

DONCASTER METROPOLITAN BOROUGH COUNCIL

PLANNING COMMITTEE - 28th May 2019

Application	5
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Application Number:	18/03081/FUL	Application Expiry Date:	5th March 2019
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Application Type:	Full Application
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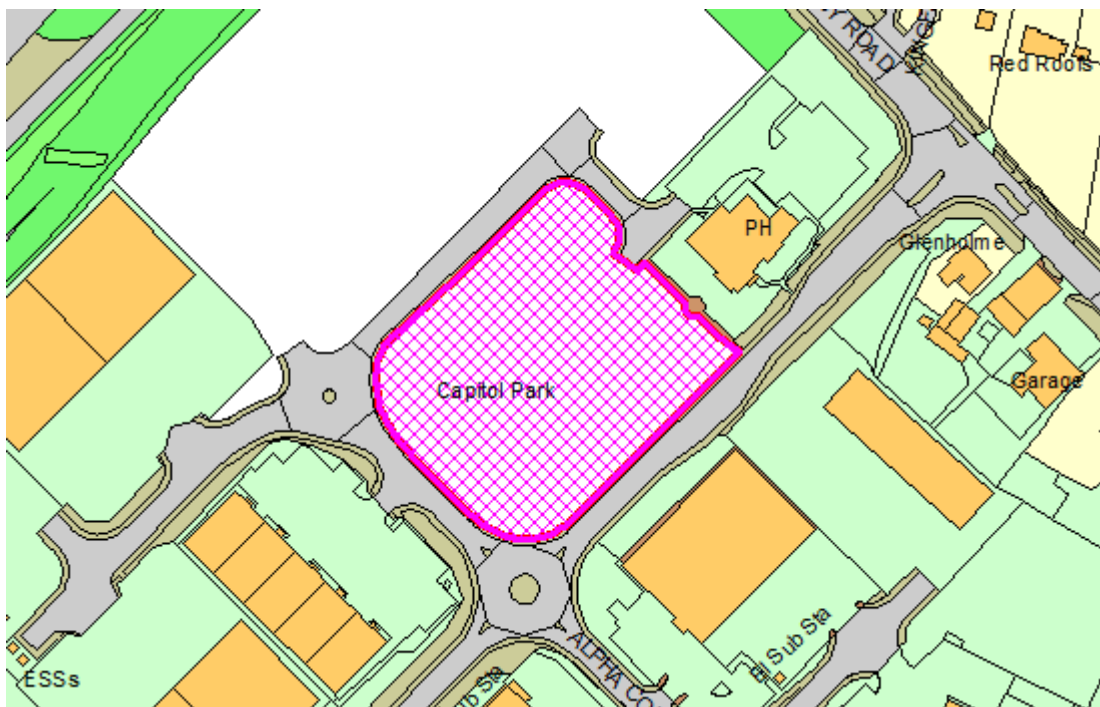
Proposal Description:	Erection of 2 single storey buildings for mixed A3/A5 use class (restaurant and hot food takeaway). Incorporating drive-thru lanes, car and cycle parking, plant, refuse storage and landscaping along with both freestanding and elevational illuminated and non-illuminated signage.
At:	Capitol Park Omega Boulevard Thorne Doncaster

For:	Mr Arjun Patel - QFM Group
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Third Party Reps:	6	Parish:	Thorne Town Council
		Ward:	Thorne And Moorends

Author of Report	Gareth Stent
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MAIN RECOMMENDATION:	GRANT
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1.0 Reason for Report

1.1 This application is being reported to Planning Committee due to the significant local interest raised by the application.

2.0 Proposal and Background

2.1 The submitted application seeks the erection of 2 single storey buildings for mixed A3/A5 use class (restaurant and hot food takeaway). Incorporating drive-thru lanes, car and cycle parking, plant, refuse storage and landscaping along with both freestanding and elevational illuminated and non-illuminated signage. The signage is submitted under a separate application ref 18/03082/ADV. The end users are shown as KFC and Taco Bell.

2.2 The application follows a similar reserved matters approval 14/02847/REMM, which was for details of access, appearance, landscaping, layout and scale for 2 fast food units. This was on a slightly larger site and included the land to the south earmarked for 'future development' and had a different layout. Outline planning permission for the wider site was originally granted for a mixed use scheme under reference 10/03149/OUTM. The ability for reserved matters has expired hence the standalone full application.

2.3 The site itself is located to the western edge of the settlement of Thorne, within an existing business park known as Capitol Park. The M18 motorway bounds the wider site to the west, with Selby Road to the north, Omega Boulevard to the east and a factory premises operated by Omega to the south west. Junction 6 of the M18 is adjacent to the northern corner of the site, set at a higher level than the site.

2.4 Further to the west of the site beyond the motorway lies open countryside. To the east and south of the site are employment uses comprising the remainder of the business park, whilst further to the east is the more built up residential areas and Thorne town centre.

2.5 The application site is irregular shaped, roughly rectangular area of vacant land, approximately 0.82 hectares in size. The retail park is now known as Quora Retail Park. Both the application site and the surrounding land was previously used for the uncovered storage/parking of vehicles, and formed part of Capitol Park Industrial Estate. Quora Retail Park currently comprises a public house (the Kings Chamber) and associated hotel immediately to the north-east of the site, a McDonalds restaurant and hot food takeaway (incorporating a 'drive-thru' lane), and two large retail units (Aldi and B&M), along with plentiful external car parking serving the various units.

