

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date:

Application Number	S/1871/15/FL	Agenda Item	
Date Received	23 rd July 2015	Officer	Ed Durrant
Target Date	22 nd October 2015		
Parishes/Wards	Fen Ditton		
Site	699 Newmarket Road, Cambridge		
Proposal	Erection of new car showroom and car valeting building along with associated infrastructure following the demolition of the existing Jaguar and Used Car Centre showrooms and other buildings.		
Applicant	Marshall of Cambridge (Garage Properties)		
Recommendation	Approval		
Application Type	Major	Departure:	No

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0.0 INTRODUCTION

- 0.1 This full application has been submitted as a stand-alone application and although within the site area of the proposed residential development known as Wing it does not form part of the proposals that were submitted in 2013. The application has been considered alongside the Wing proposals and the proposals would not prejudice the objectives of Wing or a wider Cambridge East development, should the airport relocate.
- 0.2 The application is being reported to the Joint Development Control Committee for determination as it falls within the Cambridge East Area Action Plan development area and is a major development. Under the

Terms of Reference / Scheme of Delegation it exceeds the development threshold that can be determined under delegated powers.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site presently accommodates the existing Jaguar showroom and Used Car Centre and their associated hardstanding sales areas to the east of the Land Rover showroom, which does not form part of the application site. The site edged red doglegs round the north of the Land Rover showroom where there is a large, ancillary building and storage shed that are to be demolished along with the Jaguar showroom and Used Car Centre building. To the north of the site there is the Marshall North Works site that accommodates a range of large industrial buildings.
- 1.2 To the south the site abuts the landscaped verge that runs alongside Newmarket Road. The site edged red includes the access road along the frontage of the site that uses existing accesses onto Newmarket Road to the east and west of the main site. Although there is some soft landscaping within the site the boundaries are not defined by any natural features. There are several mature and semi-mature trees along the Newmarket Road frontage that are spaced out, which allows clear views into the site.
- 1.3 To the south of Newmarket Road is Cambridge Airport, which has a number of large hangars and commercial buildings along its Newmarket Road frontage. The nearest residential properties are those within the Fisons Estate, which have rear gardens abutting the service road to the west of the site.
- 1.4 The site, which has a site area of 1.13ha, is located solely within the parish of Fen Ditton, within South Cambridge District but lies in close proximity to the City Council boundary. The site falls within the Cambridge East Area Action Plan 2008 (CEAAP) area is identified to accommodate car showrooms in the proposals for the Wing development.

2.0 THE PROPOSAL

- 2.1 The planning application seeks approval for the erection of a new showroom combining both Jaguar and Land Rover, with a new valeting bay, following the demolition of the existing buildings. The proposals include associated landscaping, staff and customer parking and areas of hard standing for the display of vehicles. The existing vehicular accesses from Newmarket Road would be retained to serve the new showroom and valeting bay.
- 2.2 The two storey showroom building sits centrally within the site with staff and customer vehicular parking to the west and cycle parking to the rear. The areas to the east and south of the building would be for the display of vehicles. The single storey valeting building would be located to the northwest of the site within a secure compound area.

2.3 The application is accompanied by the following documents:

1. Planning and Heritage Statement
2. Unexpected Contamination Statement
3. Design and Access Statement
4. Drainage Statement
5. Transport Statement
6. Lighting Statement
7. Construction Environment Management Plan
8. Sustainability Statement
9. Tree Survey Plan
10. Contamination Report
11. Flood Risk Assessment
12. Landscape Management Plan
13. Travel Plan
14. Archaeological Evaluation

2.4 Since the original application was submitted an amendment has been received to provide details of additional cycle parking, an amended scheme of landscaping, additional information on the energy performance of the building and a response to the County Council's comments on the traffic impact.

3.0 RELEVANT SITE HISTORY

3.1 **S/2682/13/OL** – Outline application for up to 1,300 dwellings and associated facilities and infrastructure (Wing) – Yet to be determined.

4.0 PUBLICITY

4.1 Advertisement:	Yes
Adjoining Owners (all Marshall Motor Group):	No
Site Notices Displayed:	Yes

5.0 POLICY

National Planning Policy Framework (2012) and National Planning Practice Guidance (2014)

5.1 The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and immediately became a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the Development Plan and local decision making.

