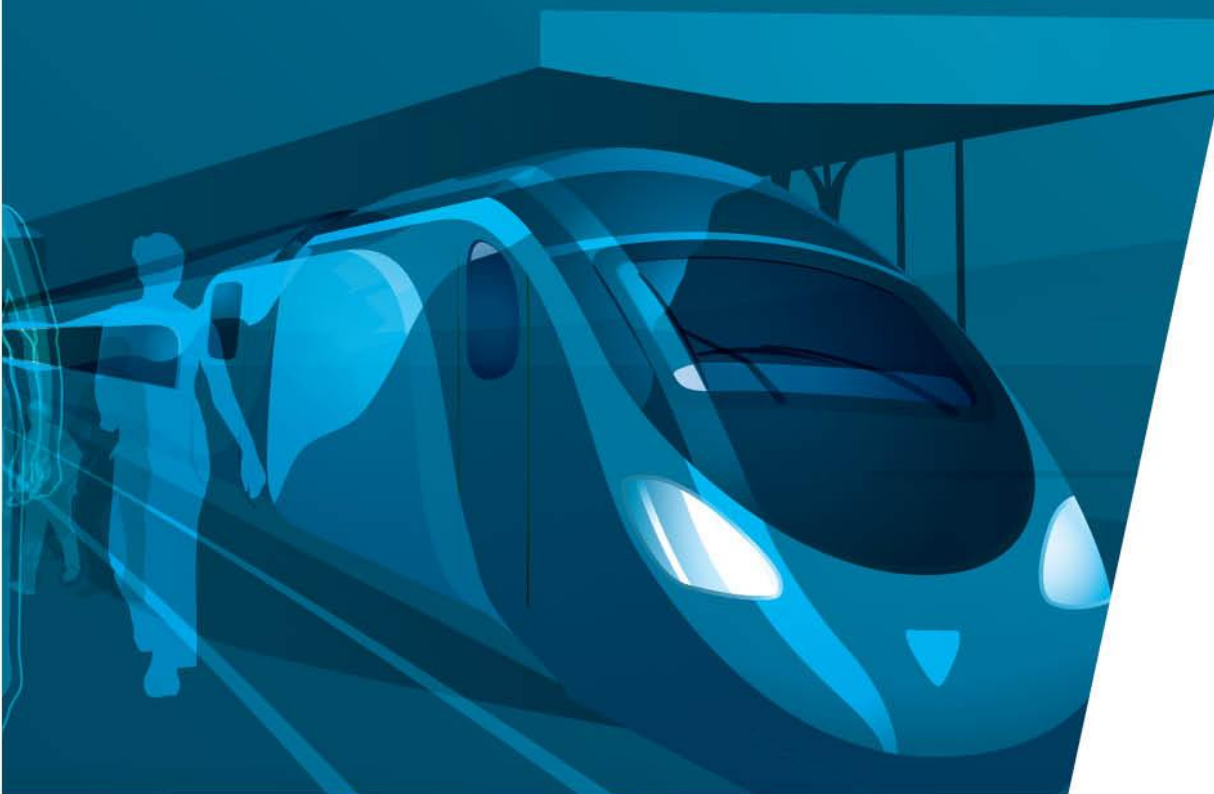


Clayton Vale Drainage Scheme, Clayton Vale Country Park, Manchester

Planning Statement

Document Reference: 151667-TSA-00-TRU-CNT-W-LP-000526

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1. Introduction

- 1.1 This Planning Statement supports the submission of an application for planning permission by Network Rail (NR) for a new underground drainage connection from the Manchester-Leeds railway line into a ditch located in Clayton Vale Country Park (CVCP), in order to drain a 300 metre section of the railway which is prone to flooding due to a saturated track foundation.
- 1.2 The following plans and documents are submitted in support of this application:

Title	Reference
Location Plan	151667-TSA-17-MVL1-DRG-R-DR-060038
Proposed General Arrangement	151667-TSA-17-MVL1-DRG-R-DR-060041
Long Section at Ditch	151667-TSA-17-MVL1-DRG-R-DR-060042
Ecological Impact Assessment Report	151667-TSA-00-TRU-REP-W-LP-000052
Arboricultural Impact Assessment	151667-TSA-00-TRU-REP-W-LP-000054
Outline Landscaping Plan	151667-TSA-00-TRU-REP-W-LP-000042
Drainage Statement	151667-TSA-00-TRU-CNT-W-LP-000519
Construction Management Plan	151667-TSA-00-TRU-CNT-W-LP-000520
Construction Access Plan	151667-TSA-17-MVL1-DRG-R-DR-060045

2. Background

- 2.1 The Trans-Pennine Route Upgrade (TRU) programme is a rail enhancement programme established to increase capacity and improve reliability/journey times between Manchester Victoria and York, via Huddersfield and Leeds. The TRU consists of a large number of individual projects, from asset replacement through to construction of new sections of track and other infrastructure. All projects combine to deliver a transformational project for the north delivering increased capacity, improved reliability, and decreased journey times for passengers travelling on the Trans-Pennine route.
- 2.2 Enhancements between Manchester and Leeds will be delivered by the TRU West of Leeds Alliance ('TRU West'). The West of Leeds element of the TRU programme is split into various geographical zones with Project W1 (of which the application will be part) running from Manchester Victoria Railway Station to Ashton-under-Lyme, as shown in Figure 1 below:

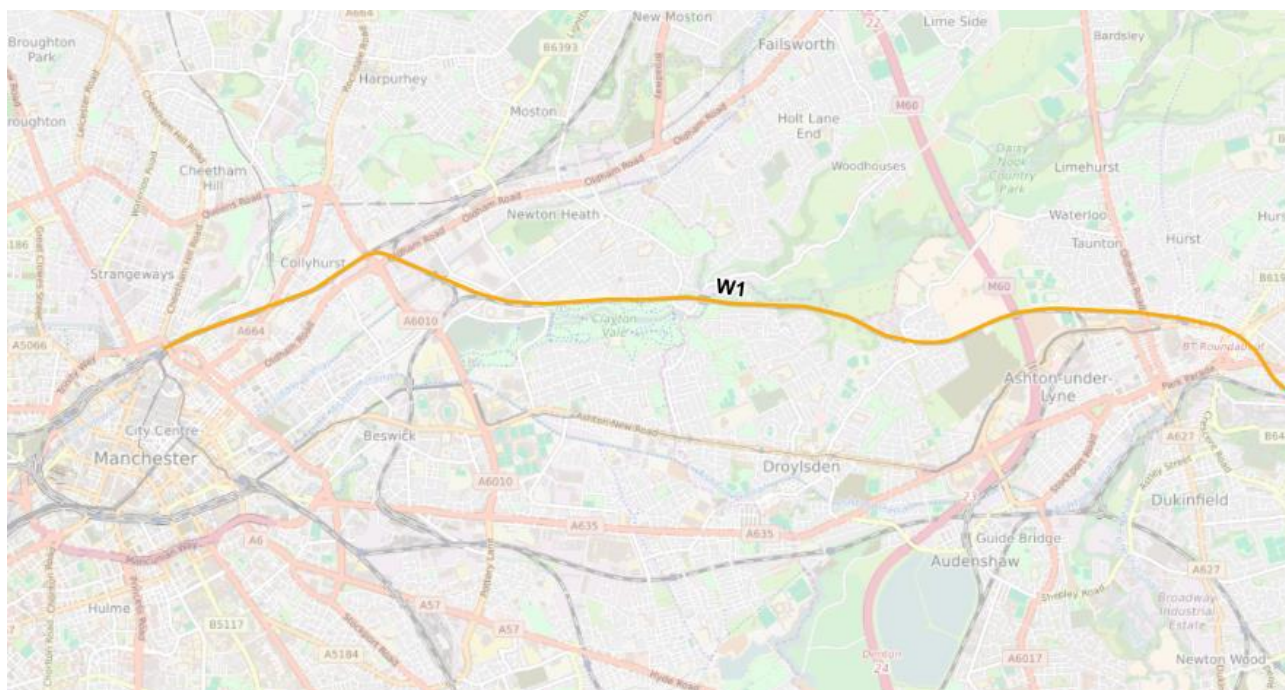


Figure 1: Trans-Pennine Route Upgrade Route W1 Overview (Source: ProjectMapper, 15 November 2021)

3. The Site and Surrounding Area

- 3.1 The Site is approximately 0.08 hectares in area and is located largely within the CVCP, which is between Clayton and Newton Heath to the east of Manchester City Centre. The Site is located at the north eastern end of the Park as shown on the Location Plan (drawing reference: 151667-TSA-17-MVL1-DRG-R-DR-060038). The northern part of the Site is located within the railway corridor, and is within NR's ownership. The remainder of the Site is within the ownership of Manchester City Council (MCC). The whole Site is located within the administrative authority of MCC.
- 3.2 CVCP is approximately 57 hectares in area and sits within the Medlock Valley in East Manchester. Once the ash tip for East Manchester's power station, CVCP is now a Local Nature Reserve (LNR), designated as such for its biological interest. It is also designated as Green Belt.
- 3.3 The eastern boundary of the Park forms part of the boundary between MCC and Tameside Borough Council. The Park is bounded by the Manchester-Leeds rail line to the north and residential areas to the south. To the west of the Park is Philips Park Cemetery, and to the east is a further area of open space. The River Medlock runs broadly east-west through the Park to the south of the Site.

4. The Proposal

- 4.1 The proposed Development is part of a wider scheme of works to improve drainage of the railway line for an approximately 300m stretch of the line adjacent to the northern boundary of CVCP, to the west of the Clayton Bridge level crossing, to alleviate a saturated track foundation problem and prevent the railway from flooding in this location. Part of these works are within the railway line itself and within NR's land ownership. As such these works benefit from NR's permitted development rights under Part 8 of the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 4.2 However, part of the scheme proposed lies within the CVCP which is in the ownership of MCC. Therefore, planning permission is sought for this element.

4.3 The proposed Development comprises:

- An underground drain which will convey surface water from the railway line into an attenuation tank;
- An underground attenuation tank to receive and temporarily store surface water;
- Two pre-cast concrete catch-pits;
- A further underground drain from the attenuation tank to an outfall/headwall;
- An outfall/headwall to an existing watercourse which feeds into the River Medlock.

4.4 Further detail on the proposed Development is provided in Section 6, and shown on the Proposed General Arrangement (drawing reference: 151667-TSA-17-MVL1-DRG-R-DR-060041) and Long Section at Ditch (drawing reference: 151667-TSA-17-MVL1-DRG-R-DR-060042) submitted as part of this application.

4.5 Pre-application advice was sought in respect of the principle of the proposed Development and an initial meeting was held with Jennifer Atkinson (Principal Planning Officer) at MCC on 23rd September 2021. The outcome this meeting was that planning permission would be required for the proposed Development.

4.6 A further meeting was held between Emma Wells (Atkins Ltd, Planning Agent) and Jennifer Atkinson on 10th December 2021. This was to provide an introduction to the proposed Development and to discuss required inputs to the planning application, such as a Drainage Statement and Ecological Impact Assessment.

4.7 A third meeting was held between Emma Wells and Jennifer Atkinson on 25th January 2022 to discuss and resolve specific issues including the extent of the red line boundary and the approach to landscaping.