3.0 Relevant Planning History

3.1 The most pertinent history is the 2010 outline permission for the wider commercial use of the site and the 2014 reserved matters for 2 A3/A5 restaurants as detailed below:

3.2 10/03149/OUTM - Outline application for mixed use development comprising employment (use classes B1, B2 or B8), hotel (use class C1), public house (use class A4), restaurant and take away (use class A3 or A5), retail (use class A1) including petrol filling station, crèche, education and training (use class D1), access infrastructure, parking and hard and soft landscaping - GRANTED 16.12.11.

3.3 12/03148/REM - Details of access for mixed use development comprising employment (use classes B1, B2 or B8), hotel (use class C1), public house (use class A4), restaurant and take away (use class A3 or A5), retail (use class A1) including petrol filling station, crèche, education and training (use class D1), access infrastructure, parking and hard and soft landscaping (being matters reserved in outline previously granted permission under application No 10/03149/OUTM granted on 16.12.2011) - GRANTED 10.06.13

3.4 12/03160/REMM - Details of access, appearance, landscaping, layout and scale for the erection of a supermarket and associated car parking, recycling & petrol filling station on approx 2.2ha of land (being matters reserved in outline application previously granted under permission 10/03149/OUTM on 16.12.2011) - GRANTED 03.04.13

3.5 Various planning permissions have been granted over the last 25 years, including an outline scheme in 1991 (91/ 0173/P) for a mixed use development incorporating residential, B1, B2 and B8 uses, a hotel and associated leisure uses and a petrol filling station. A reserved matters application under this approval was approved in 1994 (94/2696/P) for part of the site, giving permission for employment use.

3.6 A further outline permission was granted in 1996 (96/2785/P), again for hotel and associated leisure uses, petrol station and B1, B2 and B8 uses. Subsequent reserved matters applications in 1997 and 1998 were also approved under this permission for various employment uses, however the hotel and associated leisure uses never came forward.

3.7 13/01853/REM - Details of Access and Layout of design for the formation of an access road (being matters reserved in outline application consisting of mixed use development comprising employment (use classes B1, B2 or B8), hotel (use class C1), public house (use class A4), restaurant and take away (use class A3 or A5), retail (use class A1) including petrol filling station, crèche, education and training (use class D1), access infrastructure, parking and hard and soft landscaping previously granted permission under 10/03149/OUTM on 16.12.2011). Application granted.

3.8 14/02847/REMM - Details of Access, Appearance, Landscaping, Layout and Scale of Design for 2 fast food units and 1 commercial unit (A1/A3/A5) (Being matters reserved in application granted under ref: 10/03149/OUTM on 16.12.2011) (McDonalds and KFC) Granted 12.10.15

4.0 Representations

4.1 This application has been advertised in accordance with the Development Management Procedure Order. This was via x3 site notices posted (17.1.19) and direct neighbour notification of the surrounding residents and business premises. The application received 4 representations in opposition. These were mainly from residents opposite the entrance to the retail park.

4.2 The concerns are summarised as follows:

- More lorries, more noise, more pollution, more teenagers causing a nuisance to local residents.
- An air quality assessment is required. The area already has poor quality air due to standing traffic. This is flagged up on Friends of the Earth map as of concern. Previous major planning applications granted here i.e. 16/00126/FULM for McDonald's, B&M, Aldi, and Marstons Hotel and Pub and Major planning application 15/03006/FULM for two new huge warehouses on Mount Pleasant Road have had no Air Quality Assessments undertaken even though it stated on both major planning application that Air Quality Assessments were necessary due to the size and nature of the developments.
- The smell of cooking fat from McDonalds Drive Thru/restaurant is prevalent and unpleasant and the take away food litter from it on surrounding roads which is dispensed regularly from cars is unacceptable, unsightly and costly to remove. No more takeaway food outlets should be allowed here.
- By developing further in this area it is taking away what little businesses are left in Thorne town centre, the general public are travelling to Aldi, B&M and McDonalds but have little or no reason to visit the town centre which is becoming more and more uninviting as a shopping centre by the day, the dismal appearance and the amount of empty shops along the high Street is not good for trade, carry on developing on the outskirts of the town will eventually shut down the rest of the businesses in the town centre which is very alarming for the owners, members of the community losing out to large lucrative companies which is unfair.

4.3 Two letters of support were received.

- Great to add these fantastic choices to the ever-improving area that is Thorne. Attracting people off the motorway, bringing money into the local economy and providing great local jobs.
- These buildings will create more job opportunities to the local area as well as bring further local economic value.

5.0 Town Council

5.1 Thorne Moorends Town Council - supports this development and welcomes commercial investment into Thorne Moorends that this development would bring.

6.0 Relevant Consultations

6.1 Trees / Hedgerows – No tree loss but raised initial concerns over the lack of a suitable landscape scheme. This was resolved following the submission of a full landscape plan.

6.2 Environment Agency – No objection subject to floor levels and other flood mitigation conditions being imposed.

6.3 DM Highways – Initial objection due to the site specific layout with regards to visibility, pedestrian manoeuvrability etc. This was overcome by the submission of amended plans.

6.4 Ecology – No objections.

6.5 Transportation: No objection subject to conditions.

6.6 Pollution Control – No objection. Officers are satisfied that the site has been fully risk assessed previously and the only risk to human health and the environment determined through earlier site investigation is that of ground gas. This is to be conditioned.

6.7 Air Quality: No objections following the submission of version 3 of an Air Quality Assessment.

6.8 Environmental Health: No objections or concerns over operational noise, however sought to control building works and controlling cooking smells by condition. The applicant provided details of the extraction system (Air flow Mechanical Ventilation & Environmental Control Equipment) which the Environmental Health officer considered satisfactory. A condition is proposed to ensure the development accords with these details.

6.9 Drainage: No objections subject to conditions.

7.0 Relevant Policy and Strategic Context

Site Allocation

The site is allocated as Strategic Employment Policy Area as defined by the Doncaster Unitary Development Plan 1998.

Relevant, Local, National Policies

The following policies are applicable:

EMP1 - Strategic Employment Site

National Planning Policy Framework

Principle 6 - Building a strong, competitive economy

Principle 7 - Ensuring the vitality of town centres

Principle 12 - Achieving well designed places

Principle 14 - Meeting the challenge of climate change, flooding and coastal change

Doncaster Council's Core Strategy

CS4 - Flooding and drainage

CS5 - Employment Strategy

CS14 - Design and sustainable construction

Doncaster Local Plan

The emerging Doncaster Local Plan will replace the UDP and Core Strategy once adopted. The Council is aiming to adopt the Local Plan by summer 2020. Consultation on the draft policies and proposed sites took place during September and October of last year and the Local Plan is due to be published in early summer 2019. Given the relatively early stage of preparation of the emerging Local Plan, the document carries very limited weight at this stage.

Policy 5: Employment Policy Areas (Strategic Policy)

Policy 14: Promoting sustainable transport within new developments

Policy 20: Access, design and layout of public rights of way

Policy 23: Locating Town Centre Uses (Strategic Policy)

Policy 24: Development within Town, District and Local Centres (Strategic Policy)

Policy 25: Food and Drink uses

Policy 34: Landscape (Strategic Policy)

Policy 43: Good Urban Design

Policy 49: Landscaping of New Developments

Policy 50: Advertisements and signage.

Policy 55: Pollution

8.0 Planning Issues and Discussion

8.1 The main issues are to consider the principle of the proposed development, its impact on the local highway network and manoeuvrability within the site, flooding, drainage, ecology, air quality, pollution, the impact on nearby dwellings and finally design and landscaping considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that a determination made under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise.

Principle

8.2 Outline planning permission was originally granted on the site in 2011 (10/03149/OUTM) for a mixed use development, which included the provision A3-A5 restaurants. A series of detailed and reserved matters submissions followed for the internal road layout, a supermarket, a public house and employment buildings on the wider site. This site is the last vacant site on the development and will finish off the scheme.

8.3 The 2014 reserved matters permission was for a slightly enlarged site and granted consent for KFC and McDonalds (See appendix 2). This was never implemented as McDonalds chose to locate on a different part of the park alongside the A614 and is now built and operational. The historical permissions have therefore previously established the principle of the A3-A5 uses on the site and there have been no material considerations why the Local Planning Authority would depart from approving such uses again. This therefore negates concern raised by local residents over the principal of the use.

8.4 Other matters were raised in the representations over the proposal impact on Thorne's town centre, however both these proposed uses are currently not within the centre and therefore unlikely to have any negative impact upon it. Instead it will lessen the needs for Thorne's residents to travel to similar facilities in the borough to access these restaurants. In terms of the other positives the proposal will provide 35 full time and 65 part time jobs and increase the attractiveness and investment of the whole area.

Highways and Transportation

8.5 The site has its main access off the estate road close to the rear of the public house. The site has three pedestrian accesses to the west frontage off the main access road and further pedestrian link off Omega Boulevard. The highway officer raised several concerns with the original scheme concerning manoeuvrability within the site and the layout. This required the submission of amended plans to overcome these concerns. The site is particularly tight as with many units of this nature, however represents no harm to the safety on the public highway. The proposal will naturally encourage more vehicle to use the site, however the road has capacity for this to occur and this is the last of the vacant sites on the estate and permission has been previously granted.

8.6 No objections are raised by the transportation team as the quantum of development hasn't increased over previous permissions. The transportation officer initially requested full travel plans to be submitted as per the original outline application, however given this is a standalone full application, with a limited floor area and reduced staff numbers, the highway officer confirmed no travel plan will be required. Cycle stands were added to the proposal through amendments.

Flooding & Drainage:

8.7 The site and its immediate surroundings also fall within Flood Zone 3, due to the proximity of the River Don to the west and the Stainforth and Keadby Canal to the south, but benefits from flood defences. The application was submitted with a flood risk assessment from November 2011 and no drainage details. Despite its age, the Environment Agency raised no objections given the proposal comprises site layout changes to the previously granted 10/03149/OUTM and have referred back to the conditions imposed upon the original outline consent, namely ensuring there was no lowering of the finished floor level (FFL) of 3.6m AOD for less vulnerable uses. Other conditions include the need for flood-proofing measures, evacuation plans and full drainage details to ensure compliance with section 14 of the NPPF and CS 4 of the Core Strategy.

Ecology

8.8 The site falls within the scope of the Core strategy policy CS16 covering the foraging potential for nightjar but this site could not be considered as having any potential for nightjar hence this policy would not be applicable. In respect of ecological characteristics, the site is practically all hardstanding/concrete with low bunding around the sides. There are no reptile records for the site and although there could be some suitability for this faunal group the site is too small and surrounded by roads making it sub optimal as there is no connectivity with the wider more suitable habitats. No objections on ecological grounds and no conditions necessary.

Air Quality

8.9 The issue of air quality was raised in several of the objection letters by a number of residents who live opposite the site due to the increasing amounts of traffic which que at the signalised junction. The pollution control team also requested an assessment due to the scale and nature of the proposals.

8.10 The applicant commissioned an air quality assessment by AECOM which was later revised on two further occasions. The report concluded that the risk to the nearest sensitive receptors (dwellings opposite) would be medium in terms of dust soiling with a low risk to human health. With regard to potential impacts during the operational phase, the assessment concludes that since there is unlikely to be significant changes in air quality levels due to the operational proposed development. The air quality officer agreed that it is reasonable to conclude that the development is not likely to result in a potential exceedance of the objectives; however the development will contribute to an overall increase in emissions. This could be said of any new development. A condition is imposed covering the need for electric vehicle charging points to encourage the use of these vehicles.

Pollution Control

8.11 The application was accompanied by a Phase II Geo Environmental Assessment Report by BWB which identified the presence of landfill gas and identified appropriate mitigation measures. Pollution control officers were satisfied that the site has been fully risk assessed previously and the only risk to human health and the environment determined through earlier site investigation is that of ground gas.

8.12 Previous ground gas risk assessment identified a potential pathway for ground gas to impact the development. As such gas mitigation is required to be installed in the proposed buildings. As such, the developer will be required to submit their remediation/ground gas mitigation proposals for the proposed buildings along with a scheme for its validation. A condition is suggested to cover this which is partially already agreed but just needs the final details of the specification.

Design & Landscaping

8.13 Policy CS14 of the Core Strategy and NPPF principle 12 put a strong emphasis on design, to ensure all new developments are well designed and inclusive places. This is the final plot within the wider retail parks development it is therefore important that some of the key design touches are continued through this development. The design officer had several concerns over the original proposals and identified that such 'identikit units' are often situated in space with poor definition and active frontage to surrounding streets, dominating car parking areas and a proliferation of signage and other paraphernalia which results in an unattractive environment. One of the only redeeming aspects of such developments is if they often include a high quality landscape scheme.

8.14 The original submission showed no soft landscaping (apart from turf) and sought to remove the existing hedgerow and trees which provide a degree of greenery and are an important feature of the character of Omega Boulevard. The extent and size of the signage was also excessive and no detail was provided on the materials for the buildings.

8.15 The applicants addressed these concerns with a fully detailed landscape plan which showed heavy standard landscaping on the perimeter of the site, the retention of the hedgerow and some of the boundary trees together with maintenance details. This satisfied the trees and landscape officer.

8.16 Other amendments were picked up i.e. confirmation of the footpath links to the western site frontage, more robust bin storage detail provided and reduced scale of the signage. These changes, combined with the landscaping all helped strike a better balance between the necessity for commercial prominence and good design.

Residential Amenity

8.17 The proposed premises by their very nature have the opportunity to create noise and cooking odours which could potentially harm to local residents that live opposite the site.

8.18 Having considered this scenario, it's unlikely that noise from the facility would be noticeable over current background noise levels given the proximity of a main road and several other retail and leisure facilities on the retail park. The Marstons pub (Kings Chamber) and McDonalds sit in between this site and the residential dwellings which lie over 150m away. Residents have complained about the smells from the McDonalds, however this has no direct inference on this current scheme, which is further south west than McDonalds and therefore has more opportunity for smells to dissipate before they reach any dwellings.

8.19 Environmental Health were consulted and raised no concerns over the proposal subject to control being exercised by condition over delivery times during construction. No condition on the delivery hours of stock/food was considered necessary nor was this controlled on other permissions on the wider estate. Likewise the hours of opening were not specified on the application form, however given the distances to potential noise receptors this is not considered necessary to control.

8.20 However the type of cooking process of the proposed development (KFC unit) tends to have a high concentration of odour particles and grease content and therefore conditions were suggested to control this i.e. control over the flu type/design. The applicant submitted a mechanical ventilation report by a company called 'air flow cooling' which will be used in both buildings. This satisfied the Environmental Health and a condition is suggested to ensure that the ventilation systems are installed in accordance with the specified details.

8.21 Finally external lighting details were supplied (supplied by Litetask) which demonstrated that lighting did not spill illumination beyond the boundary of the site.

9.0 Summary and Conclusion

9.1 The principle of development has already been established through previous outline and reserved matters consents. The proposed buildings are acceptable in terms of their form, design and appearance. Amendments to the signage and landscaping have all helped improved the overall design and the submission of various technical reports have overcome the concerns raised by consultees. The proposal is not considered to cause any significant concern to highway safety, local ecology or detrimentally impact on the living conditions of nearby dwellings.

9.2 The proposal therefore accords with the development plan and there are no material considerations of sufficient weight to warrant the planning permission not being granted. On this basis the application recommended for approval.

10.0 Recommendation

10.1 GRANT planning permission subject to the following conditions:

- | | |
|-------------|---|
| 01. STAT1 | The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.
REASON
Condition required to be imposed by Section 91(as amended) of the Town and Country Planning Act 1990. |
| 02. Amended | The development hereby permitted shall be carried out in complete accordance with the details shown on the amended plans referenced and dated as follows;

Drawing no. K0B 01 Rev. B - landscape masterplan (amended)
Drawing no. P122 Rev. J - revised proposed landscape plan. (amended)
Drawing no. OBT-BWB-GEN-XX-DR-TR-100 S2 Rev. P1 - visibility assessment prepared by BWB
Drawing no. OBT-BWB-GEN-XX-DR-TR-111 S2 Rev P6 - swept path analysis prepared by BWB.
Drawing no. P121 Rev. Q - revised proposed site plan. (amended)
Drawing no. P123 - proposed skip enclosure.
Drawing no. P211 Rev. L - revised proposed elevations to KFC unit. (amended) |

Drawing no. P213 Rev. L - revised proposed elevations to Taco Bell unit. (amended)

Drawing no. P214 Rev. G - revised site plan & external elevations, including signage, for KFC unit. (amended)

Drawing no. P216 Rev. D - revised site plan & external elevations, including signage, for Taco Bell unit.

Aecom Air Quality Assessment Rev 3 dated 2.5.19
Lighting Assessment 15.2.19

Mechanical Ventilation & Environmental Control Equipment Airflow report 2.4.19

REASON

To ensure that the development is carried out in accordance with the application as approved.

