

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133209/FO/2022

Date registered valid: 17 March 2022

Proposal: Engineering works to form underground drainage connection from the railway line including the creation of an outfall/headwall

Address: Land At Clayton Vale Country Park, East Of Berry Brow, Manchester, M40 1GG

Ward(s): Miles Platting & Newton Heath Ward

Applicant: Network Rail, One Eversholt Street, London, NW1 2DN

Agent (if any): Mr Michael Gradwell, Network Rail, 1st Floor Square One, 4 Travis Street, Manchester, M1 2NY

Case officer: Janine Renshaw-Livesey
Tel: 0161 234 4555
Email: janine.renshaw-livesey@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 19 July 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 20 April 2022

Standard consultations:

Printed: 12 May 2022 Expired: 19 May 2022

Neighbour notifications

Printed: 17 March 2022 Expired: 7 April 2022

Site notice

Posted: 20 April 2022 Expired: 11 May 2022

Press advert

Published: 22 March 2022 Expired: 12 April 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Planning Permission is sought for improvements to the entrance to Clayton Vale Country Park (CVCP) for engineering works to form underground drainage connection from the railway line including the creation of an outfall/headwall.

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. The northern part of the Site is located within the railway corridor and is within Networks ownership.

CVCP is approximately 57 hectares in area and sits within the Medlock Valley in East Manchester. CVCP is a Local Nature Reserve (LNR), designated as such for its biological interest. It is also designated as Green Belt.

The application seeks consent 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.

The proposed Development comprises:

- o An underground drain which will convey surface water from the railway line into an attenuation tank;
- o An underground attenuation tank to receive and temporarily store surface water;

- o Two pre-cast concrete catch-pits;
- o A further underground drain from the attenuation tank to an outfall/headwall;
- o An outfall/headwall to an existing watercourse which feeds into the River Medlock.

Consultations & Notification Responses

The occupiers of the surrounding properties were consulted and no representations were received.

The Highways Team- Agree the contents of the construction management plan, including waste disposal arrangements. However, request that temporary signs be agreed, and entrance gates and lighting columns be replaced after completion and an informative has been added to the consent for the former. Highways request a dilapidation survey of the nearby highway is required to ensure that the highway and associated street furniture will be repaired if damaged. However, this lies outside the curtilage of the site and given nature of the development and the distance the development is from the highway a condition is not necessary for planning purposes.

Environmental Health-Commented the construction hours be restricted and an informative has been added to the consent. Environmental Health also recommended a contaminated land condition be attached to the consent.

The Tree Section- Commented that the trees proposed for work/ removal are relatively low-quality specimens and have no objection to the proposal. However, the tree section was unable to determine a definitive site boundary and therefore a concern was expressed that the applicant may expand the site to suit their needs without applying for additional works. However, should the removal of trees expand outside the site edge red, a condition has been attached to the consent to enhance the biodiversity and ecology of the site and re-create habitat lost as part of the proposals.

The Flood Team-requested a pre commencements conditions for sustainable drainage methods and on-going maintenance and management of the site.

Greater Manchester Police- Raised no objection to the proposal.

Greater Manchester Ecological Unit- Raised no objection to the proposal however, details of replacement planting, control of invasive species and contribution to net gain be added as condition.

United Utilities- No representation has been received.

Environment Agency-Commented If during the undertaking of site works, contamination not previously identified is found to be present, then further site works shall be suspended until the extent of contamination has been determined and defined in agreement with local planning authority: a relevant condition has been attached to the consent consistent with the advice from the Environment Agency and Environment Health.

Issues

National Planning Policy

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.

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

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

- o Where there are no development plan policies, or relevant policies are out of date, granting permission unless:
- o 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
- o 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).

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 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.

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.

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).

Core Strategy (2012)

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.

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:

- o 'Contribute to improvements to the extent and reliability of the public transport network through...improved services...'
- o '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.

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.

Policy EN13 Green Belt.

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.

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 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.

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.

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 has been submitted with the application and will identify the likelihood of contamination and set out any required mitigation measures, and a contaminated land condition has been attached to the consent.

Policy DM1 and SP1- The only visual physical present associated with the proposal is a outlet head which is positioned discretely and in terms of its appearance in relation to its settings is considered to acceptable. Furthermore, during its operation due to its location would not have any impact on the residential amenity and is considered to be consistent it policy DM 1 and SP1.

