at No 177 Station Road,
- (ii) Convert and extend the 2 modern storey building known as No. 173 and No. 175 Station Road and attach that structure to the present main hotel building at No 171, involving introducing a third storey with mansard roof form with front facing dormers to match those which presently exists at No 171 Station Road,
- (iii) Construct a clock tower feature to help negotiate the change in front building lines of the No 171/175 and No 171.
- (iv) Construct more single storey hotel rooms to the rear involving demolition of a storage shed outbuilding.



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- (v) The net outcome of the above proposals will be the formation of a 50 plus bedroom hotel (precise number of bedrooms not stated in your letter), with all the bedrooms having en suite bathrooms).

The Principal Planning Considerations

Policy Pt1.28 and Policy T4 of the Hillingdon Unitary Development Plan Saved Policies September 2007 encourage appropriate hotel and conference facilities provision in the borough. In addition the London Plan 2011 identifies a need for a net increase of hotel rooms across London. The Greater London Authority Hotel Demand Study (2006) also identifies a need for additional hotel accommodation in London, the majority of which would be required by 2012. Therefore there is no objection to the provision of hotel development in this part of the borough.

While there is not an objection to the extension of the hotel, the main concern in principle is loss of residential uses. Policy PT1.14 and Policy H3 the Hillingdon Unitary Development Plan Saved Policies September 2007 make it clear that the Council will not grant planning permission for a change from residential use.

It is proposed to demolish No 177 Station Road. While the poor state of repair is noted, works could be undertaken to restore the dwelling. It is also worth noting that advice from the Council's Housing Team confirms that the Council has tried to engage with the owner to provide an empty homes grant to bring the semi detached house back into use.

In addition further clarification would be needed to establish the use of No 173 & No 175 (specifically whether these units are being used as residential dwellings (in which case there would also be concern raised over the change from dwellings to hotel rooms for these units).

In summary, the principle of the demolition of the house at No 177 is not supported and further evidence should be provided to clarify the existing use of the premises at No 173 & No 175 Station Road. If these are also in use as dwellings there would be an in principle objection to their loss.

Impact on the character & appearance of the area

The site lies within the West Drayton Green Conservation Area and opposite the grade II listed Drayton Hall. Its corner location and position at the junction with Church Road make this a prominent site within the Conservation Area. The streetscape within the vicinity is quite varied and whilst there are a number of substantial late Victorian detached houses adjacent to the site, there are relatively few larger blocks and where they exist they are set well back from the road.

Policy BE15 of the UDP (Saved Policies September 2007) requires extensions to harmonise with the scale, form, architectural composition and proportions of the original building.

The main hotel building appears fairly modern, but has clearly been extended and may encompass an older core. It has a distinctive and rather bulky mansard roof form and over large dormers to the street. Whilst the frontage includes some attractive decorative brick detailing, its overall appearance is rather ad hoc.

The adjacent two- storey modern block of flats, proposed to be incorporated into the hotel, has a shallow roof form and sits in front of the building line of the hotel. If constructed to three storeys as shown and extended, given its forward position it would become very prominent in the street scene and overwhelm the original building, rather than appearing as a secondary element to it.

As the proposal would have a deeper footprint than the main the hotel, it would not be impossible to include the traditional mansard roof form as proposed- this would require a large area of flat roof at high level and result in



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extensive gable end walls. Given the rather unsatisfactory appearance of the existing main building, extending this "architecture" to a much larger structure would only serve to amplify its design shortcomings. The incongruous clock tower feature would draw further attention to this matter. Given the context, including the Heritage Conservation area setting, a more considered and low key approach, providing an architecturally varied frontage treatment, should be adopted in this case.

The demolition of no 177 could leave the other half of the pair, no 179, incomplete. As has been previously stated there is an in principle objection to the loss of the existing dwelling. There is also concern that demolition of this dwelling could adversely affect the appearance of the remaining dwelling. The proposed demolition of 177 would unbalance the appearance of the semi detached dwellings, there is also considerable concern that the gable end would have an unfinished appearance, which would detract from the streetscape of the conservation area. Conservation Area Consent would be required for this work.

A suggested approach to extending the hotel would be construct two linked but different frontage buildings. The link could be recessed and possibly glazed and the modern block extended using the same simple architectural style and materials. Given the depth of this building it would not be possible to have mansard roof, however, the addition to this block could incorporate a taller element, possibly a projecting gable feature, echoing those of the adjacent Victorian houses. This could include some further bedroom accommodation within the roof, however, to maintain the appearance of the streetscape this should not be taller than the ridge of no 179 Station Road.