03. Contamination The application site is adjacent to a landfill that is known to be producing landfill gas, or has the potential to produce landfill gas and therefore the risk of landfill gas migration shall be fully investigated prior to the commencement of development on site.

a) The site investigation, including relevant ground gas monitoring shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology and current best practice.

b) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors and a proposed remediation strategy, including a diagram of the installation and installation method statement shall be submitted in writing and approved by the LPA prior to any remediation commencing on site.

c) The approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

d) Upon completion of the works, this condition shall not be discharged until a verification report has been submitted to and approved by the LPA. The verification report shall include quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. The site shall not be brought into use until such time as all verification data has been approved by the LPA

REASON

To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to the National Planning Policy Framework.

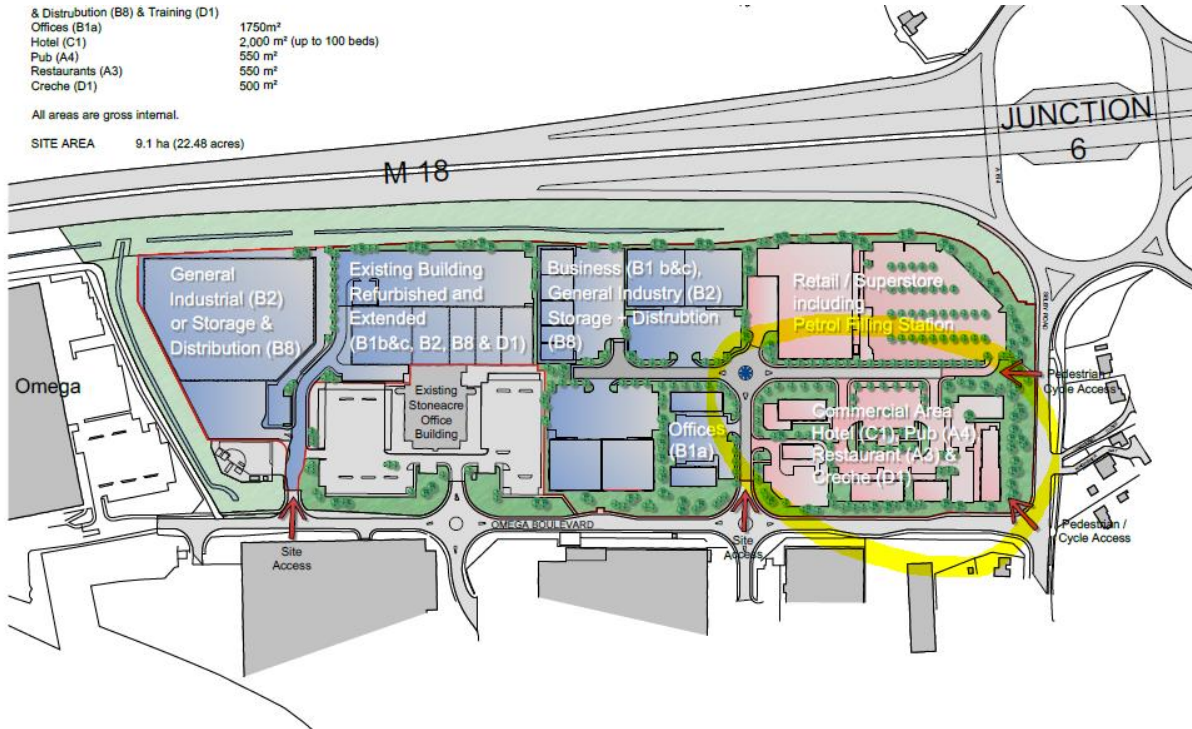
04. EV Prior to the occupation of the development hereby approved, details of electric vehicle charging provision shall be submitted to and approved in writing by the local planning authority. Installation shall comply with current guidance/advice. The first dwelling/development shall not be occupied until the approved connection has been installed and is operational and shall be retained for the lifetime of the development. The development shall be carried out in accordance with the approved details.
REASON
To contribute towards a reduction in emissions in accordance with air quality objectives and providing sustainable travel choice in accordance with policies CS9 and CS18 of the Doncaster Council Core Strategy.
05. Deliveries Deliveries to and from the site, the loading or unloading of raw materials and operational hours during the construction phase of the development shall be restricted to the hours of 07.00 and 19.00 Monday to Saturday, except as may otherwise be agreed in writing with the Local Planning Authority. No deliveries or operation hours shall take place on Sundays or Bank Holidays.
REASON
In order to preserve the living conditions of neighbouring residents.
06. Smells All extraction and ventilation equipment installed on the buildings hereby permitted shall be those detailed in the Mechanical Ventilation & Environmental Control Equipment Airflow report dated 2.4.19 unless otherwise agreed in writing. The equipment shall be installed and be in working order prior to the operation of the use and shall be retained for the lifetime of the development. The ducting shall terminate vertically and be free from an obstruction such as a plate, cowl, or cap, or any other deflection at its termination point.
REASON
In the interests of maintaining the living conditions of surrounding residents.
07. Lighting External lighting shall not spill illumination beyond the boundary of the site.
REASON
To preserve the amenity of adjacent residents.
08. DA01 The development hereby granted shall not be begun until details of the foul, surface water and land drainage systems and all related works necessary to drain the site have been submitted to and approved by the Local Planning Authority. These works shall be carried out concurrently with the development and the drainage system shall be operating to the satisfaction of the Local Planning Authority prior to the occupation of the development.
REASON
To ensure that the site is connected to suitable drainage systems and to ensure that full details thereof are approved by the Local Planning Authority before any works begin.

09. The finished floor levels of the developments hereby approved shall be set no lower than 3.6m above Ordnance Datum (AOD) with a minimum of 150mm freeboard above external pavement levels.
REASON
To reduce the impact of flooding on the proposed development.
10. No development shall take place until a scheme to incorporate flood-proofing measures into the proposed development 1 metre above finished floor levels has been submitted to, and approved in writing by, the Local Planning Authority.

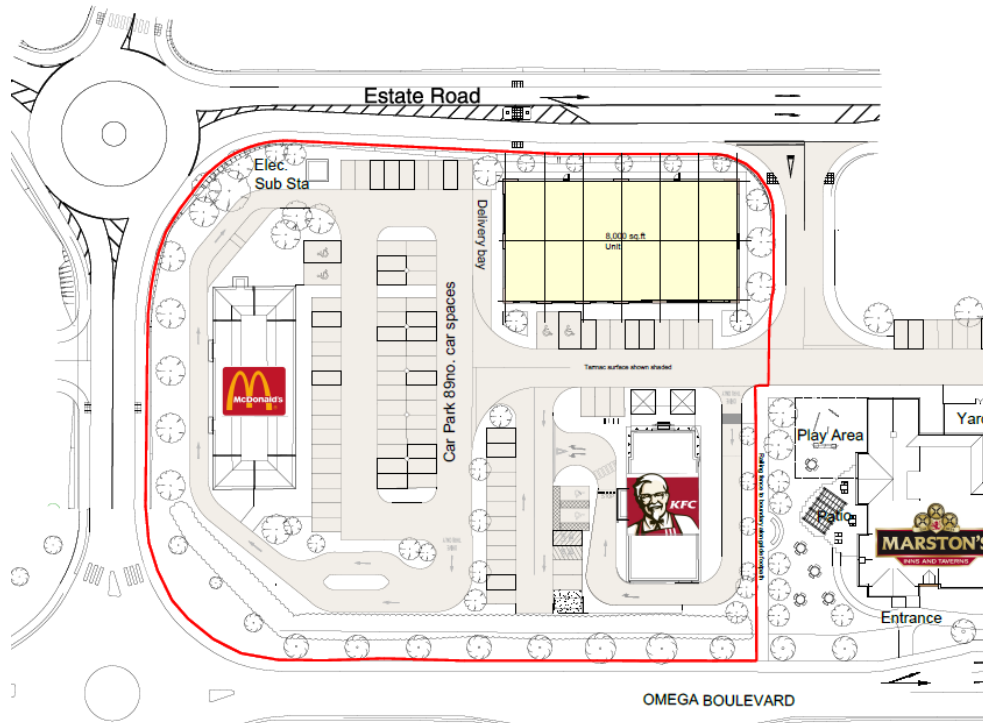
The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.
REASON
To reduce the impact of flooding on the proposed development and future occupants.
11. The development hereby permitted shall not be commenced until such time as an 'Evacuation Plan' and any necessary physical measures to provide safe access and egress in the event of a flood to the site has been submitted to, and approved in writing by, the Local Planning Authority.
The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.
REASON
To provide the site with a robust plan to evacuate people during a flood event before the on-set of significant flood depths.

Due regard has been given to Article 8 and Protocol 1 of Article 1 of the European Convention for Human Rights Act 1998 when considering objections, the determination of the application and the resulting recommendation. It is considered that the recommendation will not interfere with the applicant's and/or any objector's right to respect for his private and family life, his home and his correspondence.

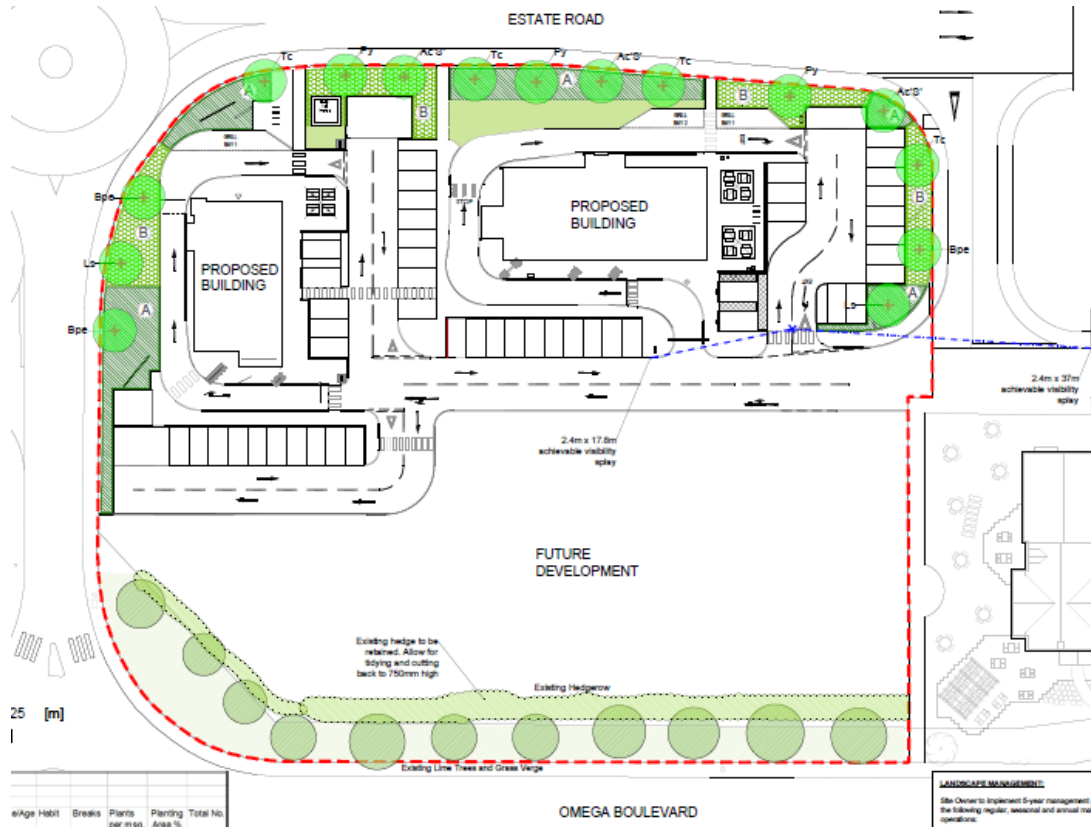
Appendix 1 – Details of the outline consent