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. As such, the proposed development complies with policy DC22.1.

Principle of Development

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. The proposal would ensure the future of a safe an effective sustainable method of transportation. The temporary closure of the footpath would result in a minimal inconvenience and the loss of planting would be replaced therefore, on balance the proposals considered to be acceptable.

Ecology

Ecology- Raised no objection to the proposal however an Environmental and Social Management Plan (ESMP), is required by the means of a condition. The details shall include habitat re-creation and a planting schedule, and details how prevention of spread of invasive species will be prevented to enhance the biodiversity and ecology of the site and re-create habitat lost as part of the proposals pursuant to policy EN15 of the Manchester Core Strategy.

Furthermore, details demonstrating how 10% Biodiversity Net Gain will be secured as part of the wider scheme (Manchester Victoria - Stalybridge Trans Pennine Route Upgrade), by the means of a condition to enhance the biodiversity and ecology of the site and re-create habitat lost as part of the proposals pursuant to policy EN15 of the Manchester Core Strategy.

Trees

The trees proposed for work/ removal are relatively low-quality specimens and the tree section requested the developer to update the city council leisure team regarding any further tree's removal. However, a condition has been attached to the consent for the applicant to provide an Environmental and Social Management Plan (ESMP), including a re planting scheme, pursuant to policy EN15 of the Manchester Core Strategy.

Highways

A footpath closure from Berry Brow will be required to facilitate the construction works. This will provide pedestrian and vehicle access for the construction work. The applicant will need to apply for a temporary traffic regulation order (TTRO) with MCC Highways at their own cost. This will need discussion and agreement with the council's Highways Applications and Network Resilience team at Manchester City Council via the Contact Centre on 0161 234 5004.

In order to access via Berry Brow the construction team will temporarily remove the existing access gates and replace the existing street light column and wayfinding signage. All will be replaced once works are complete. The applicant is advised to make contact with the relevant council department regarding any movements/amendments that maybe needed concerning the existing gates and signage.

It is also recommended that the applicant liaises with MCCs Street Lighting Team regarding the potential requirement to relocate an existing street lighting column.

The car park to the rear of 'The Railway Hotel' on Berry Brow will be used for temporary welfare facilities, plant and material storage as well as parking for a small number of vehicles. Highways request that this is monitored to ensure there is no impact on the Highway.

A dilapidation survey of the nearby highway is required to ensure that the highway and associated street furniture will be repaired if damaged.

However, highways request that temporary signs be agreed, and entrance gates and lighting columns be replacing after completion and an informative has been added to the consent for the former. Highways request a dilapidation survey of the nearby highway is required to ensure that the highway and associated street furniture will be repaired if damaged. However, this lies outside the curtilage of the site and given nature of the development and the distance the development is from the highway a condition is not necessary for planning purposes.

Flood

The Flood Team requested that surface water drainage work must be implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) to promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14 and to manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. Furthermore, details of the implementation, maintenance and management of the sustainable drainage scheme is required to ensure compliance with national policies within the NPPF and NPPG and local policies EN08 and EN14.

Public Right of Way

Park services confirmed the bin nearest the entrance will be removed during the work and ground maintenance contractors confirmed they can still access the area beyond via another route and requested signage to be put up in advance, so site users have some notice. Therefore, the freehold was transferred to Network Rail, and a plan showing the proposed location of the drainage easement was granted a deed of easement allowing for the channel to be installed and then maintained going forward.

The Parks Department confirmed they are happy with the proposals. Network Rail responded as follows in respect of the issues raised:

1. Duration of works to install drainage – 8 weeks
2. The bin will be removed and reinstated
3. The temporary footpath closure will be arranged in advance with signposts etc

Informatives and appropriate signage conditions have been attached to the consent to reduce the risk of conflicts between users of Clayton Vale pursuant to policy DM1 of the Manchester Core Strategy Development Plan Document.