Improvements to the hotel frontage should ideally be sought to increase landscaping and planting within this area. There are TPOs on the hotel site and the front garden of no 177 includes a mature tree, which should be maintained.

Amenity Issues to Neighbours

Clearly the submitted details are indicative only, and do not show the detailed relationship between the proposal and neighbouring properties. Any application would need to be accompanied by accurate drawings to demonstrate that there would not be adverse impacts on neighbouring occupiers (due to overlooking, overshadowing and noise and disturbance). The advice that the Council can provide in relation to neighbour impacts at this stage is restricted by the limited accuracy of the plans and elevation and the lack of detail shown on these drawings provided by the applicant.

The applicant is advised to submit a Daylight, Sunlight and Overshadowing report as part of any planning application. This should assess the sunlight and daylight impact of the proposed hotel extension on existing development.

No objection would be raised to the single storey extensions to the rear, subject to these not reducing the garden area for the dwelling at 177 Station Road. Subject to adequate amenity space remaining for the dwelling at 177 Station Road there would not be an objection in terms of policy BE23 of the UDP (Saved Policies September 2007).

Amenity issues to future occupants of the property

Policies relating to living conditions largely relate to residential developments, and there are no specific guidelines relating to hotel guest accommodation. Nevertheless, issues such as overlooking and privacy should be considered. Proposed and existing hotel windows should be treated to prevent direct overlooking between rooms.

Highways

The following items may be required by the Council's Transportation team, in order for them to register or assess a planning application. It is recommended that the applicant employs the specialised services of an



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experienced transport consultant at the feasibility stage of their proposal and that a preliminary scoping report for a traffic impact assessment/ transport statement is submitted to the Transportation DC team (01895 556 953) for comment prior to submission. They shall endeavour to supply feedback on these scoping reports within 15 working days dependent on workload.

- Existing & proposed trip rate generation using TRICS &/or TRAVL;
- Number of staff, customers and residents expected;
- Accident Stats & Analysis;
- Parking provision (car, disabled, motorcycle & cycle) & accumulation;
- Public Transport Infrastructure & PTAL score, including locations of bus stops & train stations, service details, capacity & occupancy (key point data);
- Accident statistics & analysis for the last 3 years;
- Pedestrian & vehicular (forward and junction) visibility splays, both vertical & horizontal depending on location;
- Speed & traffic surveys using ATC during the school term - Hillingdon can supply general school times, however the applicant is recommended to contact local schools to get specific operating hours & term times;
- Commercial & refuse vehicle tracking as appropriate - applicant is advised that industrial sites should allow CVs to enter & leave site in forward gear;
- Junction turning counts & appropriate analysis (eg Transyt, Arcady, PICARDY, LINSIG) *;
- Refuse collection location (& turning facility);
- Link capacity;
- Local waiting & parking restrictions (incl. CPZ);
- Location & Engineering layout drawings;
- Stage 1 or combined Stage 1 & 2 Road Safety Audit by qualified auditor independent of the design process;
- Drop off & set-down locations;
- Cycle network infrastructure;
- Pedestrian crossing facilities & pedestrian desire routes & counts (PV² analysis)
- Copy of the highway register

For any queries on highway issues, please contact Manmohan Ranger on 01895 250465 or via email mranger@hillingdon.gov.uk

Parking

It should be noted that the existing parking situation is a material planning consideration, and as such any assessment of parking would be focussed mainly on the net gain in bedrooms and activity of the site, and whether sufficient additional parking would be provided to cope with the additional intensity of an expanded hotel.

Car parking and cycle storage standards are set out in the Council's Unitary Development Plan Saved Policies September 2007 (the UDP). It is anticipated that the Transport Assessment which accompanies any planning application would establish the appropriate level of car parking for the site.

Ten percent of car parking necessary for the proposed scheme must be designed to be suitable for use by disabled persons. Access for all persons (including those with disabilities) must be provided from car parking areas into the buildings.

The Council's adopted car parking standards can be viewed at the following weblink:



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www.hillingdon.gov.uk/environment/udp/alterations.php

It should be noted that the car parking standards are maximum standards and the cycle parking standards are minimum standards.

Careful consideration should be given to pedestrian access to the building from the street frontage ensuring it does not conflict with the vehicular access to the site and is suitable for people with disabilities.

Consideration should also be given to the vehicular access/exit to ensure it is of a sufficient width. Sufficient space should be provided within the site to allow vehicles, including any hotel mini-buses, the large Heathrow Hotel Hopper bus, or refuse vehicles to manoeuvre and enter/exit the site without needing to reverse out onto Station Road.

At present no tracking diagrams have been submitted and it is not clear that there is enough manoeuvring area on site for the sorts of vehicles that would be associated with a hotel. Tracking and swept path analysis should be submitted to demonstrate how the access would work.

Disabled Access Issues

Any assessment of disabled access issues would be focussed mainly on the additional development proposed (as opposed to looking at existing hotel rooms), and whether the additional/replacement/renovated rooms would comply with relevant disabled access requirements.

The London Borough of Hillingdon is committed to achieving the highest standards of access and inclusion. All buildings that are open to the public must be constructed according to the policies and design details as outlined in the SPG Hillingdon Design and Accessibility Statement (HDAS) Accessible Hillingdon (available on the Council's website <http://www.hillingdon.gov.uk/environment/planning/hdas.php>).

The following elements must be included in any future planning application:

- 1.) An accessible parking space should be provided for each accessible bedroom. They should be designed to BS 8300:2009
- 2.) The hotel should be step free and the design & access statement needs to demonstrate how the principles of access and inclusion have been incorporated into the design. Accessibility should form an integral part of the overall design, not an afterthought that appears to be a bolt on and which distorts the overall aesthetics.
- 3.) In line with BS8300:2009, the total number of accessible rooms as a percentage should be:
5% without a fixed tracked-hoist system;
5% with a fixed tracked-hoist system (or similar system giving the same degree of convenience and safety);
5% capable of being adapted in the future to accessibility.
- 4.) Overnight accommodation should ensure a mixture of bathtub and continental style level access shower (Wet Room) en-suite rooms.
- 5.) Accessible accommodation should:
 - be located close to lifts on upper floors, and close to reception on the ground floor;
 - be located on accessible routes;
 - be situated so that they have equal access to views enjoyed from standard bedrooms;
 - cater for a wide range of disabilities;
 - feature en-suite bathrooms;



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- provide some rooms with a connecting door to an adjoining room for use by someone assisting;
- allow manoeuvring space for a mobile hoist (where ceiling hoists are not installed);
- ensure walls are capable of supporting the required fittings, e.g. grab rails and drop-down support rails.

6.) Adequate means of escape should be demonstrated to ensure that everyone, including wheelchair users, can escape from the building during an emergency without relying on management intervention.

7.) A refuge area should also be provided on every level above ground floor.

Landscaping

A high quality landscaping scheme would be required to enhance the character and appearance of the site.

An accurate site survey should be submitted with any planning application, which plots trees on, and close to, the site. Tree species, quality, positions and spreads should be accurately plotted in accordance with BS5837:2005.

The proposed layout should clearly annotate any trees (including off-site trees) 'to be retained' and those 'to be removed' as part of the new layout. A tree survey and arboricultural implication assessment, prepared in accordance with BS5837:2005 should be prepared and used to influence the site layout, taking into account the spatial requirements of selected trees whose quality and condition justify their retention.

If this information is submitted with the application (and considered to be acceptable by the Council's Landscape Officer) then final details relating to tree protection, and associated hard and soft landscape may be conditioned.

For further information regarding trees/landscaping requirements please contact John Lawson, the Council's Trees/Landscape Officer, on 01895 250230 or via email at reeves@hillington.gov.uk

Refuse

Satisfactory waste disposal and recycling facilities should be provided. The vehicle access and egress should ensure that these facilities can be easily serviced by refuse collection vehicles.

For information regarding the Council's requirements on this matter please contact Robert Williams, Waste Development Manager on 01895 556217 or via rwilliams@hillington.gov.uk

Sustainable Urban Drainage (SUDS)

All new development should incorporate sustainable drainage systems. The proposals need to include a clear drainage strategy that is reflected within the designs of the development.

If infiltration methods of SUDS are proposed, you will need to demonstrate the receiving subsoils will be adequate.



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Energy

The following comments relate principally to the additional development proposed rather than the existing hotel rooms which would not be affected by the proposal.

The development needs to meet Policy 5.2 of the London Plan and set out a 25% reduction in CO2 emissions using 2010 Part L as the baseline. The Council would expect to see an energy assessment which incorporates a strategy (or strategies) as to how the 25% reduction would be achieved. It is acceptable to set out a couple of different options for reaching the 25% reduction provided that there is clear analysis of their applicability within the development.

The 25% reduction must be set against a clearly defined 2010 Building Regulation baseline, measured in kWh and KgCO2. This should be a total for the whole development.

The designs of the development must clearly incorporate the identified measures. For example if PVs are proposed, we would expect to see a roof plan setting out the location, orientation, pitch and the appropriate amount.

Electric Vehicle Charging Bays

Policy 6.13 of the London Plan requires 1 in 5 parking spaces to be served by an electric charging point. The Council would expect an application to be supported by information demonstrating that this policy objective can be achieved on site. Details should be provided at application stage.