4.8 A meeting was held on 18th February 2022 between Emma Wells and the Greater Manchester Ecology Unit (GMEU), the purpose of which was to explain the proposed Development to the GMEU and set out the surveys, potential impacts and proposed environmental mitigation and improvement measures (as explained in paragraphs 7.2 to 7.17). No significant issues were raised by the GMEU.

5. Planning Policy

National Planning Policy

5.1 The relevant policies of the National Planning Policy Framework (NPPF) by which the application should be judged are set out below, with a commentary as to how the proposal meets the policy.

5.2 The NPPF was first published by the Department for Communities and Local Government (DCLG) in 2012, and was most recently updated in July 2021.

5.3 **Paragraph 11** of the NPPF states that, at the heart of the Framework, is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means:

- Approving development proposals that accord with the development plan without delay; and
- Where there are no development plan policies, or relevant policies are out of date, granting permission unless:
 - The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

It is considered that the proposed Development accords with both the relevant NPPF policies and the relevant local planning policies (see paragraphs 5.1 to 5.12).

- 5.4 **Chapter 9 (Promoting sustainable transport)** states that transport issues should be considered in development proposals so that *‘opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised’* (paragraph 104).

The proposed Development is needed to facilitate the development of railway infrastructure between Manchester and Leeds, upgrading the route using new transport technology to ensure a better service.

- 5.5 **Paragraph 131** of chapter 10 states that *‘trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change’*. The paragraph also sets out that applicants and local planning authorities should work with highways and tree officer to ensure that the right trees are planted in the right places, that are compatible with highways standards and the needs of different users.

Although some de-vegetation is required to enable the proposed Development, mitigation planting will be implemented. An Outline Landscaping Plan has been submitted with this application (see paragraph 7.18) which shows how the loss of vegetation will be mitigated.

- 5.6 **Chapter 13 Protecting Green Belt** land sets out in paragraph 147 that inappropriate development is harmful to the Green Belt and should not be approved other than in very special circumstances. Paragraph 150 identifies a number of forms of development that are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These include *‘material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds)’*.

Although the proposed Development is too minor to constitute a material change in the use of land, it accords with the spirit of paragraph 150 as it would preserve the openness of the Green Belt and would not conflict with the purposes of including land within it (as set out in NPPF paragraph 138).

Local Planning Policy

- 5.7 The relevant policies of Manchester City Council’s development plan (Core Strategy, adopted 2012, and extant Unitary Development Plan policies, adopted 1995) by which the application should be judged are set out below, with a commentary as to how the proposal meets the policy.

Core Strategy (2012)

- 5.8 **Spatial Objective S05 Transport** sets out that an ambition to improve the physical connectivity of the City through sustainable and accessible transport links. The supporting text notes the importance of improving links between the City and city regions via high speed rail links.

The proposed Development would help the city to meet this objective by supporting the upgrade of the Manchester-Leeds Trans-Pennine rail route.

- 5.9 **Policy T1 Sustainable Transport** is about delivering a sustainable integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. Specifically, the policy sets out that the Council will support proposals that:

- *‘Contribute to improvements to the extent and reliability of the public transport network through...improved services...’*
- *‘Facilitate modes of transport that reduce carbon emissions...’*

The proposed Development is necessary to ensure that rail services can run efficiently, by preventing the railway line from flooding. The proposed Development therefore complies with policy T1.

- 5.10 **Policy T3 Strategic Integration** sets out that the Council will support proposals that contribute to an economically and environmentally sustainable transport network, including *‘improvements to the heavy rail infrastructure’*.

The proposed Development will result in improvements to rail infrastructure, and therefore complies with this policy.

- 5.11 **Policy EN13 Green Belt** states that there will be no amendments to the Green Belt boundary through the Core Strategy other than at Manchester airport.

The Site is in the Green Belt, however as this policy covers amendments to the Green Belt boundary it is not applicable to the proposed Development.

- 5.12 **Policy EN15 Biodiversity and Geological Conservation** sets out that the Council will seek to maintain or enhance sites of biodiversity and geological value, and that particular consideration will be given to a range of designated sites including Local Nature Reserves (LNR), of which CVCP is one. The policy also notes the Council’s objective to protect and conserve trees and woodlands, and to aim for a net increase. Additionally, any adverse impacts on biodiversity need to be justified against the wider benefits of the proposed development and where impacts are unavoidable, appropriate mitigation/compensation is required.

As set out in paragraphs 7.2 to 7.10, an Ecological Impact Assessment (EcIA) has been produced for the proposed Development, which found that the proposal would be unlikely to significantly affect Clayton Vale Local Nature Reserve. An Outline Landscaping Plan has been submitted with this application (document reference: 151667-TSA-00-TRU-REP-W-LP-000042) which shows how the vegetation to be lost during the construction of the proposed Development will be replaced. In addition, NR is committed to achieving 10% Biodiversity Net Gain (BNG) and will work with MCC and the Greater Manchester Ecology Unit (GMEU) to establish an approach to this, to be secured by planning condition. As such, the proposal complies with policy EN15.

- 5.13 **Policy EN17 Water Quality** states that *‘development should avoid any adverse impact on water quality, including during the construction phase’* and that *‘development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site’*.

The proposed Development will not have any impact on water quality as the water to be collected, attenuated and then released into the watercourse will be from uncontaminated railway infrastructure. Therefore the proposal complies with this policy.

- 5.14 **Policy EN18 Contaminated Land and Ground Stability** states that any proposal for development of contaminated land requires a health risk assessment, and that 'all new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them'.

A Phase 1 Contaminated Land Desk Study is being prepared to support this application and will be submitted early in the determination period¹. This will identify the likelihood of contamination and set out any required mitigation measures. All excavated material will be used as backfill where suitable and any surplus will be subject to contamination testing prior to disposal, which will determine the appropriate approach to disposal. The Site is not in a Development High Risk Area for coal.

Unitary Development Plan Extant Policies (1995)

Policy DC22.1 Footpath Protection states that the Council will have regard to the effect of proposed development on existing pedestrian routes and will not normally allow development that would result in '*unacceptable inconvenience to local pedestrian movement*'.

There is a Public Right of Way (PROW) which runs through the Site from east to west. The PROW will need to be temporarily diverted for a period of circa 6 weeks during the construction of the proposed Development, but will not be affected on a permanent basis (see paragraph 7.21). As such, the proposed Development complies with policy DC22.1.

6. Design and Access

- 6.1 The only element of the proposed Development that will be above ground is the headwall into the watercourse. This is shown on the Long Section at Ditch (drawing reference: 151667-TSA-17-MVL1-DRG-R-DR-060042). The headwall will be constructed from concrete and will be coloured grey.
- 6.2 It will be constructed into the banking of the ditch and the top of the headwall will be below the general ground level. The PROWs through the Park are to the west of the ditch, and as the headwall will be installed into the banking on the west of the ditch it is likely to be hidden by the banking. The view of the ditch from Berry Brow will be obscured by a wall and heavy vegetation. Therefore, it is unlikely that the headwall will be visible.

Access

- 6.3 The Construction Management Plan (document reference: 151667-TSA-00-TRU-CNT-W-LP-000520) submitted as part of this application sets out the proposed approach to managing the construction of the proposed Development, including vehicle movements. The construction phase is proposed to last for 10 weeks. The Construction Management Plan states that as far as practicably possible, the railway will be utilised to transport materials and equipment. However, some vehicular transportation will be required.

¹ This approach was agreed by email with Jennifer Atkinson (MCC) on 4/3/22.

- 6.4 Vehicular access to the Site for construction of the proposed Development will be from Berry Brow to the east of the Site, via what is currently a footpath access. In order to facilitate this access, the construction team will temporarily remove the existing iron railings and access gate, and temporarily remove the lighting column on the pavement, which is in the middle of the access, and the wayfinding signage. All elements will be replaced once works are complete. During construction, the access will be secured by padlocked Heras panels and monitored by temporary CCTV.
- 6.5 The proposed location for vehicular access is shown on the Construction Access Plan (drawing reference: 151667-TSA-17-MVL1-DRG-R-DR-060045). It is anticipated that approximately 12 light commercial vehicle movements would be required per day during the construction phase; 6 into and 6 out of the Site. This will fluctuate during the works and should be considered an average.

7. Key Planning Considerations

Principle of Development

- 7.1 The proposed Development is needed to alleviate a saturated track foundation problem in order to improve drainage of the railway line for an approximately 300m stretch of the line adjacent to the northern boundary of CVCP. In order to try to avoid the need for the proposed Development within the Park, four alternative options were considered, but none of these proved feasible. The alternative options are detailed in the Drainage Statement submitted alongside this application (document reference: 151667-TSA-00-TRU-CNT-W-LP-000519).

Ecology

- 7.2 An Ecological Impact Assessment (EclA) has been prepared and is submitted in support of this planning application. The EclA includes the results of an ecological data search, a field survey of the Site and a survey for common non-native invasive plant species. It also provides an evaluation of any potential impacts of the proposed Development on ecological features present within the Zone of Influence (Zoi), which is defined as a 1 kilometre radius from the Site, and 2 kilometres for Statutory Designated Sites.
- 7.3 The EclA notes that the Site is within the Clayton Vale Local Nature Reserve (LNR). No other statutory or non-statutory sites are considered to be a constraint to the proposed Development. There is no ancient woodland within the Site or within 1 kilometre of it, however there are areas of broad-leaved deciduous woodland within the Site and the 1 kilometre buffer.
- 7.4 The EclA states that the proposed Development is unlikely to significantly affect Clayton Vale LNR because works will be of short duration, the footprint will be relatively small (0.08ha) and vegetation clearance will be minimal. In addition, the EclA notes that removed trees could be retained in log piles within areas of the Site which have been opened up to an increase in sunlight to provide a greater diversity of micro climate, increase in structural diversity, also provide habitat for a variety of fauna.
- 7.5 The field survey was undertaken by an ecologist, accompanied by an arboriculturalist, in November 2021. As the final Site boundary was not confirmed at the time of the survey, the survey area took in a much wider area than the potential Site (as shown on Figure 1 in the report). The EclA notes that the survey was not conducted during the optimum survey season for habitat surveys, however all areas of the Site were accessible and vegetation die-back did not limit the characterisation of habitats.

- 7.6 The survey identified that the main habitat within the Site boundary is Other Lowland Mixed Deciduous Woodland, which is a Habitat of Principal Importance (HoPI) albeit the habitat is in poor condition. There is also an area of *Arrhenatherum* Neutral Grassland with Scattered Trees and Scattered Scrub at the northern end of the Site, which is in poor condition. The ditch which the proposed Development will drain into was identified as being highly modified and in poor condition, containing no aquatic plants and being heavily shaded.
- 7.7 The EclA reports on both desk study and field survey results for protected species and species of principal importance, a summary of which along with relevant mitigation measures to be implemented is as follows:

Species	Summary of potential	Mitigation
Badger	Three records from within 1km of the Site. No evidence for the presence of badgers was found within the Site. Badgers are not considered to be a potential constraint for the proposed Development.	None required
Bats	No evidence for the presence of bats was found during the survey and the presence of a roost within the Site is considered unlikely. The location of the Site adjacent to the railway means it is considered to be of low potential for foraging bats.	Night-time working will be avoided. All trees to be removed as a result of the proposed Development will be checked for the presence of potential roost features and a further survey undertaken if features with moderate or high suitability are found.
Birds	20 notable bird species were identified within 1 kilometre of the Site, one of which (dunnock) was identified within the woodland area of the Site during the survey. Other bird species noted within the Site are common and not of conservation concern. Nesting within the woodland and scrub areas of the Site is likely, but similar habitat is offered in the wider local area.	Vegetation clearance will be undertaken outside the core bird breeding season, which runs from 1st March to 31st August (inclusive). If this is not possible, a competent person will check for active nests within and around the vegetation to be cleared no more than 24 hours prior to the clearance. If an active nest were to be found, a no disturbance exclusion zone (area to be determined by an ecologist) would be established around the nest until it was satisfactorily proved that it was no longer in use.
Great Crested Newt (GCN)	The desk study returned no records of GCN within 1 kilometre of the Site. Woodland and scrub within the Site have the potential to support GCN, however given the lack of local records,	None required

	the isolation of ponds within 500m of the Site, and the relatively poor condition of the pond within the wider survey area, it is unlikely that GCNs occur within the Site.	
Reptiles	No recent records were returned from within 1 kilometre of the Site and habitats within the Site are sub-optimal for reptiles. There is low probability that common and widespread species may be present in small numbers.	As a precautionary measure, vegetation clearance will be accompanied by a method statement to avoid clearance of features that may offer reptile habitat at sensitive times of year.
Riparian Mammals and White-clawed Crayfish	No records or granted licences for riparian mammals or white-clawed crayfish were identified within 1 kilometre of the Site and habitats within the Site are highly unlikely to be suitable to support these species. As such they are not considered to be a potential constraint to the proposed Development.	None required

- 7.8 NR will develop an Environmental and Social Management Plan (ESMP) as further detailed design work is undertaken. This document is internal to NR, and will set out a range of environmental and social mitigation measures to be employed during the construction of the proposed Development, including ecological mitigation.
- 7.9 Himalayan balsam was found to be present within the Site (see Target Note 5 on Figure 1 of the EcIA). Measures to avoid the spread of Himalayan balsam will be set out in the ESMP, including avoiding contamination around the Site and good Site hygiene.
- 7.10 NR is committed to achieving 10% Biodiversity Net Gain (BNG) to compensate for the proposed Development. Further work will be undertaken to establish where and how the compensatory measures will be and NR is keen to work with MCC and the Greater Manchester Ecology Unit (GMEU) on this.

Trees

- 7.11 An Arboricultural Impact Assessment (AIA) has been produced for the proposed Development and is submitted as part of this application (document reference: 151667-TSA-00-TRU-REP-W-LP-000054). The purpose of the AIA is to evaluate the direct and indirect effects of the proposed Development on the tree stock both within and adjacent to the Site, taking account of site-specific factors including topography, water bodies and existing built form.
- 7.12 A Tree Survey of the Site was undertaken in November 2021, the findings of which are presented on the Arboricultural Constraints Plan (Appendix A of AIA) submitted with this application and in the Tree Survey Schedule in Appendix E of the AIA.

- 7.13 The survey found that tree stock within the Site predominantly forms a well-established area of woodland growing on an embankment face to the south of the railway. In general, that woodland comprises an area of early mature trees with the dominant species being common ash.
- 7.14 Table 6-1 in the AIA sets out which tree groups are to be retained/lost as part of the proposed Development. There four individual trees that would be lost to facilitate the proposed Development, along with an area of Category A woodland. Four trees in proximity to the Site boundary will be retained. The locations of the trees to be lost, retained and protected are shown on the Tree Retention and Protection Plan (Appendix B of the AIA).
- 7.15 Section 6.4 of the AIA sets out in detail the tree protection measures to be implemented to protect the four trees to be retained. These include establishing a Construction Exclusion Zone (CEZ) around these trees where no unauthorised access or construction operations are permitted, to protect the ground from compaction or excavation and canopies from physical damage. This will be secured by means of temporary protective fencing with weatherproof signage.
- 7.16 Removal of trees within the Site application boundary will be mitigated through compensatory planting which is detailed in the Outline Landscape Plan submitted in support of the planning application. In addition, explained in paragraph 7.10, NR are committed to achieving 10% Biodiversity Net Gain.
- 7.17 Works to remove trees would be timed to avoid the bird nesting season and other potential ecological constraints for legally protected species. If required, tree surgery work on trees with deadwood, cavities, split/lifted bark and dense ivy will be carried out under an Ecological Watching Brief.

