

TWC/2017/0330

Site of T A Jervis & Co. Ltd & land adjacent, Holywell Lane, Lightmoor, Telford, Shropshire
Demolition of existing commercial buildings/remediation of haulage yard and outline
application for residential development of up to 17no. dwellings, including means of access
with all other matters reserved

APPLICANT

T A Jervis and Company in Partnership with
Kingspan Potton

RECEIVED

12/04/2017

PARISH

Dawley Hamlets

WARD

Horsehay and Lightmoor

OFFICER Kate Stephens

**THIS APPLICATION IS BEFORE THE PLANNING COMMITTEE AS IT IS SUBJECT TO A
S106 FOR FINANCIAL CONTRIBUTIONS**

1. PROPOSAL

- 1.1 This outline application, to include access, seeks consent for the erection of 17 custom-built dwellings following demolition of existing commercial buildings on the former haulage yard. Issues of scale, appearance, layout and landscaping are Reserved Matters for later consideration.
- 1.2 Whilst the proposal is intended as a self-build scheme, the applicant intends to co-ordinate and organise the preparation of the site demolition and remediation, construction of the access road and provision of utility services and plot preparation. The applicant intends for the site to have some common design threads and its team will work with plot buyers to ensure that the individual custom-build plots fit into an overall site master plan to create a cohesive development.
- 1.3 To this end the applicant has submitted a Design Guide with concept designs of the dwellings. An illustrative layout has also been submitted that shows it is possible to site 17 dwellings, together with the access road, driveways and parking.
- 1.4 Access to the site would be via the exiting access road to the haulage site that comes off Holywell Lane, which in turn comes off St Luke's Road/Holly Road.
- 1.5 The application form and plans are also accompanied by the following documents:
 - Planning Statement
 - Design Guide
 - Transport Statement
 - Landscape and Visual Assessment
 - Site Appraisal (including Phase I and II Ground Investigation)
 - Drainage Appraisal
 - Flood Risk Assessment
 - Ecological Appraisal
 - Preliminary Tree Survey
 - Daylight & Sunlight Assessment
 - Financial Viability Assessment

- 1.6 During the determination of the application the layout has been amended slightly to replace a row of terraced properties with 4 small detached properties instead.

2. SITE AND SURROUNDINGS:

- 2.1 The approx. 1 ha site is a former haulage yard that is located approximately 4kms south west of Telford town centre, 2kms south west of Dawley District centre and 5kms north of Ironbridge. The site lies within the built up area of Telford as defined on the Telford & Wrekin Local Plan policies map. There are designated cycle and walking routes close by and stops on Holly Road for the No.9 bus service to Wolverhampton, via Telford town centre, and at Lightmoor for the No.19 service between Telford and Ironbridge.
- 2.2 The site is accessed via St Lukes Road and then off Holywell Lane. It is a brownfield site that has been a commercial haulage yard. The site currently houses various plant and machinery and there are several buildings/sheds that will be demolished and areas of hardstanding will be removed. The site is adjacent to the southern boundary of the former Doseley Pipeworks site that is currently being built for 450 dwellings, and some of those dwellings will back on to the application site's northern boundary. To the west lies the 800-dwelling development of Lightmoor.
- 2.3 Land adjacent to the site's western and southern boundary is in the applicant's ownership and this is designated Green Network on the TWLP Policies Map. The site is well screened with trees along the site's western and northern boundaries and forms a discrete parcel of land for development, but is close to existing new residential development. There is a group Tree Preservation Order (TPO) on some trees in the south western corner. The site itself has level differences within it, and the site rises up gradually from the south to the boundary with the Doseley pipeworks.
- 2.4 A public right of way (PRoW) crosses the lower part of the site and surrounding Green Network in a SE/NW direction. This will need to be diverted to follow the access road and then join with the NW part of the public footpath that exits the site and continues towards Lightmoor. Another PRoW runs along the site's northern boundary, but there is no need for any diversion.
- 2.5 There are three residential properties next to the site, each accessed off the access road to the site. Sunny Ride and Little Orchard are a pair of modern semis that are located approximately half way along the access road to the site. Highfield is immediately adjacent to the southern boundary of the site and the side of the dwelling is approx. 5m from the site boundary.