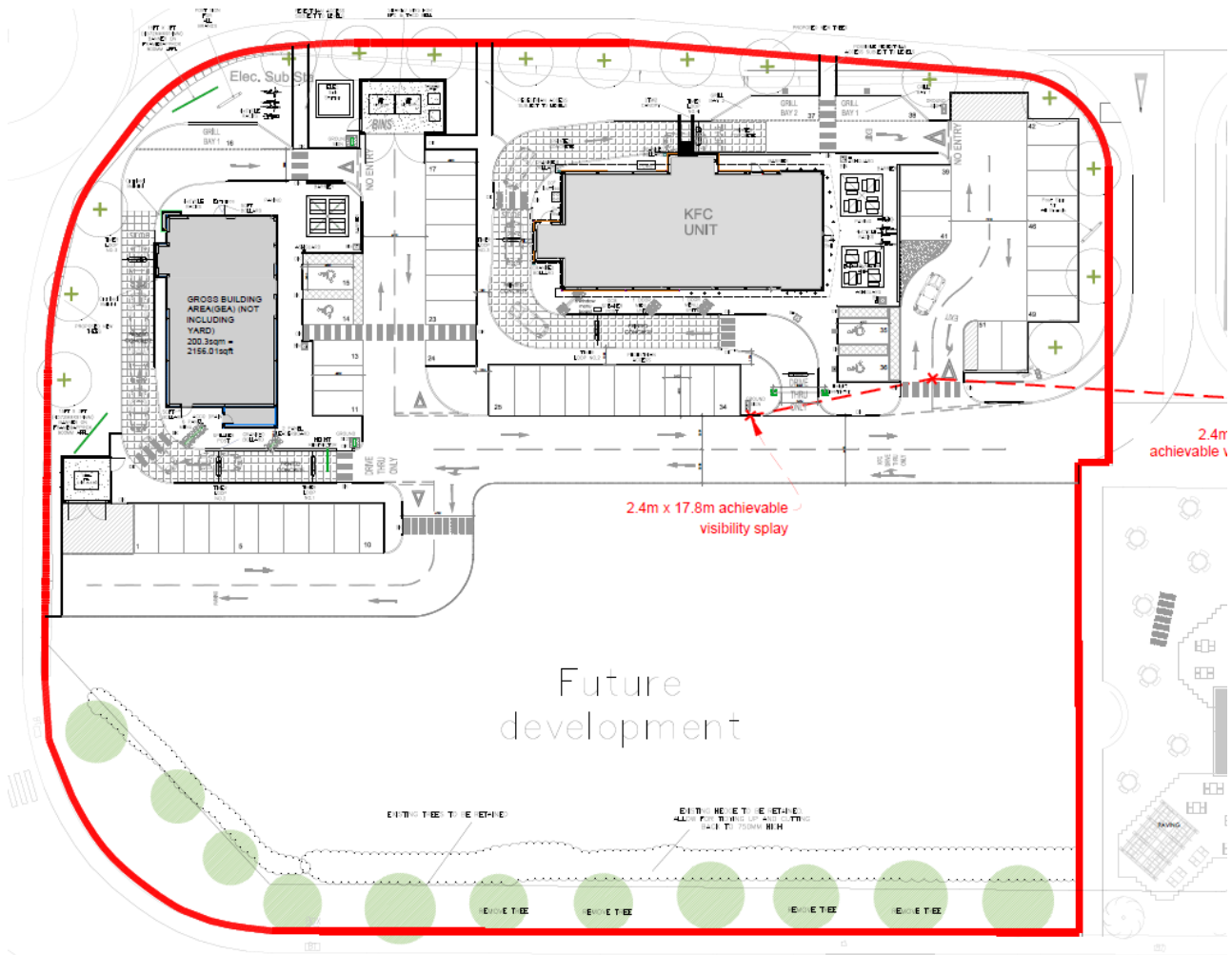
Appendix 2 Previously approved - 14/02847/REMM



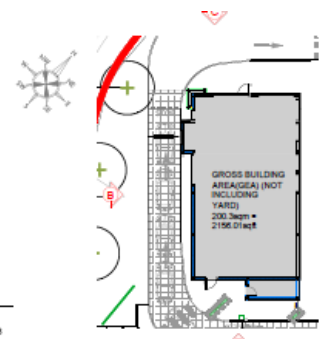
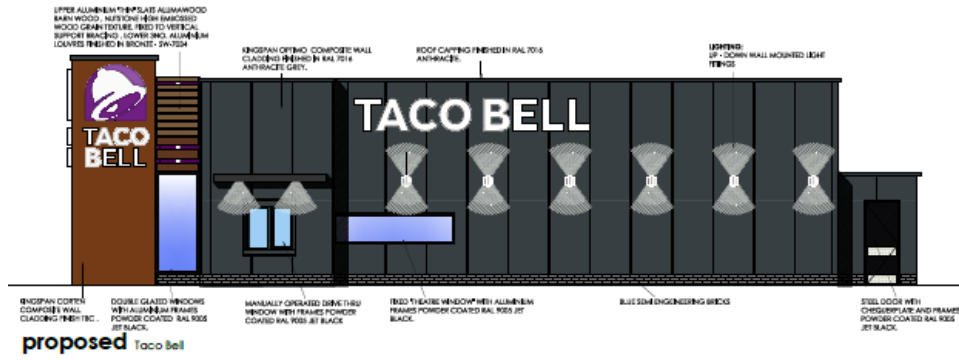
Appendix 3 Proposed Landscape Plan



