

Application details

Ref: 6/2015/0478	Applicant: Network Rail Infrastructure Ltd	Case officer: Jonathan Maidman
Address: Northport (Wareham Station), Wareham, BH20 4AS		
Description: Construction of access for all pedestrian bridge with associated lighting and highway works, including formation of pedestrian crossing and creation of a new footpath		
Planning Committee: 30 September 2015		

Reason for decision process for this application

The Planning Committee is considering this application because:

The General Manager of Planning and Community Services has referred the application to the Planning Committee at her discretion because it has broader impacts for the wider Wareham area.

Recommendation

To **grant** planning permission subject to conditions as set out in the attached appendix.

Key planning issues

Issue	Conclusion
Principle of development	Acceptable. There needs to be a permanent safe passage across the railway for pedestrians.
Scale, design and impact on the character and appearance of the area	Whilst the proposals are a significant building operation which would fundamentally change the character of the area, the design is simple and functional. Officers have worked with the applicants at pre-application stage to develop a scheme which is practical, deliverable and has the least visual impact.
Impact on the setting of listed buildings and structures	Acceptable. Officers consider that the public benefit of providing a safe and permanent means for pedestrians to cross the railway line outweighs the harm caused to the bridge and the historic context of the railway station.
Impact on the living conditions of the occupants of neighbouring properties	No demonstrable harm.

Summary

The planning matters related to this application are finely balanced. On balance, officers are recommending approval.

The existing Wareham Crossing has been identified as being high risk (danger) to the public. This has been highlighted by the Office of Rail and Road (ORR) and Rail Accident Investigation Branch (RAIB). There is the real likelihood it will close at some point in the future. The proposal is for alterations to the existing Wareham Station footbridge to facilitate crossing the railway. Two of the

existing four staircases (one on the north side and one on the south side) would be removed and ramps installed to allow a safe passage across the railway for those that cannot manage the stairs. A new staircase is also proposed on the northern side.

A number of possible options have been investigated to allow safe passage for all users across the railway line. Modification of the existing bridge and the installation of Equality Act 2010 compliant ramps is the only viable and practical option. It has been made abundantly clear to officers that the current proposal is the only proposed design solution that Network Rail and main stakeholders (e.g. South West Trains) are prepared to support. There is no public Right of Way across Wareham level crossing so it is likely that Network Rail will close the crossing at some point in the future and be under no obligation to provide alternative access. Officers have strong concerns that if this occurred and no alternative solution was in place, those who could not manage to use the existing stepped footbridge would have no way of crossing the railway line. The current proposals are considered to be a long term pragmatic solution to this issue.

The proposals are a significant building operation which would fundamentally change the character of the area. The design is simple and functional. Officers have worked with the applicants to develop a scheme which is achievable and as visually sensitive as possible. The substantial public benefit arising from the necessity of the scheme outweighs the harm caused to the bridge and the historic context of the railway station. There would be no demonstrable harm to the occupiers of any nearby dwellings or businesses.

Main report

The site

The site is Wareham Foot Crossing (also known as Wareham Level Crossing and previously known as Sandford Road Level Crossing) which is adjacent to Wareham Railway Station. It provides the main and well used pedestrian link between a large established area of housing and businesses to the north of the railway (Carey, Northmoor, Northport and Sandford) and the town centre to the south. The existing crossing is not a public right of way. Wareham Station is Grade II listed and officers have concluded that the existing footbridge is also listed by virtue of being within its curtilage.

Proposed development

This application is proposing to make alterations to the existing Wareham Station footbridge to facilitate crossing the railway. Two of the existing four staircases (one on the north side and one on the south side) would be removed and ramps installed to allow a safe passage across the railway for those that cannot manage the stairs. A new staircase is also proposed on the northern side. The proposed access across the railway would be fully compliant with the Equality Act 2010. Both ramps would have a gradient of 1:20 with level resting platforms at regular intervals. It is difficult to measure the precise distance people using the ramps would have to travel to cross the railway line because parts of the structure are curved. Officers estimate the distance of each ramp to be approximately 100 metres. Those having to use the ramps would have to travel a total distance of approximately 220 metres to cross the railway line.

All new brickwork would be undertaken with bricks to match the existing bridge. The structure of the ramps is galvanised steelwork. Support columns, parapet and vertical columns will be dark grey in colour. Handrails will be painted orange to facilitate use by visually impaired people.

Works are also proposed in the highway to the south of the bridge including the construction of a new footpath and level crossing to the station approach road.

On completion, the existing Wareham Crossing will be closed and all associated infrastructure removed. Fencing will be erected at either end to block the crossing off. New fencing is also proposed under the ramps to prevent trespassing onto the operational railway.

This planning application is accompanied by an application for listed building consent (6/2015/0479).

Relevant planning history

Planning permission and listed building consent was previously granted by the Planning Committee in August 2013 for a scheme to demolish a set of stairs on either side of the existing footbridge and install ramps to allow users a safe passage across the railway line (references 6/2013/0424 and 6/2013/0425). Once installed, the existing crossing was to be closed.

Following the granting of these permissions and due to issues relating to the presence of underground services and difficulties in fabricating certain parts of the ramped structure for the southern side of the railway, Network Rail has advised that it is not possible to construct the scheme which was granted planning permission.

Consequently, it is considered that there is no fall-back position for the applicants as a material planning consideration but the previous planning and listed building consents form part of the planning history of the site. It should also be noted that the ramped structure on the northern side of the railway remains virtually unchanged to that which was previously approved.

Pre-application discussions

Officers have met with representatives from Network Rail on numerous occasions to discuss the proposals. Pre-application advice was provided most recently in May 2015. Officers advised that there has to be a safe passage across the railway for everybody. It was made clear to officers that the design solution now proposed as part of this application was the only one which Network Rail were prepared to support. On the basis that this was the only available option, it was advised that subsequent planning and listed building applications would be supported by officers. Advice was provided about some of the finer detailing of the proposals.

Relevant issues for this application

Background

The crossing was opened in 1988 following the signing of a Lease between Dorset County Council (DCC) and British Rail which allows the County Council to direct a pedestrian route over the railway.

There is an existing footbridge over the railway at Wareham Station to the west of the crossing but this is not Equality Act 2010 compliant. Separate vehicular access is provided by the flyover to the east but there is no pedestrian access on the flyover.

Following electrification of the railway in 1988, the crossing was changed into the current arrangement of staggered pedestrian barriers with red/green crossing warning lights and audible signals. A revised 25 year agreement was signed between DCC and British Railways that made DCC wholly responsible for the future costs of maintenance and/or alternative arrangements at the crossing.

Network Rail is the owner and infrastructure manager of most of the rail network in England, Scotland and Wales. It operates the rail network and infrastructure in the United Kingdom under licence from the ORR. Prior to 2009, the number of 'near miss' incidents at the crossing reached a level that the ORR wrote to both Network Rail and DCC expressing its strong concerns and requiring improvements to be made. The misuse of the crossing was widely reported in the press at the time.

The crossing is protected by miniature warning lights and an audible alarm to warn of approaching trains. Chicanes are sited on the approach to the crossing and signs are clearly visible requiring cyclists to dismount before using the crossing. In response to the improvement notice issued by ORR, DCC employs a private, rail accredited, security firm to manage users over the crossing.

The crossing is currently manned seven days per week between the hours of 06:00 and 01:00. Whilst the introduction of these measures has been largely successful, instances of misuse are still reported and it is not manned 24 hours a day. Indications from the ORR and RAIB (on the previously approved scheme) are that even with these additional mitigation measures, strong concerns remain about the safety of the crossing. While assessing this application, comments have been received from the ORR supporting the closure of the existing crossing.

After many years of preparation, planning and fundraising, Swanage Railway is planning to commence a new Swanage-Wareham train service in June 2016. A letter received from Swanage Railway details that the train signalling system located at the station is not interlocked with the level crossing protection equipment. Network Rail has advised that the sidings located to the east of the crossing and the crossover which links the two railway lines cannot be entered into service until the existing crossing is decommissioned. This greatly diminishes Swanage Railway's ability to operate the proposed new services from Wareham to Swanage.

In March 2013 DCC served Notice to Exercise the Option to extend the agreement for permissive rights across the level foot crossing at Wareham until 2038. In 2038, Network Rail will have the right to close Wareham Level Crossing and is not contractually bound to provide an alternative route across the railway. It has been made entirely clear to officers that the current proposal is the only proposed design solution that Network Rail and main stakeholders e.g. South West Trains is prepared to support. There is no public Right of Way across Wareham level crossing so it is likely that Network Rail would close the crossing at this point and be under no obligation to provide alternative access.

Principle of development

The principle of adding ramps to the existing bridge has already been accepted as a consequence of the grant of planning permission and listed building consent in 2013 for a similar proposal. For the avoidance of doubt however since mid 2011 a number of options have been considered for a pedestrian crossing have been explored and are summarised below;

- **Retention of the existing crossing / modification with electronic barriers**

Use of pedestrian level crossings, however well controlled, presents a risk to users. Such a risk is undesirable and the rail industry is legally obliged to eliminate it wherever reasonably practical. The necessary gap next to the rail for the passage of train wheels is also a trap hazard. As detailed in the comments from Swanage Railway, officers understand that until the existing crossing is decommissioned, operation of the proposed new services from Wareham to Swanage would be restricted.

Network Rail closed 804 crossings from 2008-2013 and has closed 96 since 2014. Its website states it is working on closing at least another 250 crossings.

- **Lifts**

Lifts have been rejected for a number of reasons. It is very uncommon for lifts to be installed for the passage of highway users. Wareham Station itself is also only staffed at certain times of the day. In the event of an incident out of hours, there would need to be an alternative arrangement to attend the site and either deal with vandals or assist a trapped party. If one of the lifts broke down, there would be no way for people in wheelchairs or with bicycles etc. to cross the railway. The current crossing is also a national cycle route and lifts would not be compatible with this designation.

- **Underpass (subway)**

An underpass has been dismissed by the applicants for a number of reasons. It would firstly require a huge amount of land take and it may also require the demolition of the entire existing listed bridge. A subway is a very costly solution and its installation would severely impact the train

service to Wareham and beyond to Weymouth for some considerable time whilst being installed. There is also a critical gas main under the crossing which would add further complications. Underpasses are not generally a preferred solution by the applicants as they can encourage anti-social behaviour and the public can be wary of using them, particularly at night. Concerns have also been raised by the applicants about possible flooding.

- **A new bridge with Equality Act 2010 ramps**

A new bridge would require a similar footprint of land as the addition of ramps to the existing. The existing bridge would need to be demolished in its entirety to make space. This is a listed structure and officers believe that it should be retained if possible for its historical interest.

- **Adding Equality Act 2010 compliant ramps to the existing bridge**

It is possible to modify the existing bridge, add ramps and also retain stairways on each side. Due to the required gradients and landing provision for a structure compliant with the Equality Act 2010, the overall length of the ramps will be long (each ramp will be in the order of 100 metres in length).

The impact on the listed bridge and other nearby buildings is a key consideration. This issue is elaborated upon in the sections of the report below titled 'Scale, design and impact on the character and appearance of the area' and 'Impact on the setting of listed buildings and structures'.

Significant prefabrication can take place off site and there would be very little disruption to the railway. This is a permanent long term solution with little on-going running costs, hence supported by the applicants.

Many objectors claim there are alternative options available and many wish the current arrangement to remain as it is, possibly with electronic gates installed. Some objectors state the ramps would effectively divide Wareham. Network Rail have the right to close the existing crossing in 2038 (or sooner) and ramps affixed to the existing footbridge is the only option which Network Rail and key stakeholders such as South West Trains are prepared to support. Officers have strong concerns that if the existing crossing was closed and no alternative was in place, those who could not manage to use the existing stepped footbridge would have no way of crossing the railway line.

Relevant Planning Policies:

National Planning Policy Framework:

Core Principles, Section 4 - Promoting sustainable transport, Section 7 - Requiring good design, Section 12 - Conserving and enhancing the historic environment and Decision-taking.

Purbeck Local Plan Part 1:

SD - presumption in favour of sustainable development, LD - general location of development, CEN - central Purbeck, D - design, LHH - landscape, historic environment and heritage and IAT - improving accessibility and transport.

Officers have also considered:

National Planning Practice Guidance - Determining a planning application.