Security

Greater Manchester Police queried the scale of the drainage hole and asked whether there are any proposals for railings to be installed to stop unauthorised access, if so, will they be removable when access is required. The applicant confirmed that the diameter of the pipe is only 225mm there is no risk of unauthorised access hence railings are not required. Therefore, GMP were satisfied they have no concerns over unauthorised access, and in turn would have no objection to the approval of this application.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is considered to be in accordance with the Development Plan and therefore determined in a timely manner.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

- 1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

PO2.1, PO2 Location Plan, Design and Access Statement, Construction Management Plan, PO1.1, Arboricultural Impact Assessment, Ecology Report, Flood Risk Document, PO2.1 Flood Details, stamped as received on the 15 March 2022, Contaminated Land Desk Top Study, stamped as received on the 12 May 2022, Compliant Transfer Plan, stamped as received on the 13 July 2022, 01 Sketch, stamped as received on the 23 May 2022 and BO1, stamped as received on the 13 June 2022.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development within each phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected, and appropriate remedial action is taken in the interests of public safety, pursuant to EN18 of the Unitary Development Plan for the City of Manchester.

4) Prior to the commencement of development hereby approved, an Environmental and Social Management Plan (ESMP), shall be submitted to and agreed in writing by the local planning authority. The details shall include: habitat re-creation and a planting schedule, and details how prevention of spread of invasive species will be prevented. The development shall then be completed in accordance with the agreed details.

Reason-To enhance the biodiversity and ecology of the site and re-create habitat lost as part of the proposals pursuant to policy EN15 of the Manchester Core Strategy.

5) Prior to the commencement of development hereby approved, details demonstrating how 10% Biodiversity Net Gain will be secured as part of the wider scheme (Manchester Victoria - Stalybridge Trans Pennine Route Upgrade), shall be submitted to and agreed in writing by the local planning authority.

Reason-To enhance the biodiversity and ecology of the site and re-create habitat lost as part of the proposals pursuant to policy EN15 of the Manchester Core Strategy.

6) Prior to the first use of the development temporary signage and way finding markers shall be installed in accordance with the details previously submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To reduce the risk of conflicts between users of Clayton Vale pursuant to policy DM1 of the Manchester Core Strategy Development Plan Document.

7) The constructing management arrangements shall be carried out in accordance with Construction Management Plan produced by Network Rail, stamped as received on the 15 March 2022.

Reason - To safeguard the amenities of nearby residents, highway safety, tram safety, air quality and water quality pursuant to policies SP1, EN17, EN16, EN19 and DM1 of the Manchester Core Strategy (2012).

8) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to avoid/dischage the above drainage condition the following additional information has to be provided:

- o Final drainage layout with labelled components, levels and connectivity.
- o Where drainage infrastructure is proposed in 3rd party land, evidence of consent from the 3rd party landowner is required.
- o Where drainage infrastructure is proposed in 3rd party land, details of agreement with the 3rd party landowner to enter the 3rd party land and maintain the drainage system for the lifetime of the scheme.
- o Hydraulic calculation of the proposed drainage system.

- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building.
- o Results of the ground investigation and modelling undertaken for infiltration investigation. If infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- o Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates.
- o Where surface water is connected to ordinary watercourse, any works within or adjacent to the watercourse that would affect it require Land Drainage Consent from Manchester City Council as Lead Local Flood Authority.
- o Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- o Evidence of pollution assessment and pollution control measures.
- o Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

9) No development shall take place until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- a) Management and maintenance plan for the lifetime of the scheme which shall identify the responsible party to secure the operation of the sustainable drainage scheme throughout its lifetime.
- b) Once the development is brought into use a verification report including photographic evidence of construction as per design drawings; shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

Informatives

1) Construction works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

2) No vegetation removal or tree works/felling should take place in the main bird nesting season (March - August inclusive) unless it can otherwise be demonstrated that no active bird nests are present (see table 4-1 of the ecology report).

Protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. An informative should be used so that the applicant is aware that they must seek ecological advice should they find or suspect that the proposals will impact on protected species.

3) Temporarily remove the existing access gates and replace the existing street light column and wayfinding signage. All will be replaced once works are complete. The applicant is advised to make contact with the relevant council department regarding any movements/amendments that maybe needed concerning the existing gates and signage.

4) It is also recommended that the applicant liaises with MCCs Street Lighting Team regarding the potential requirement to relocate an existing street lighting column.

5) The applicant will need to apply for a temporary traffic regulation order (TTRO) with MCC Highways at their own cost. This will need discussion and agreement with the council's Highways Applications and Network Resilience team at Manchester City Council via the Contact Centre on 0161 234 5004.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
United Utilities Water PLC
Greater Manchester Ecology Unit
Environmental Health

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Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Green Belt Land - Green Belt Area (LDF)
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH