

		Committee Date: 14th June 2022
Broadclyst (Broadclyst)	22/0549/FUL	Target Date: 06.05.2022
Applicant:	Mr Gary Moore	
Location:	The Gardens Blackhorse	
Proposal:	Construction of 3no bungalows with associated access, parking and landscaping.	

RECOMMENDATION:

- 1. Adopt the Appropriate Assessment forming part of the report**
- 2. Approval with conditions**

EXECUTIVE SUMMARY

This application is before the Development Management Committee as the proposal is a departure from the Local Plan.

Planning permission is sought for the construction of three detached bungalows, and a vehicular access to serve the site. The development would take place in the paddock of the curtilage of the existing property on the plot. Members will note the grant of a recent planning permission on the adjacent site at Clystside for two bungalows ref 21/0241/FUL which was approved as a departure from the Local Plan.

The site is located within the hamlet of Blackhorse, close to Clyst Honiton, with the site and nearby properties located outside any designated built-up area boundary. However, there is a notable amount of development in the vicinity. In particular, in addition to the existing dwellings to the south and west of the site, the land on the northern side of Blackhorse Lane is part of the Tithebarn/Mosshayne development site, which is currently being developed into a significant area of housing, totalling 1,500 dwellings, including a neighbourhood centre and recreational facilities. Also, the Exeter Science Park is situated a short distance to the west of the site, and several bus services run along the former A30, which is also close to the site. Additionally, close to the bus stop is a public house. Blackhorse Lane, from where the site is accessed is a designated cycle route linking Cranbrook with Exeter and wider cycle networks.

In simple planning policy terms, the site is in the countryside and the proposal does not benefit from any planning policy support. However, as detailed above, in this instance, the location of the site is such that there are a number of factors which indicate that the site can be considered to be sustainable. Indeed, once

those factors are fully considered, it is considered that it would be unreasonable to argue that the development would be unsustainable.

The proposal would be for a modest development of 3 bungalows on a large site which benefits from existing tree screening on its frontage. The design and layout of the bungalows would be such that they would not appear unduly prominent or intrusive when viewed from Blackhorse Lane and would be read in the context of surrounding development without detriment to the semi-rural character of the lane or any wider landscape impact.

Owing to the generous size of the site and limited scale of the proposed bungalows, the development would have a limited impact on the amenities of the occupiers of the nearest neighbouring properties.

The proposed dwellings would not, in themselves, have a direct impact on the highway or cycle route however, the three bungalows would utilise an existing driveway and access onto Blackhorse Lane which would through this proposal serve a total of 5 dwellings. The highway in question is a narrow and lightly trafficked highway, which is now a no through road to vehicles, but it is a cycle route. There are a number of vehicular entrances along the stretch of highway to the west of the site. On that basis, and as the proposed entrance would be on a wider part of the road, it is considered that the proposed entrance would not have a detrimental impact on highway safety. Notably, the County Highway Authority has not objected to the proposal.

In light of the points raised above, whilst the proposal is a departure from Local Plan policy, there are other material considerations that enable the proposal to be supported on the basis that it is located in a sustainable location.

In the absence of any material harm, the development would make a modest contribution to the Council's delivery of housing in a sustainable location and would contribute to the District's 5 year housing land supply.

The application is therefore recommended for approval.

CONSULTATIONS

Local Consultations

Technical Consultations

EDDC Trees

The application is supported by an arboricultural report prepared by Aspect Tree Consultancy (25.21.2022) including an Arboricultural Impact Assessment and Tree Protection Plan.

Together this information demonstrates that the proposal will have minimal impact on the trees at the site which I agree with and therefore I have no objection to this development.

The following pre-commencement condition should be included:

Prior to commencement of any works on site (including demolition), Tree Protection measures shall be carried out as detailed within the Arboricultural Report submitted by Aspect Tree Consultancy on the 25.02.2022 and shall adhere to the principles embodied in BS 5837:2012 and shall remain in place until all works are completed, no changes to be made without first gaining consent in writing from the Local Authority

In any event, the following restrictions shall be strictly observed:

(a) No burning shall take place in a position where flames could extend to within 5m of any part of any tree to be retained.

(b) No trenches for services or foul/surface water drainage shall be dug within the crown spreads of any retained trees (or within half the height of the trees, whichever is the greater) unless agreed in writing by the Local Planning Authority. All such installations shall be in accordance with the advice given in Volume 4: National Joint Utilities Group (NJUG) Guidelines for the Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) 2007.