3. RELEVANT PLANNING HISTORY

TWC/2010/0288 Erection of 26no. dwellings (comprising 20 dwellings & 6 flats) and alterations to existing access road. Full Granted 4/03/2011.

W2008/0792 Erection of 14no. dwellings and improvements to existing private access road. Withdrawn 05/05/2010.

4. PLANNING POLICY CONTEXT:

4.1 National Planning Policy Framework (the NPPF) – the NPPF is not the development plan for Telford and Wrekin but it is a material consideration in this case because all of the borough’s development plan policies have to be viewed in the light of this more recent national guidance.

- Section 6: Delivering a wide choice of high quality homes,
- Section 7: Requiring good design,
- Section 11: Conserving and enhancing the natural environment

Telford & Wrekin Local Plan

SP 1 Telford
SP 4 Presumption in Favour of Sustainable Development
HO 5 Affordable Housing Thresholds and Percentages
HO 6 Delivery of Affordable Housing
NE 1 Biodiversity and geodiversity
NE 2 Trees, hedgerows and woodlands
NE 4 Provision of public open space
NE 5 Management and maintenance of public open space
C 1 Promoting alternatives to the car
BE 1 Design Criteria
BE 9 Land Stability
BE 10 Land Contamination
ER 12 Flood risk management

5. SUMMARY OF CONSULTATION RESPONSES:

Standard consultation responses

Dawley Parish Council – no comment

5.1 TWC Drainage – Object

- Although the Drainage Appraisal submitted as part of the application documents has identified the principles of how the site will be drained no assessment has been made of the existing flood risk to the site.
- The site is affected by surface water flooding across a range of return periods and the area most at risk is the area where the proposed properties will be located.
- Until this flood risk has been assessed and until details have been submitted detailing how this will be addressed, the Drainage Team would object to development in this location.
- In addition the Drainage Appraisal has identified that surface water attenuation will be provided under parking a spaces. TWC do not accept the construction of attenuation features under land in private ownership.
- Any drainage design should reflect this requirement.
- Further information has therefore been requested relating to surface water flows, flood risk and the culvert that crosses the site.

Members will be updated.

5.2 TWC Highways - no objection to the proposals, subject to planning conditions for design and construction of any new roads and parking.

In view of the proposed alteration to the public rights of way, recommend liaison with the Senior Public Rights of Way officer for Telford & Wrekin Council.

5.3 TWC Trees – Object

There is a TPO attributed to a number of trees on this site. Given that they are not included within this application comments cannot be made. A tree survey regarding this site is required prior to any comments being submitted.

5.4 TWC Healthy Spaces Officer - comment

- The proposed development generates the need for children's play / recreation in accordance with saved WLP policies LR4 and LR6.
- This need can be met through provision of an off-site contribution of £600 per dwelling and would go towards improving the nearest children's equipped play area at Lightmoor.
- There appears to be some incidental open space to the side of the proposed vehicular access route, but not clear who or how the POS (and indeed the Highway) is to be managed and how this is to be financed.
- If the Highway and POS area are to be adopted by the LA this needs to be confirmed and suitable financial arrangements agreed.
- Should the proposed management be a management company, the LA would need to agree the company (in writing) to ensure the company is suitable to maintain this area for the long term and agree how this area is to be maintained and this would require a long term landscape management plan condition.

5.5 TWC Ecology – support subject to conditions

- On receipt of additional information and clarification, now satisfied and can support with conditions relating to relating to a bat-lighting plan, erection of nesting/roosting boxes, submit an Ecological Mitigation Strategy and Method Statement, submit a Habitat Creation and Management Plan and informatives.

5.6 TWC Environmental Protection (contaminated land)

Having reviewed the submitted phase 1 and 2 investigations recommend imposing land contamination condition which includes any necessary remediation measures.

5.7 TWC Education – No objection.

Given the number and type of dwellings a contribution of £46,439 towards primary education facilities in the vicinity of the development is required (Captain Webb School). The spreadsheet on file shows the proposed contribution.

5.8 Shropshire Council (Archaeology) – No comment

5.9 West Mercia Police – Crime Prevention Design Advisor – Comments summarised below:-.

- Do not formally object to the proposal however, there are opportunities to design out crime and/or the fear of crime and to promote community safety. Recommend the applicant should aim to achieve the Secured By Design (SBD) award status.
- The applicant should also consider avoiding blank elevations; positioning parking spaces outside front of corresponding dwelling; installing dusk-to-dawn lighting; removing any ambiguous spaces/grass/vegetation; avoid an overly permeable layout; front dwelling boundaries should be separated from public areas with fence/railing/wall that is no more than 1 metre in height. Rear boundaries of a

dwelling require fencing and rear garden gates that are a minimum of 1.8 metres in height to prevent intruders from gaining access to the rear of the property. Garden gates should be lockable.

- Duty of each authority to exercise its various functions to do all that it reasonably can to prevent crime and disorder in its area - Section 17 of the Crime and Disorder Act 1998.
- If approved, efforts to prevent crime should be considered during the building phase, as building sites are targets for crimes.
- Recommend that the developers inform the local Safer Neighbourhood Policing Team, which covers the area of the development, when they arrive on site and provide them with contact numbers for the site manager for use in the case of an emergency.

5.10 Neighbour consultation responses

The application was advertised by neighbour notification. No comments have been received from neighbours.

5.11 Telford & Wrekin Local Access Forum – Object

- TWLA Forum has a statutory duty to advise on the improvement of public access to land for the purposes of open-air recreation.
- The developer has identified Public Rights of Way in and around the site - these are referred to as Bridleway but at least one has Restricted Byway status, which is a higher status. The OS map shows a Footpath on the development area but there's no reference to this on copies of the Definitive Map. Therefore some confusion on the attached plans as to what are Restricted Byways (Holywell Lane for example) and what are Bridleways and Footpaths.
- Pleased that the applicant has offered a new Bridleway through the site along the side of the access road. This is a great gift and will be a real benefit to the community, but this has no value unless it is formally created a Bridleway by Legal Order, as it could be taken away at a moment's notice and gated if not. It is a massive advantage to have Bridleway status as this allows the safe off-road route to be used by cyclists for sustainable transport.

6. PLANNING CONSIDERATIONS:

6.1 Having regard to the development plan policies and other material planning considerations, including comments received during the consultation process, the planning application raises the following main issues:

- The principle of the development
- Design, layout and impact on neighbouring amenity
- Highways
- Drainage and ground conditions
- Ecology and landscaping
- Planning obligations

6.2 Principle of development

6.2.1 Section 38 (6) of the Planning and Compulsory Act (2004) states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. National guidance in the NPPF is also a material consideration. Since the application was submitted the Telford & Wrekin Local Plan (TWLP) has been adopted (Jan 2018).

- 6.2.2 The site is located approximately 4kms south west of Telford town centre, 2kms south west of Dawley District centre, approx. 1kms from the local centre at Lightmoor and 5kms north of Ironbridge which all provide a range of services and facilities. The site is therefore not within easy walking distance of shops and facilities and car usage will be inevitable. However, there are designated cycle and walking routes close by and bus stops on Holly Road for the No.9 bus service to Wolverhampton, via Telford town centre, and at Lightmoor for the No.19 service between Telford and Ironbridge.
- 6.2.3 TWLP Policy SP1 sees urban Telford as the principal focus for new development and does not stipulate minimum distances to services/facilities. Policy HO1 informs the housing requirement. SP4 of the plan indicates that there will be a presumption in favour of sustainable development, in line with the NPPF. Development in this urban location therefore accords with policy in principle. Furthermore, the principle of housing development on this site was considered acceptable back in 2010 for 20 houses and a block of 6 apartments and occupying a similar layout. Whilst this permission has expired, it illustrates that housing on a similar designed scheme has already been considered acceptable.
- 6.2.4 The proposal will also reuse brownfield land, which the NPPF encourages, within the built up area of Telford. Consideration must also be given to the authorised use of the site as a commercial haulage yard, which is a material consideration, and which has the potential to have an adverse impact upon the residential amenity of neighbouring dwellings, especially with the adjacent Doseley Pipeworks now being redeveloped for housing. Hence the removal of a commercial use from what has now become a more residential area is considered to represent a betterment to the area overall. Issues of land stability and contamination are capable of being addressed by condition.
- 6.2.5 Policy HO4 requires housing developments over 11 dwellings to deliver a mix of housing types and sizes to meet a range of needs. Policies HO5 and HO6 also require the provision of 25% affordable housing in urban Telford. The applicant has submitted a viability assessment to show that the provision of affordable dwellings for this custom-built scheme is not feasible. The viability assessment has been interrogated by the Council's Development Delivery Group Specialist, who sought further clarifications and the additional information was submitted. With the abnormal costs on the site he is satisfied that the delivery of affordable housing will render the scheme unviable.
- 6.2.6 Despite the justification for no affordable housing and some policy conflict, the site is within Telford's urban area where new housing is to be focussed and the proposal re-uses a brownfield site. Therefore the principle of the residential development accords with development plan policies.

6.3 Design, layout and impact on neighbouring amenity

- 6.3.1 The layout approved for the TWC/2010/0288 application is similar to the layout presented for this application, but for fewer dwellings hence creating a more spacious and lower density development. TWLP Policy BE1 seeks to ensure that development responds positively to its context and enhances the quality of the local built and natural environment and sets out various criteria for good design. The NPPF also seeks "*to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings*" as one its 12 core principles and goes on to advise at para 59 that "*Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places*

better for people.” The Police have submitted comments on how to Design Out Crime that the applicant/developer should take into account when working up the Reserved Matters and detailed design of dwellings and layout.

- 6.3.2 The site is fairly well screened and will not appear unduly dominant in the surrounding undulating countryside. There are sizeable residential developments nearby at Lightmoor (over 800 dwellings) and the adjacent Doseley Pipeworks (450 dwellings), and there is existing older residential development along St Lukes Road.
- 6.3.3 The application is outline with only access considered at this stage. Matters relating to the detailed design of dwellings and buildings, their exact location, position of windows, boundary treatments, landscaping etc. will need to be submitted and considered in any subsequent Reserved Matters applications, should outline planning permission be granted. However, the illustrative layout and Design Guide should ensure that this custom-build scheme is cohesively designed. The Design Guide indicates two and three storey dwellings with a range of materials. As the site does not sit amongst an existing street scene, there are no prevailing house types or design from which to take reference.
- 6.3.4 Residential use of the site is likely to result in less noise and disturbance for existing residents than the haulage yard. The nearest dwelling to the site is Highfield which is situated approx. 5 metres from the site’s southern boundary and on approximately the same ground level at this part of the site. The illustrative layout shows plots 1 and 2 in relative close proximity to Highfields, with their rear elevations facing the garden of Highfield. Any Reserved Matters design for these plots will need to give careful consideration to the position of windows to avoid overlooking, although Highfield already has two first floor windows that look over the boundary fence into the haulage yard. The other existing property Little Orchard is over 25m from the site’s boundary, although its garden abuts it. Again, plot design at Reserved Matters stage will need to ensure careful window positions to avoid any significant overlooking. None of these neighbouring properties have commented on the application.
- 6.3.5 Officers are satisfied that the proposed indicative layout demonstrates that a suitable design layout will provide an acceptable form of residential development for the site in this part of Telford and the dwellings can be suitably designed at Reserved Matters stage to ensure there is no significant detriment to residential amenity of nearby properties. As such the proposed illustrative layout is considered acceptable to go forward to be worked up into a detailed scheme in any subsequent Reserved Matters application.

6.4 Highways

- 6.4.1 The applicant has submitted a Transport Statement. The site has an established use as a haulage yard, which is a material consideration when assessing existing and new traffic movements and types of vehicles (HGVs/lorries versus cars). The proposed residential use of the site for dwellings will generate a different pattern of traffic but will reduce the number of heavy goods vehicles using Holly Road and St Lukes Road and the wider local road network. Furthermore the Council’s Highways Engineers have no objection to the proposal subject to conditions requiring details of access construction and parking provision. Therefore there are no technical highway grounds upon which to refuse the scheme.
- 6.4.2 With regards parking, the scheme is outline so exact parking provision is not known at this stage. However, the illustrative layout indicates on-plot parking on private

driveways for several cars. Any Reserved Matters application will need to take into account the residential parking criteria in TWLP policy C5 and the parking standards set out in associated Appendix F.

- 6.4.3 With regards public rights of way (PRoW), officers have checked with the Public Rights of Way Officer who has confirmed that the PRoW that crosses the lower part of the site in a SE to NW direction is a public footpath (not a bridleway as the T&W Access Forum suggest). This will need to be diverted as it will cross individual house plots and gardens. The applicant will need to divert the public footpath along the pavement that will be created along the existing access road. The diverted path will then need to go between the houses (the illustrative layout shows the route going between plots 10 and 11) and join the existing public footpath route that continues west as a public footpath. This footpath later converges with the public footpath that runs along the north of the site, and the converged public footpath then continues as a public footpath to Lightmoor.

6.5 Drainage and ground conditions

- 6.5.1 The site lies within Flood Zone 1 and the applicant has submitted a Drainage Appraisal. However the Council's Drainage Engineers have advised that, whilst the Drainage Appraisal has identified the principles of how the site will be drained, no assessment has been made of existing flood risk and surface water flows from adjacent sites, including the Doseley Pipeworks site. Furthermore the applicant is proposing flood attenuation measures under parking areas, which would be in private ownership, and hence this is not acceptable to the Council.
- 6.5.2 There is also a culvert that runs through the Doseley Pipeworks and crosses the application site, but its exact alignment, depth and condition is unknown. Details of this are required as there will need to be a 10m off-set and the layout may need to be amended to ensure that the culvert does not pass through private garden space. The Drainage Engineers want to see the alignment of the culvert shown on the illustrative layout before permission is granted. Therefore additional information is awaited and Members will be updated.
- 6.5.3 With regards contamination the applicant has submitted a Phase I and II appraisal. The site has potential contamination from fuel tanks and oil containers and other industrial wastes associated with nearby old landfill sites. There is possible Japanese Knotweed over parts of the site. There is also likely to be asbestos from some of the older buildings. The applicant's submission indicates that the site is not within the likely zone of influence of any present underground coal workings or in an area which is likely to have affect at the surface. The site is not within an area recorded to require radon protection measures. There may need to be some ground investigations to establish ground stability and inform foundation design. The Council's Public Protection team, have reviewed the Phase I and II investigations for ground contamination and have recommended the standard land contamination condition to require appropriate remediation. As advised by the NPPF (para 120) it is the responsibility of the developer and/or landowner to secure a safe development where there are issues of contamination and land stability, and with ground level differences across the site the developer will need to ensure the site can be appropriately developed and made safe.

6.6 Ecology and landscaping

- 6.6.1 The applicant has submitted an Ecological Appraisal, but the Council's Ecologist noted that some of the surveys were out of date. Some of the buildings have bat

roosting potential and there are some ponds in close proximity that could be habitats for Great Crested Newts and there needs to be an updated reptile survey. The site should also be re-assessed for badgers. At the request of the Council's Ecologist, further clarification about the various surveys has been submitted. The Council's Ecologist is now satisfied and supports the proposals subject to conditions.

- 6.6.2 The inside of the site, being a former haulage yard and hard surfaced, lacks much soft landscaping. Landscaping is a reserved matter, so details will be submitted in due course, should consent be granted. The applicant has submitted a Landscape and Visual Assessment. The site is well screened and there are mature trees, particularly around the western boundary, separating the site from the undulating Green Network and countryside beyond. Views into the site are limited due to the surrounding undulating topography and vegetation. Officers are satisfied that there will be no significantly adverse impact on the character of the area, especially when considering and comparing the existing commercial haulage yard use.
- 6.6.3 Officers have some concerns that some of the western boundary trees, some of which are protected by TPOs, will cause overshadowing of some of the proposed rear gardens, with plots 14 -17 appearing to experience significant overshadowing of the majority of the rear garden area and that there may be pressure by residents to have trees felled. In response the applicant has submitted a Daylight & Sunlight Assessment. This concludes that all habitable rooms will exceed average daylight factors during winter months, and in the summer months all habitable rooms will exceed average levels, apart from the kitchen/dining room of plot 15. With regards the gardens, the report concludes that they will still receive adequate sunlight. However, Officers are still not entirely convinced about the effect on the amenity of private gardens, but acknowledge that the layout is only indicative at this outline stage, so the Reserved Matters will need to consider these plots in more detail and some plots may need to be repositioned. The Ecological Appraisal indicates that 3 trees will need to be removed, and the remainder of the tree belt will be retained. A condition can be imposed requiring more detailed tree assessments at Reserved Matters stage as well as conditions requiring all existing trees to be protected during construction, unless details indicate otherwise.
- 6.6.4 The proposed scheme does not include any on-site play provision. However, there are equipped children's play areas at the adjacent Doseley Pipeworks that residents would have to walk around to, and also at the 800-dwelling Lightmoor housing development, which could be walked to along the public footpath through the site. The Council's Healthy Spaces Officer is willing to accept a financial contribution towards the improvements/maintenance of nearby off-site play facilities at Lightmoor.

6.7 Planning Obligations

- 6.7.1 The development will have a number of impacts on local infrastructure including education and open space. In identifying the required planning obligations on this application the following three tests below, which are set out in the CIL Regulations (April 2010) in particular Regulation 122, have been applied along with TWLP Policies COM1, NE4 and NE5 (previously Wrekin Local Plan policies NR4 and LR6) to ensure that the application is treated on its own merits:-
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.

6.7.2 In addition, account has to be taken of the changes to the CIL Regulations in April 2015 that now restrict the “pooling” of financial contributions to no more than five contributions to a single type of infrastructure. It is considered that the financial contributions set out below meet the relevant tests.

6.7.3 Consultees have requested the following contributions:-

- £46,439 for Education towards the Captain Webb primary school.
- £10,200 for Play provision towards improvements of the off-site children’s play area at The Croppings, Lightmoor.

6.7.4 With regards affordable housing, policy HO5 requires 25% provision for urban housing schemes. The applicant has submitted a viability assessment which has been interrogated by the Council’s Development Delivery Group Specialist, who subsequently sought further clarifications. With the abnormal costs he is satisfied that the delivery of affordable housing will render the scheme unviable.

7. CONCLUSIONS

7.1 The re-development of this brownfield site within Telford’ urban area where new development is to be focussed is acceptable in principle and accords with the development plan and NPPF. There will be no affordable housing due to the abnormal costs involved. Officers are satisfied that the illustrative layout shows that 17 dwellings can be accommodated on the site with suitable access and parking. Officers are also satisfied that a suitably designed scheme can be worked up at Reserved Matters stage that can ensure there is no adverse impact on the amenity of neighbouring properties and that all plots have adequate amenity space. There will be some impacts of local infrastructure that can be mitigated by s106 financial contributions. Drainage details are still awaited to inform an in-principle decision, so delegated authority will be sought. Furthermore, more work will need to be done to ascertain tree retention and this can be conditioned. There are no other technical matters relating to highways, ecology, or ground conditions that cannot be mitigated or addressed by conditions.

8. RECOMMENDATION

8.1 Based on the conclusions above, the recommendation to the Planning Committee on this application is that DELEGATED AUTHORITY be granted to the Development Management Service Delivery Manager to **GRANT OUTLINE PLANNING PERMISSION** subject to the following:

- A) The submission of satisfactory drainage information;
- B) The applicant/landowner and other interested parties entering into a section 106 legal agreement with the Local Planning Authority (with indexing applicable to contributions from the date of the committee resolution to grant outline consent) for :-
 - Education - £46,439 for towards the Captain Webb primary school,
 - Play provision - £10,200 towards improvements of the off-site children’s play area at The Croppings, Lightmoor.
- C) And subject to the following conditions and informatives (with officer delegated powers to update/amend as necessary).
 - Time limit - Outline
 - Time limit – Submission of Reserved Matters.

- Standard outline some matters reserved.
- Details required for Reserved Matters including trees
- Details of materials.
- Landscape design.
- Landscape Implementation hard and soft.
- Landscape Management and Maintenance.
- Various Highway conditions as specified by Highways Engineers
- Land contamination.
- Site Environmental Management Plan for construction works.
- Piling
- Details for the erection of nesting/roosting boxes.
- Ecological Mitigation and Method Statement.
- Habitat Creation and Management Plan
- Tree protective fencing.
- Trees Services root protection.
- Trees No Dig Method.
- Trees – no burning.
- Trees – Soil levels.
- Trees – Material Storage.
- Foul and surface water drainage (SuDS)
- Surface drainage
- Surface water treatment
- Exceedance flow routing plan
- SuDS management plan.

Informatives:

I106 – Section 106 agreements

I40 - Conditions

I44 – Reasons for grant of outline consent

Other various informatives including ecology, fire, Design Out Crime