5.2 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched a national planning practice guidance web-based

resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning practice guidance documents cancelled when this site was launched.

5.3 **Cambridge East Area Action Plan (February 2008)**

CE/11 Alternative Modes and Parking

CE/14 Landscaping within Cambridge East

CE/16 Biodiversity

CE/22 Land Drainage, Water Conservation, Foul Drainage and Sewage Disposal

CE/24 Energy

5.4 **Development Control Policies DPD (July 2007)**

DP/1 Sustainable Development

DP/2 Design of New Development

DP/3 Development Criteria

ET/5 Development for the Expansion of Firms

NE/1 Energy Efficiency

NE/3 Renewable Energy Technologies in New Development

NE/6 Biodiversity

NE/9 Water and Drainage Infrastructure

NE/14 Lighting Proposals

TR/1 Planning for More Sustainable Travel

TR/2 Car and Cycle Parking Standards

TR/3 Mitigating Travel Impact

6.0 **EXTERNAL AND INTERNAL CONSULTATIONS**

6.1 **External Consultations**

Cambridge City Council has no objection.

Cambridgeshire Constabulary (Architectural Liaison Officer) has no objection.

Cambridgeshire County Council (Archaeology) has requested that a condition be attached to the consent requiring a programme of archaeological investigation.

Cambridgeshire County Council (Highways Development Control) has requested a condition requiring a traffic management plan.

Cambridgeshire County Council (Transport Assessment Team) objects to the application and has requested that the trip differences be quantified for officers to establish whether there is a net increase in trips. Officers have also requested that the Council ensure that the existing Land Rover building not be brought back into use and that a revised Travel Plan be submitted with a monitoring fee of £750 per annum.

Cambridgeshire County Council (Lead Local Flood Authority) originally objected to the application but following the submission of further information has requested that conditions be attached to any consent.

Environment Agency (EA) has no objection subject to several conditions being attached to any consent.

6.2 Internal Consultees

The Council's **Ecologist** has no comments to make.

The Council's **Trees and Landscape Officer** originally requested changes to the scheme of landscaping relating to the proposed species to be planted. Following the amendments has no objection.

The Council's **Drainage Consultant** supports the surface water drainage strategy and has recommended that permeable paving be utilised for the car parking areas.

The Council's **Sustainability Consultants** originally requested additional information on the energy modelling data. Following the amendments has no objection.

The Council's **Urban Design Officer** has no objection and recognises that the simplistic use of materials and detailing is all part of the corporate branding.

The Council's **Contaminated Land Consultant** believes that the risks to human health are manageable and after seeing the requested Environment Agency conditions, which have been amended to address contaminated land issues, has no objection.

7.0 PARISH COUNCIL COMMENTS AND NEIGHBOUR REPRESENTATIONS

7.1 **Fen Ditton Parish Council** recommends that the application be approved.

7.2 No third party representations have been received.

8.0 ASSESSMENT

8.1 From the consultation responses and representations received and from inspection of the site and the surroundings, the assessment has been structured under the following headings:

- Principle of Development
- Layout and Design
- Elevations and Materials
- Landscape and Visual Impact
- Drainage

- Ecology
- Transport Matters
- Parking
- Sustainability

Principle of Development

- 8.2 The application is a full planning application which falls within the CEAAP development area. This application has been considered within the context of the Development Plan, which is the legal starting point for the determination of planning applications. For this application the Development Plan consists of the CEAAP, SCDC Core Strategy DPD and SCDC Development Control Policies DPD. The National Planning Policy Framework is a material consideration in the determination of this application. The proposal is considered to be in accordance with the development plan.
- 8.3 The case for the retention of the car showrooms was established in the wording of CEAAP Policy CE/3 (The Site for Cambridge East).
- 8.4 The redevelopment of the site would be compatible with the proposed Wing masterplan and would not impact upon the delivery of housing. The proposals for Wing involve the retention and consolidation of the existing car showrooms into the southwest corner of the site and an indicative plan has been submitted to show how such a layout could work.