Further guidance on Energy and Sustainability on an updated scheme can be provided on request by the Council's Sustainability Officer (Ian Thynne – ian.thynne@hillingdon.gov.uk) who will be able to advise you on energy issues.

Air Quality

If there is to be any increase in vehicle movements an air quality assessment must be provided as part of any application. This should take into consideration any increase in vehicle movements to/from the site including drop-offs by car, taxi, bus, etc, and also any implications potential renewable energy sources (e.g. biomass) might have on air quality..

Secured by Design

The design and layout should have regard to secured by design principles. Details of how the site would meet Secure By Design principles, including boundary treatment, gates, windows, doors, CCTV etc should be included in the detail of any planning application. You may wish to contact Mr Frank Freeman of the Metropolitan Police on 0208 246 1769 to discuss means of ensuring community safety by design.

Planning Obligations

Planning obligations will be sought in accordance with the Council's SPG: Planning Obligations. The type of contribution sought will depend on the form of development proposed.

At this stage requirements for financial contributions relating to construction training, and hotel/leisure industry training have been identified. It is also likely that transport related obligations, including submission of a Green Travel Plan, may be sought. The Council's SPG on Planning Obligations can be viewed on the Council's website at the following link for further information:

<http://www.hillingdon.gov.uk/index.jsp?articleid=12039#Planning%20Obligations%20SPD>



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Should the non-planning obligations issues (namely the in principle objection to the loss of the dwelling at 177 Station Road and the appearance of the design) be satisfactorily addressed, such that a decision to grant permission could be made, planning obligations would need to be secured through a Section 106 Agreement executed prior to grant of permission. With that in mind, it is recommended that any application submitted be accompanied by documentation agreeing to the obligations described above. Unless there are particular reasons to agree otherwise, all contributions would be payable on implementation of the scheme. As per normal practice, the applicant would be required to agree to meet any abortive costs associated with drafting and/or reviewing of documents by Council's solicitors.

Other obligations may be sought as the scheme progresses.

The Council's Section 106 Officer, Miss Vanessa Scott, can assist you with any further queries. She can be contacted on 01895 250230 or via Vscott1@hillingdon.gov.uk.

Neighbour pre-application consultation

The Council's Statement of Community Involvement sets out how it intends to involve the public when considering planning applications. In addition to statutory requirements, applicants are encouraged to carry out pre-application consultation with local residents to explain and assist in the development of proposals.

Section 7 of the Statement of Community Involvement identifies specific 'tiers' of development, and recommends the range of pre-application consultation mechanisms accordingly. This document can be viewed at http://www.hillingdon.gov.uk/media/pdf/c/5/sci_nov06.pdf.

E-planning

As part of Hillingdon's commitment to provide the best possible e-enabled services, we encourage you to submit your planning applications online.

You can attach drawings and supporting documents, including a professional quality site location plan; downloading the appropriate Ordnance Survey map and calculate the fees as part of submitting your planning applications online.

One satisfied agent wrote this:

'On average the time saving alone is 1 1/4 hours per application, which when added to the consumables and average postage cost is equating to a saving for each application of £101.75'.

Some of the other benefits for submitting planning applications online are:

1. You can send your application at anytime (available 24/7).
2. You get an immediate response so you know we have received it.
3. It eliminates the need to send multiple paper plans.
4. It eliminates postage costs
5. You can also track your applications progress through the Council's website

If you have any questions or need assistance there is a dedicated team to answer any questions or talk you through the process. We are more than happy for you to submit your application form online and post the plans to us (either on paper or CD). There are some instructions attached for how to submit a planning application at London Borough of Hillingdon.



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Other Supporting Information

The application will require a Design and Access Statement (DAS). The checklist on the Council's website indicates what the Council seeks when assessing the Design and Access Statement. The application will not be registered if the DAS is found to be deficient.

Signage

It should be noted that any new signs proposed as a result of the works would require separate Advertisement Consent.

Conclusion

Clearly the scheme is indicative only and subject to change. Key issues include the in principle objection to the loss of the dwelling at 177 Station Road, as well as the appearance of the proposal. Other Issues may arise as further details are produced and feed back from neighbour notification occurs.

Should you wish to meet with the relevant planning policy, urban design/heritage/ planning and housing officers to discuss this advice note then please contact Mr Matthew Duigan (details below) who will arrange the meeting.

The comments made in this letter represent officer opinion and cannot be seen to prejudice the Local Planning Authority's formal determination of this or any other planning application.

Yours Sincerely

Matthew Duigan
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