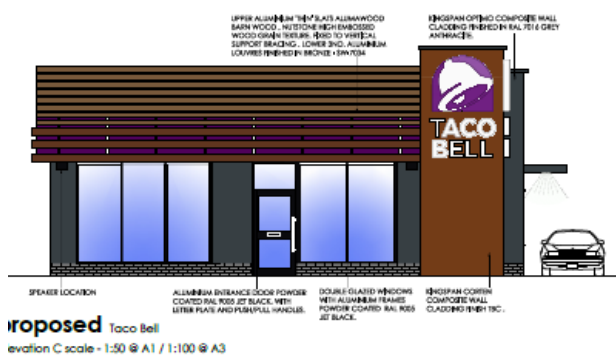
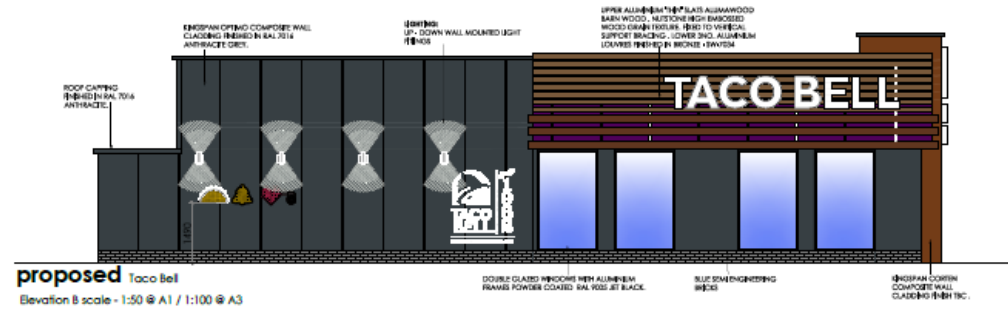
Appendix 4 Proposed Site Plan

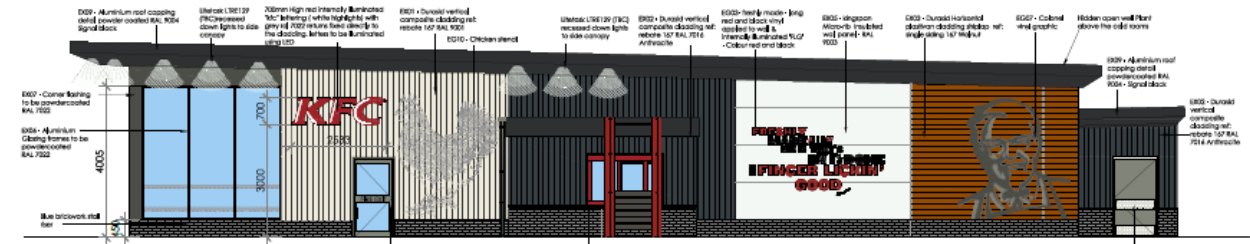


Appendix 5 Proposed Elevations

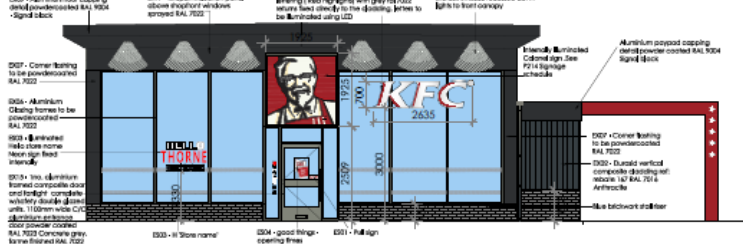


proposed KEY PLAN
NTS

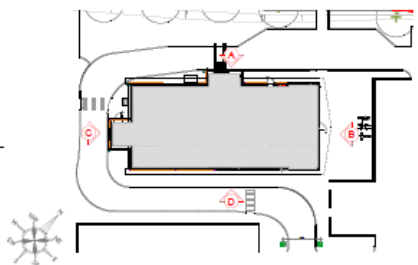




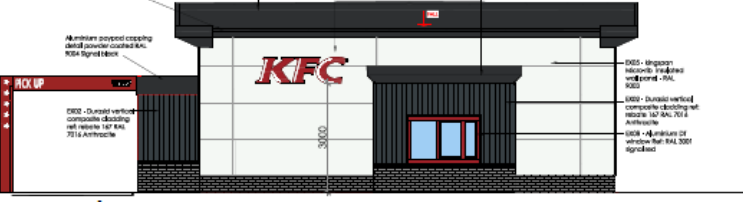
proposed KFC - Unit 2 Left view elevation A
 scale - 1:50 @ A1 / 1:100 @ A3



proposed KFC - Unit 2 Front view elevation B scale - 1:50 @ A1 / 1:100 @ A3



proposed Key Plan - NTS



proposed KFC - Unit 2 Rear view elevation C scale - 1:50 @ A1 / 1:100 @ A3



proposed KFC - Unit 2 Right view elevation D scale - 1:50 @ A1 / 1:100 @ A3

PLANNING