Layout and Design

- 8.5 The design of the showroom building and areas surrounding it are influenced by the corporate branding of Jaguar Land Rover with a half glazed front and side elevations to display the vehicles inside. The rear of the building has more functional openings as it contains the preparation area.
- 8.6 The layout of the site follows the general theme of the car showrooms along the Newmarket Road frontage with the buildings being set back behind display vehicles. The valet building represents the back of house services required for the functioning of the site and its low level design and location to the rear of the site are both appropriate.

Elevations and Materials

- 8.7 Officers recognise that any suggestions to alter the design of the building or use of materials would not have been supported due to the need for the showroom to be in keeping with the global branding. Notwithstanding this the building would be in keeping with the context of the site and the use of good quality materials is supported. Details of the materials have been included on the plans so these will not need to be secured by way of a pre-commencement condition.

Landscape and Visual Impact

- 8.8 The proposed soft landscaping is very minimal so as not to distract from the vehicles on display. The added complication of the proximity of the site to the airport means that low planting and shrubs are preferred over larger trees that might attract birds. As a result of the comments from the Council's Trees and Landscape Officer the species to be planted on the perimeter parking areas have been amended.
- 8.9 Given its location on the edge of Cambridge the intention is for the new showroom to be visual presence in the street scene, rather than being hidden behind perimeter landscaping. This part of Newmarket Road is already heavily developed and Wing would have a further urbanising effect on the land to the east and north of the site. Therefore the approach to the design of the buildings and the landscaping for the site are considered appropriate.
- 8.10 Although a lighting strategy has been submitted no details of the location of lighting columns has been provided. Therefore this additional information will be required by way of a condition.

Drainage

- 8.11 Comments on the surface water drainage proposals have been received from both the County Council and the Environment Agency (EA) and the agent questioned whether the conditions that were requested by both bodies were required. The situation has been clarified and after further discussion with the County Council and the EA all the requested conditions are considered necessary to mitigate the impact of the development on both flood risk and the quality of groundwater.

Ecology

- 8.12 The Council's Ecologist recognises that on this particular site requesting bird or bat boxes would only be likely to result future calls for them to be removed due to droppings on the display vehicles. The proximity of the airport also adds complications for any measure that would attract birds or bugs, which could impact upon the safe operation of the airport. Therefore it is accepted that other than the soft landscaping that would attract some wildlife no further measures would be appropriate to enhance the biodiversity of the site.

Transport Matters

- 8.13 A Transport Statement has been submitted with the application and it identifies that as the new showroom is an amalgamation of two existing showrooms and concludes that the impact of additional vehicles movements from staff and customers would be limited. The County Council does not agree with this view and has requested that further information be provided as well as requesting that a condition be used to prevent the vacated Land Rover building from being brought back into use.

- 8.14 The applicant does not support this approach and planning officers do not consider that it would be reasonable to attach such a condition. Officers recognize that the new showroom would result in the loss of the Jaguar showroom and the Used Car Centre but not the Land Rover showroom. An application has recently been approved for a temporary consent to relocate the Used Cars Centre to the land between the crescent of car showrooms and the Peugeot garage on Newmarket Road relocate for a period of five years. If the new showroom was constructed and operational, and the Land Rover building was re-let within this five year period then there is the chance that the levels of vehicular movements may increase. However, given the works needed to move the existing dealerships and demolish the showrooms before the new showroom could be built and occupied the risk of an increase of vehicular movements on the highway network would be limited.
- 8.15 It would not be reasonable to secure money towards monitoring of the Travel Plan as a condition, which will be attached to the consent requiring the submission of a more detailed Travel Plan, could secure suitable monitoring arrangements.

Parking

- 8.16 Customer vehicular parking to serve the site would be located to the west of the showroom and following the amendment the area for covered staff/customer cycle parking has been reconfigured and enlarged. It is accepted that there is sufficient space within the site, and on the wider Motor Group site, for staff and customer parking not to be an issue.

Sustainability

- 8.17 The application proposes an array of photo voltaic panels on the shallow, pitched roof of the showroom building. Given the design of the building with a low parapet wall views of the panels would be largely obscured without having a significant impact upon their efficiency.
- 8.18 Initially the Council's sustainability consultant objected to the application due to the limited information on the performance of the buildings and the impact of the renewables technologies proposed. Following the amendments this objection has been removed. The sustainable measure proposed would meet the policy requirements in terms of CO2 savings and energy generation and are therefore considered appropriate.

9.0 CONCLUSION

- 9.1 The planning application seeks approval for the erection of a new showroom following the demolition of the existing buildings on the site. The proposed development will in no way prejudice or delay the development of Wing or any wider Cambridge East development. The proposal complies with the adopted Development Plan and is therefore recommended for approval.

10.0 RECOMMENDATION

APPROVE S/1871/15/FL subject to the following conditions and informatives:

- 1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.**
REASON: To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.

- 2. The development, hereby permitted, shall be carried out in accordance with the following approved plans and documents:**
4670_001_D (Masterplan);
4670_002_D (Detailed Planting Plan);
5 Year Maintenance & Management Plan reference 4670_JLR_MMP dated July 2015;
3077-029 (Existing site plan demolitions)
3077-030 J (Proposed site plan);
3077-031 B (Proposed site construction plan)
3077-035 E (Proposed ground floor plan);
3077-036 F (Proposed first floor plan);
3077-040 B (Proposed north and south elevations);
3077-041 B (Proposed east and west elevations);
3077-045 (Sections AA and BB Proposed);
3077-050 C (Proposed Valet Bay Ground Floor and Roof Plan);
3077-060 C (Proposed Valet Bay Elevations);
B15-209-M03 (Mechanical Services Installation Roof Level);
Cycle Parking Document received on 28th August 2015;
Details of Falco Rail Cycle Canopy received on 28th August 2015;
Sustainability/Renewable Energy Statement Revision 'A' dated 23rd July 2015;
BRUKL Output Document – Jaguar Land Rover Cambridge (as designed) dated 17th August 2015;
SBEM Main Calculation Document - Jaguar Land Rover Cambridge dated 17th August 2015;
External Lighting Design Strategy dated June 2015;
Construction Environmental Management Plan dated June 2015;
A Specification for Archaeological Evaluation at Newmarket Road, Marshalls Jaguar Landrover New Showroom, Cambridge TL4860 5925;
Phase I Desk Study and Phase II Geo-environmental Interpretive Report dated April 2015;
Unexpected Contamination Method Statement dated April 2105;
Marshall Jaguar Land Rover, Newmarket Road, Cambridge:
Transport Statement dated July 2015;
38502-001 Drainage Strategy dated July 2015; and
38502-001 Flood Risk Assessment dated July 2015
REASON: To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

- 3. No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in The National Planning Policy Framework and associated Guidance, and the results of the assessment provided to the local planning authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + 30% an allowance for climate change.**

The submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and**
- ii. Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.**
- iii. The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.**

REASON: To ensure that surface water from the development does not result in flooding outside the site in accordance with Policy NE/9 of the adopted Local Development Framework 2007.

- 4. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:**

- i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)**
- ii. Contractor parking, for both phases all such parking should be within the curtilage of the site and not on street.**
- iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)**
- iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.**

REASON: In the interests of highway safety in accordance with Policy DP/6 of the adopted Local Development Framework 2007.

- 5. No development shall take place within the application site until the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.**

REASON: To ensure adequate protection of any archaeological remains within the site area, in line with National Planning Policy Framework (NPPF).

- 6. All hard and soft landscape works shall be carried out in accordance with the details contained in the approved drawings 4670_001_D, 4670_002_D and the '5 Year Maintenance & Management Plan' reference 4670_JLR_MMP dated July 2015. The works shall be carried out prior to the use of the site for the sale of used cars. If within the period of this consent any plant is removed, uprooted, destroyed or dies, another plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.**
(Reason - To ensure the development is satisfactorily assimilated into the area in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
- 7. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:**

 - 1. A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site.**
 - 2. The results of a site investigation based on (1) and a detailed risk assessment, including a revised CSM.**
 - 3. Based on the risk assessment in (2) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary.**
 - 4. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (3), which must include the satisfactory verification of any clean soil or engineered cover system used in soft landscaping and the installation of barrier water supply pipes. The long term monitoring and maintenance plan in (3) shall be updated and be implemented as approved.**

REASON To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).
- 8. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation**

strategy detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

REASON To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

- 9. Development shall not begin until a scheme for surface water disposal has been submitted to and approved in writing by the Local Planning Authority. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. The development shall be carried out in accordance with the approval details.**

REASON To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

- 10. Piling or any other foundation designs and investigation boreholes using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.**

REASON To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

- 11. Notwithstanding the Workplace Travel Plan that has been submitted the buildings, hereby permitted, shall be occupied until an amended Travel Plan for staff has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include suitable measures for the independent monitoring of the outcomes of the Travel Plan and be implemented in accordance with the approved details.**

REASON: To reduce car dependency and to promote alternative modes of travel in accordance with Policy TR/3 of the adopted Local Development Framework 2007.