Landscaping

- 7.18 An Outline Landscaping Plan has been produced and is submitted as part of this application (drawing reference: 151667-TSA-00-TRU-REP-W-LP-000042). The proposed approach to landscaping, as shown on the outline plan, is to provide reinstated neutral grassland over the attenuation tank, with a native shrub mix along the drain alignment. The remainder of the landscaping is proposed to comprise a native woodland mix at a density of one per metre squared.

Storage of Excavated Material

- 7.19 The construction of the proposed Development will involve the excavation of material, which will be temporarily stockpiled within the western part of the Site. The Site boundary will be secured with temporary fencing to prevent entry by unauthorised personnel, including the public. All excavated material will be used as backfill where suitable and any surplus will be treated/disposed of via a suitably licenced facility following appropriate testing.
- 7.20 Site works will comply with the ESMP, which sets out that site waste management procedures will comply with waste management regulations.

Public Right of Way

- 7.21 A Public Right of Way (PROW) runs through the Site from east to west, with access into the Park off Berry Brow. The PROW will not be affected by the proposed Development once complete, but will

need to be diverted temporarily for a period of circa 6 weeks during the construction phase. Figure 2 below shows the section of footpath to be temporarily closed, and the temporary diversion route dashed in green.



Figure 2: PROW and temporary diversion route (Source: Google Maps aerial photo overlaid with PROW routes)

Contaminated Land

- 7.22 Due to the Site's former use as a landfill site, a Phase 1 Contaminated Land Desk Study is currently being prepared and will be submitted as part of this application early in the determination period. This will assess the likelihood of the land comprising the Site being contaminated, and identify and required remediation measures.

Climate Change and Resource Efficiency

- 7.23 Given the government-wide target to achieve net-zero carbon emissions by 2050 and the priority of decarbonising transport to improve air quality and health, and take urgent action on climate change, the TRU Programme supports UK Government policy to encourage electrification of railways as a means of reducing carbon emissions and provides a key opportunity to decarbonise the Manchester-York rail route. Rail travel is responsible for only 0.6% of total UK emissions, however electrification is identified as one of the primary ways in which the rail industry can contribute to the 2050 net-zero carbon emissions target, by removing diesel-only passenger trains on strategic main routes.
- 7.24 The introduction of bi-modal trains which are able to use electrified lines across the whole TRU Project will also provide benefits for local air quality in the areas through which the route passes.

8. Planning Conditions

8.1 NR proposes that planning conditions should be attached to a permission for the proposed Development to the following elements which are subject to further detailed design work:

1. Details of proposed approach to achieving 10% Biodiversity Net Gain (BNG)
2. Detailed landscaping plan

9. Conclusion

- 9.1 This Planning Statement sets out the proposal to construct a new underground drainage connection from the railway into a ditch in Clayton Vale Country Park, to alleviate a saturated track foundation issue and prevent the railway from flooding. The proposed Development is part of the wider Project W1 which forms part of the Transpennine Route Upgrade (TRU) programme to enhance the railway network between Manchester Victoria and York.
- 9.2 The proposed Development will be entirely below the ground other than the headwall which will discharge into the ditch that feeds into the River Medlock. The headwall is unlikely to be visible from within or outside the CVCP. Environmental mitigation measures will be complied with as relevant, and the Site will be landscaped following the completion of the proposed Development.
- 9.3 The proposed Development complies with all relevant local and national planning policies and there are no other material considerations which should preclude consent from being granted for the proposed Development.

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