Scale, design and impact on the character and appearance of the area

The proposals would fundamentally change the character of the area. Officers consider that the proposals would result in substantial harm to the character and appearance of the area. In these circumstances the guidance is to refuse consent unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that

harm (paragraphs 132 and 133 of the NPPF). This is discussed further in the section of the report below titled 'Impact on the setting of listed buildings and structures'.

As outlined in the section above, a number of different options have been considered and dismissed for a variety of reasons. Officers agree that adding Equality Act 2010 compliant ramps to the existing bridge is the only realistic and feasible option. The size of the proposals is dictated by design and safety standards and the physical constraints of the site. The ramp elements of the bridge are long but the length is necessary in order to achieve the gradient required to achieve Equality Act (2010) compliance and ensure that it caters for all potential users.

Officers have worked with Network Rail and its architects at the pre-application stage to try and produce a structure which can be delivered and is as visually sensitive as possible. All new brickwork is to match the existing on the bridge. It is important that the bonding and pointing matches the existing. This detailing can be addressed by a planning condition where a sample panel of brickwork is produced on site and checked and agreed by officers.

The balustrade is simple and incorporates vertical bars which will be grey in colour with orange handrails. The design is simple and functional.

Details of lighting are included with the application. The ramped bridge will include lighting to ensure it meets the Equality Act 2010. New lighting columns and handrail lighting are proposed to light the ramped areas. Officers appreciate the requirement to light the areas and consider the proposals would not create unnecessary and harmful light pollution.

Officers have encouraged engagement with the local community and various other local groups. In addition to the consultation events, a competition was held encouraging submissions for a mural or piece of artwork which could be installed on the bridge. A submission from Wareham Art Club of a Wareham town map which details buildings and places of interest in the town was successful. It is proposed to install it on façade on the southern elevation of the stairs but officers would also like to see one installed somewhere on the northern side. Final details and the exact positioning can be agreed by a planning condition.

The application is accompanied by a construction methodology. During construction, the existing crossing will remain fully accessible. If short term closures are required, alternative transport arrangements will be provided for people who are unable to use the existing footbridge. Site clearance and other preparatory works including piling for the proposed ramps and stairs will be undertaken during the daytime. The ramps and stairs will be craned in during the night to minimise the risk to the operation of the railway. The steelwork installation will be planned to minimise disruption to the operation of the level crossing.

Relevant Planning Policies:

National Planning Policy Framework:

Core Principles, Section 7 - Requiring good design, Section 11 - Conserving and enhancing the natural environment, Section 12 - Conserving and enhancing the historic environment and Decision-taking.

Purbeck Local Plan Part 1:

D - design and LHH - landscape, historic environment and heritage.

Officers have also considered:

National Planning Practice Guidance - Conserving and enhancing the historic environment and design.

Purbeck District design guide supplementary planning document adopted January 2014.

Wareham townscape character appraisal supplementary planning document adopted September 2012.

Wareham conservation area appraisal adopted January 2012.

Impact on the setting of listed buildings and structures

The development will undoubtedly have a significant impact on the setting of nearby listed buildings and structures and the character of the area. This gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one. The Council in exercising its planning functions is required by section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The presumption may be displaced if it can be shown to be outweighed by material considerations of significant weight.

It is clearly the case that the addition of the extensive ramps to the bridge will drastically compromise its existing simple form and appearance. The proposals will undoubtedly significantly impact on the setting of nearby listed buildings and structures when viewed from the majority of viewpoints in and around the station. Officers consider that the proposals would result in substantial harm to the listed bridge and historic context of the railway station. The proposals should be declined unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm (paragraphs 132 and 133 of the NPPF).

On the previously approved applications the existing Wareham Crossing was identified by the ORR and RAIB as being dangerous to the public. Officers assume that as there has been no material change to the way in which the crossing operates, this is still the case. There is no public Right of Way across the crossing and it has been made clear to officers that it is highly likely to be closed at some point in the future. There are strong concerns that if the existing crossing was closed and no alternative solution was in place, those who could not manage to use the existing stepped footbridge would have no way of crossing the railway line. It has been made abundantly clear to officers that the current proposal is the only proposed design solution that Network Rail and main stakeholders are prepared to support. All other options as detailed in the bullet points under the 'Principle of development' section of this report have been discounted.

Officers consider that the public benefit of providing a safe and permanent means for pedestrians to cross the railway line outweighs the harm caused to the bridge and the historic context of the railway station. This view is shared by the Design and Conservation Officer.

Relevant Planning Policies:

National Planning Policy Framework:

Core Principles, Section 7 - Requiring good design, Section 12 - Conserving and enhancing the historic environment and Decision-taking.

Purbeck Local Plan Part 1:

D - design and LHH - landscape, historic environment and heritage.

Officers have also considered:

National Planning Practice Guidance - Conserving and enhancing the historic environment and design.

Purbeck District design guide supplementary planning document adopted January 2014.

Impact on the living conditions of the occupants of neighbouring properties

There are few neighbouring properties nearby that would be directly affected by the proposed development. A new property (1 Station Mews) to the east of the proposed ramp on the southern

side is likely to be most affected. To negate any harmful overlooking to this property and its outside amenity space, the bridge incorporates a solid curved screen approximately 1.9 metres above the level of the ramp.

Officers are satisfied that given the design of the proposals and distance from nearby dwellings and businesses, there would be no demonstrable harm through loss of light, privacy or overshadowing.

Relevant Planning Policies:

National Planning Policy Framework:

Core Principles and Decision-taking.

Purbeck Local Plan Part 1:

D - design.

Officers have also considered:

National Planning Practice Guidance - Design.

Purbeck district design guide supplementary planning document adopted January 2014.

Representations received

Who	Relevant points
Town Council	<p>“Please note response to application number 6/2015/0479 -</p> <p>Objection. Recommendation made on the basis of the material planning consideration of the undesirable visual effect this would have on the listed station building alongside. <i>(Note: this recommendation was reached following discussion resulting in a vote with 4 members in favour and 2 abstaining.)</i>”</p>
Office of Rail and Road	<p>No objection, state that as a matter of principle the ORR supports closure of a level crossing because it reduces risks to the railway to crossing users.</p>
Dorset County Council – Highways Management	<p>No objection, recommend that an informative note is added to any planning permission.</p>
Dorset County Council – Traffic Management	<p>Offer support in principle to the application.</p>
Council’s Design and Conservation Officer	<p>Has concerns about the impact on the listed bridge and nearby listed station building. Notes however that the benefit arising from the necessity of the scheme inevitably outweighs the harm caused to the bridge and the historic context of the railway station.</p>
Council’s Environmental Health Officer (Noise)	<p>No objection.</p>

Neighbour comments and other comments received and case officer response

In addition to the representations above, the Council received 28 comments from neighbours, residents and other groups (The Purbeck Society, Swanage Railway Company Ltd and Wareham Town Trust) about this planning application. The representations are all available in full on the Council's website and this report addresses the key planning points that they raised. The following table sets out a summary of the key issues from the comments as well as the case officer's response to them.

Issue	Case officer response
Unacceptable scale and design	These issues are addressed in the main body of the report under the sections titled 'scale, design and impact on the character and appearance of the area' and 'Impact on the setting of listed buildings and structures'.
Harmful to the character and appearance of the area	
Harmful to listed station building and listed bridge	
Contrary to the Equality Act 2010	The proposals are Equality Act 2010 compliant.
Would not be suitable for wheelchair users	
Increase in crime and fear of crime	Officers have strong concerns that if the existing crossing was closed and no alternative was in place, those who could not manage to use the existing stepped footbridge would have no way of crossing the railway line. It is considered that this outweighs any possible increase in crime/fear of crime as a result of the development.
Adverse impact on the vitality and viability of Wareham town centre	Officers have strong concerns that if the existing crossing was closed and no alternative was in place, those who could not manage to use the existing stepped footbridge would have no way of crossing the railway line. The proposed ramps would provide all users a safe passage across the railway line.
The listed building application (6/2015/0479) should also be considered by the Planning Committee	Officers agree with this and the application will also be considered by the Planning Committee at the meeting on Wednesday 30 th September 2015.

Community infrastructure levy

The development proposal is not liable to a community infrastructure levy charge.

Appendix – Recommended planning conditions

1. The development must start within three years of the date of this permission.
Reason: To encourage development to take place at an early stage. This condition is required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. The development permitted must be carried out in accordance with the following approved plans: 3021001 Rev PL02, 3021002 Rev PL02, 3021003 Rev PL03, 3021004 Rev PL02, 3021010 Rev PL03, 3021011 Rev PL02, 3021012 Rev PL02, UA006378-HYD-DRG-ECV-701 Rev 102, UA006378-HYD-DRG-ECV-702 Rev 102, UA006378-HYD-DRG-ECV-703 Rev 102 and UA006378-HYD-DRG-ECV-704 Rev 102.
Reason: For the avoidance of doubt and in the interests of proper planning.
3. Before any new brickwork is laid a sample panel will be built on site, inspected and approved by the Council. The brickwork panel will remain on site during the construction works. The development will be built in accordance with the agreed panel.
Reason: This is required to be agreed before any new brickwork is laid to ensure the new brickwork matches the existing in the interests of the visual amenity of the Listed bridge and surrounding area.
4. Full details and the precise positioning of the proposed mural(s)/artwork must be submitted and agreed in writing with the Council. The mural(s)/artwork will be installed within one month of the completion of the development and retained thereafter unless the Council gives written consent to any variation.
Reason: The proposed mural(s)/artwork provide an attractive feature and help to improve the visual appearance of the brick facade. Their precise design and location is important to the overall appearance of the scheme.
5. The development shall be undertaken in accordance with the submitted lighting details as detailed in section 9.3 of the Design & Access Statement (Incorporating Planning & Heritage Statement). No changes shall be made to this lighting scheme unless the Council gives written consent to any variation.
Reason: To ensure the satisfactory implementation of the approved lighting scheme in the interests of the visual amenity of the Listed bridge and surrounding area.
6. The development shall be undertaken in accordance with the submitted construction methodology. No changes shall be made to this methodology without the prior written consent of the Council.
Reason: To ensure the satisfactory implementation of the approved construction methodology in the interests of the living conditions of occupiers of nearby properties and to ensure disruption to pedestrians during the construction phase of the development is kept to a minimum.
7. Informative Note - Natural England. All buildings and especially roof spaces can support bat roosts which may be damaged or disturbed by demolition, building works or timber treatment. Please note that all bats and their roosts are fully protected under law. It is a requirement of the legislation to notify Natural England on 0300 060 3900 of any operation which may affect bats or their roosts, even when the bats are apparently absent. A contravention of the Wildlife and Countryside Act 1981 may constitute a criminal offence. The grant of this Consent does not override any requirements to notify Natural England or to comply with the legislation. For further advice on a particular species use the following contacts:

Natural England Contact: John Stobart Tel:07825 844475 Email:
john.stobart@naturalengland.org.uk

Dorset County Council Natural Environment Team Contact: Tel: 01305 224931 Email:
net@dorsetcc.gov.uk

8. Informative Note - Matching Plans. Please check that any plans approved under the building regulations match the plans approved in this planning permission. Do not start work until revisions are secured to either of the two approvals to ensure that the development has planning permission.
9. Informative Note - Dorset County Council Highways. The applicant is advised that Section 184 of the Highways Act 1980 requires the proper construction of vehicle crossings over kerbed footways, verges or other highway land. Before any works start on the public highway, Dorset County Council's Dorset Highways should be consulted to agree on the detailed specification. They can be contacted by telephone at Dorset Direct (01305 221000), by email at dorsetdirect@dorsetcc.gov.uk, or in writing at Dorset Highways, Dorset County Council, County Hall, Dorchester, DT1 1XJ.

NOTE: There are some areas of existing public highway that will require to be stopped up as part of this proposal, however, this does not affect any grant of planning consent.

10. Statement of positive and proactive working: In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, the Council takes a positive and proactive approach to development proposals focused on solutions. The Council works with applicants/agents in a positive and proactive manner by; offering a pre-application advice service, and as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions. For this application: pre-application advice was provided; the applicant/agent was updated of any issues after the initial site visit; the opportunity to submit amendments to the scheme/address issues was given which were found to be acceptable; the application was approved without delay.