- 12. Notwithstanding the details that have been submitted in the External Lighting Design Strategy no external lighting shall be provided or installed within the site other than in accordance with a scheme which shows the location of all external lighting columns has been**

submitted to and approved in writing by the Local Planning Authority.

REASON: To minimise the effects of light pollution on the surrounding area in accordance with Policy NE/14 of the adopted Local Development Framework 2007.)

Informatives

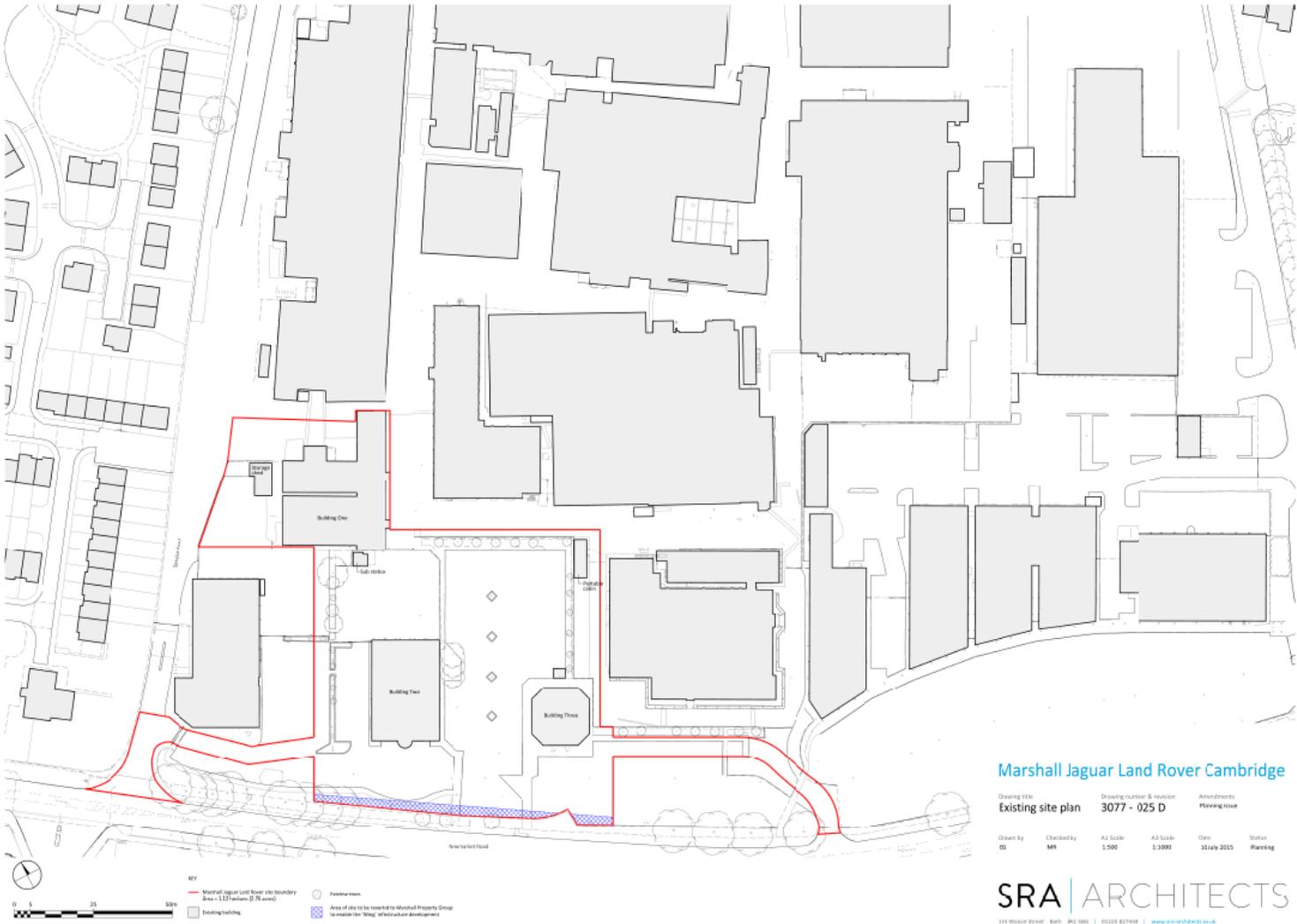
1. Should driven pile foundations be proposed, then before works commence, a statement of the method for construction of these foundations shall be submitted and agreed by the District Environmental Health Officer so that noise and vibration can be controlled.
2. During construction there shall be no bonfires or burning of waste on site except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation.

Contact details

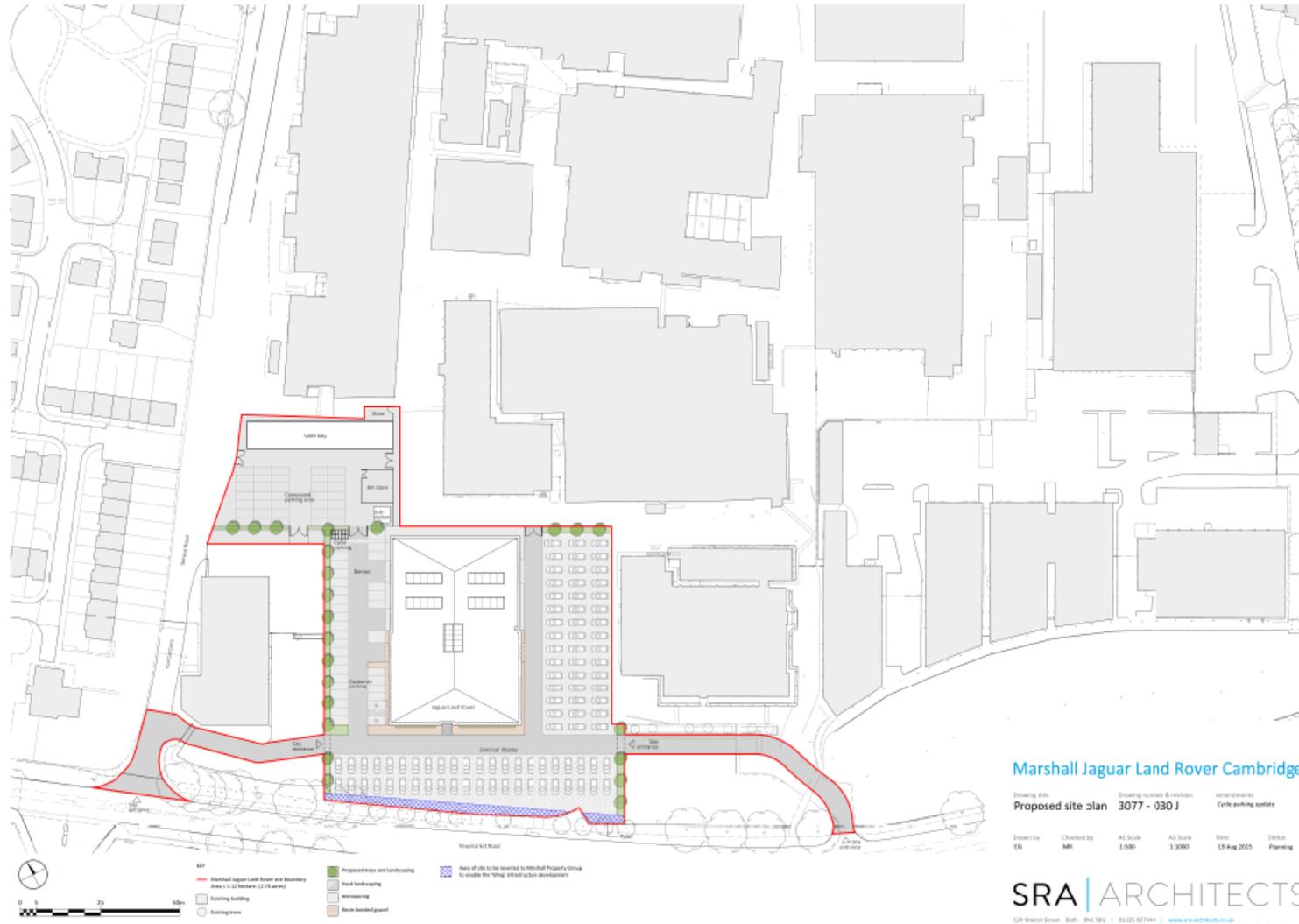
To inspect any related papers or if you have a query on the report please contact:

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APPENDIX A – Existing Site Plan



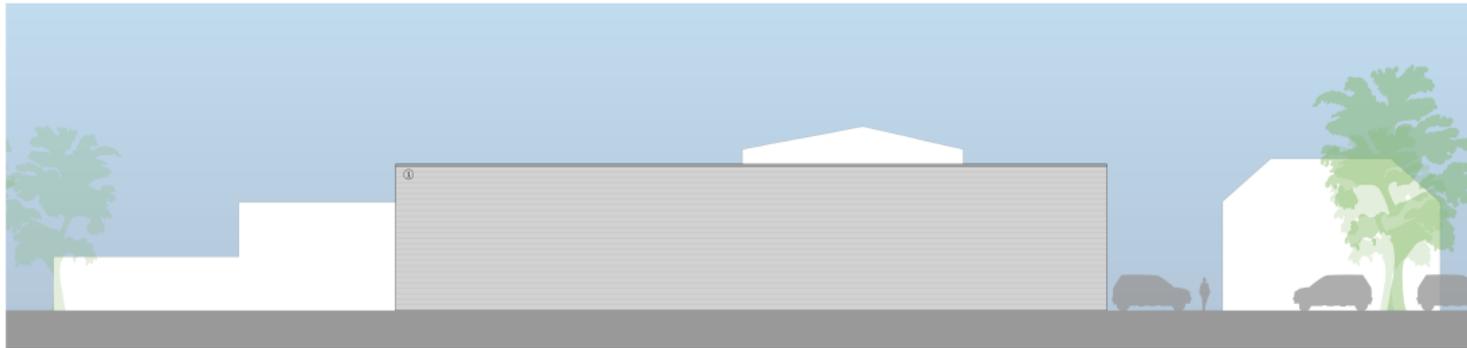
Proposed Site Plan



South and North Elevations



Proposed south elevation



Proposed north elevation

- Key
- 1. Light grey trapezoidal ceiling
 - 2. Light grey roller shutter doors
 - 3. Light grey panoramic door
 - 4. Dark grey flat ceiling
 - 5. Light grey flat ceiling
 - 6. Dark grey flat ceiling
 - 7. Horizontal aluminium cladding
 - 8. Dark grey panoramic door
 - 9. Glass entrance door
 - 10. Glass entrance door
 - 11. Glass entrance door
 - 12. Signage



Marshall Jaguar Land Rover Cambridge

Drawing title: Proposed north and south elevations
 Drawing number & revision: 3077 -040 B
 Amendments: Planning Issue

Drawn by	Checked by	A3 Scale	A3 Scale	Date	Status
ES	MR	1:300	1:300	26 June 2015	Planning

SRA ARCHITECTS

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West and East Elevations

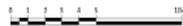


Proposed west elevation



Proposed east elevation

- Key
- 1. Light grey horizontal cladding
 - 2. Light grey roller shutter doors
 - 3. Light grey horizontal cladding
 - 4. Dark grey flat cladding
 - 5. Light grey flat cladding
 - 6. Dark grey horizontal cladding
 - 7. Frameless window glazing
 - 8. Dark grey vertical wall cladding
 - 9. Glass entrance door
 - 10. Glass entrance door
 - 11. Glass entrance door
 - 12. Signage



Marshall Jaguar Land Rover Cambridge

Drawing title: **Proposed east and west elevations**
 Drawing number & revision: **3077 - 041 B**
 Amendments: **Planning Issue**

Drawn by	Checked by	A3 Scale	A2 Scale	Date	Status
ES	MB	1:200	1:200	28-sep-2015	Planning

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APPENDIX B – Computer Generated Images



Model of Wing with proposed masterplan below



Proposed aerial view of Wing development



Proposed master plan of Wing development