(c) No changes in ground levels or excavations shall take place within the crown spreads of retained trees (or within half the height of the trees, whichever is the greater) unless agreed in writing by the Local Planning Authority.

(d) No trees, shrubs or hedges within the site which are shown as being planted or retained on the approved plans shall be felled, uprooted, wilfully damaged or destroyed, cut back in any way or removed without the prior written consent of the Local Planning Authority. Any trees, shrubs or hedges removed without such consent, or which die or become severely damaged or seriously diseased within five years from the occupation of any building, or the development hereby permitted being brought into use shall be replaced with trees, shrubs or hedge plants of similar size and species unless the Local Planning Authority gives written consent to any variation.

(Reason - To ensure retention and protection of trees on the site prior to and during construction in the interests of amenity and to preserve and enhance the character and appearance of the area in accordance with Policies D1 - Design and Local Distinctiveness and D3 - Trees and Development Sites of the Adopted New East Devon Local Plan 2013-2031).

Other Representations

3 letters of representation have been received at the time of writing this report raising concerns which can be summarised as:

- Access and congestion during construction
- Impact on trees
- Highway safety and conflict with other users of Blackhorse Lane
- Obstruction of driveway with recycling and bins
- Would be better accessed from Honiton Road
- Increase in traffic

PLANNING HISTORY

Reference	Description	Decision	Date
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21/0241/FUL	Construction of two detached bungalows with associated parking and vehicular entrance	Approval with conditions	07.05.2021
20/1617/FUL	Construction of bungalow, including detached garage and new vehicular entrance	Approval with conditions	06.11.2020
20/2535/FUL	Construction of chalet bungalow with integral garage, and new vehicular entrance (amended proposal to that approved under planning application 20/1617/FUL)	Approval with conditions	21.01.2021

POLICIES

Adopted East Devon Local Plan 2013-2031 Policies
Strategy 7 (Development in the Countryside)

Strategy 10 (Green Infrastructure in East Devon's West End)

D1 (Design and Local Distinctiveness)

D2 (Landscape Requirements)

D3 (Trees and Development Sites)

TC2 (Accessibility of New Development)

TC7 (Adequacy of Road Network and Site Access)

TC9 (Parking Provision in New Development)

EN5 (Wildlife Habitats and Features)

Government Planning Documents

NPPF (National Planning Policy Framework 2021)

National Planning Practice Guidance

Site Location and Description

The site refers to an area of land to the rear of the curtilage of a property known as The Gardens, a property which is located within the hamlet of Blackhorse, close to Clyst Honiton. The property benefits from a large curtilage which includes a paddock area to the north adjacent to Black Horse Lane. This lane has a rural feel, and is now

a no through road for vehicles, as a result of changes to the highway network to facilitate the near-by Science Park and Tithebarn/Mosshayne developments. However, the lane is a designated cycle route linking the Cranbrook area with Exeter. The site occupies an elevated position in relation to Blackhorse Lane and does not currently benefit from a vehicular access onto the lane but there is a pedestrian access.

The site is located outside any designated built-up area boundary, but does have a notable amount of development in the vicinity, despite being adjoined by a field to the east. Most notably, there are existing dwellings to the south and west of the site - these are a mixture of bungalows and two storey dwellings. Furthermore, the land on the northern side of Blackhorse Lane is part of the Tithebarn development site, which is currently being developed into a significant area of housing. The Exeter Science Park is situated a short distance to the west of the site. The former A30 is located a short distance from the site; a bus service runs along this road, and there is also a public house situated alongside it.

Proposed Development

Planning permission is sought for the construction of three detached bungalows with integral garages and parking and turning facilities on part of the existing paddock area. The site would be accessed through a continuation of a shared private driveway which currently serves two recently constructed bungalows (ref 21/0241/FUL) on an adjacent site onto Blackhorse Lane. The bungalows would be of modern appearance of rendered construction with timber cladding under a tiled roof. Electrical car charging points would be provided adjacent to the parking areas along with cycle stores.

Issues and Assessment

The main issues for consideration in the determination of this application are the principle of development, the impact on the character and appearance of the area, the impact upon the amenity of surrounding residents, impact upon trees and ecology and highway safety.

ANALYSIS

Principle and Sustainability

Given the nature of the proposal, and the location of the site outside of a built-up area boundary, this development represents a departure from the Local Plan. The application has been advertised as such.

Members will recall that planning permission for the construction of two detached bungalows on an adjacent site has been approved under application ref 21/0241/FUL. Approval was granted on the basis that despite the site being located outside a built-up area boundary, it is in a sustainable location and, consequently, that the development was acceptable in principle. Previously, the following was reported with regard to the principle and sustainability of the site which is considered to be equally applicable to the application site immediately adjacent:

"The application site to which this report relates is located outside any built-up area boundary designated in the East Devon Local Plan. Therefore, in planning policy terms the site is within the countryside in an unsustainable location. As a result, the proposal does not gain any planning policy support from the Local Plan with the proposal being contrary to Strategy 7.

However, it needs to be considered whether there are any other material considerations that may support the proposal and outweigh the policy objection.

In this instance, the location of the site and its relationship to other development is such that it is a material consideration to weigh into the balance.

Whilst it is noted that there are existing dwellings to the west and south of the site, this in itself is not considered sufficient to mean that the site is in a sustainable location. In this regard, there are more notable developments in the area which are considered to give weight to an argument that it would be unreasonable to argue that this site can be considered unsustainable; most notably, these are the Tithebarn/Mosshayne development which is taking place on the northern side of Blackhorse Lane, and will lead to the construction of around 1,500 dwellings in close proximity to the site benefiting from a local centre and recreational facilities, and Exeter Science Park is situated a short distance to the west of the site.

In addition, although Blackhorse Lane is now a no through road for vehicular traffic, it is a designated cycle path which provides easy access to Exeter in the west, and also to Clyst Honiton, Cranbrook and Exeter Airport in the east. Additionally, the former A30, a short distance to the south of the site, is served by several bus services serving destinations including Exeter, Exeter St. Davids railway station, Exeter Airport, Cranbrook, Ottery St. Mary, Honiton, Axminster, Woodbury and Exmouth. Furthermore, there is a public house situated adjacent to the former A30, within walking distance from the site.

The location of the site close to these services and facilities, benefiting from good access links means that the site can be argued to be well located and close to a range of services and facilities to an extent that could minimise the use of the car.

It is also relevant to note in terms of Strategy 7 that the proposal takes place within an existing garden. As such there is no wider visual impact from the proposal (see Key Issue below). If the proposal were to take place within the adjoining undeveloped field, whilst it may represent a fairly sustainable location, the visual change to the landscape would be considerable and therefore fail Strategy 7 that requires development to not harm the landscape qualities of an area.

The points raised above highlight a number of reasons why, despite the location of the site outside a built-up area, it can be considered to be in sustainable location and development. When these factors are given consideration alongside the local plan, it is considered that, on balance the development would be in a sustainable location and, therefore, that the proposal is acceptable in principle."

Whilst each application is determined on its own merits, being positioned immediately adjacent to the site for the two approved bungalows, it is considered that there have been no material changes to the assessment above and that, consequently, the

principle and sustainability of the development remains acceptable for the reasons detailed above. Subject to an assessment of other material considerations, the principle of development is considered to be acceptable where the three dwellings would contribute to the Council's five year housing land supply. This along with the sustainable nature of the development are considered to weigh in favour of the proposal within the overall planning balance.

Character and Appearance

Introducing built development within the site would result in a degree of impact on the character and appearance of the area and would change the character of the site from a paddock. Whilst this would be the case, despite occupying an elevated position in relation to Black Horse Lane, the development would be set back from the road and largely screened from public views by existing trees and vegetation on the northern boundary. The proposed bungalows would be arranged on the site adjacent to the recently approved bungalows arranged around the proposed access drive into the site which would form a continuation of the shared driveway approved under 21/0241/FUL. Owing to the scale and modest height and design of the development, it is considered that the impact on the character and appearance of the area would be limited as demonstrated by the submitted site section/ street elevation drawing.

The bungalows themselves would be of an appropriate modern design and form and the proposed materials are considered to be appropriate to the context of surrounding development. The bungalows would be read in the context of the existing development along Black Horse Lane, and would not be seen as a visual intrusion into the area/countryside.

The proposal would comply with the provisions of policy D1- Design and Local Distinctiveness of the Local Plan which requires that development proposals respect the key characteristics and special qualities of the area in which the development is proposed and that the scale, massing, density, height, fenestration and materials of buildings relate well to their context. The lack of visual harm or harm to the character and appearance of the area weighs in favour of the application.

Residential Amenity

The site is bound on its western side by the recently approved bungalows and a property known as Meadow View to the SW. The eastern side of the site is bordered by the garden of Killenaule. The development of the paddock with three detached bungalows would have a degree of impact on the amenities of the occupiers of adjoining properties. However the single storey form of the buildings and the manner in which the site would be laid out would be such that it would be difficult to argue that there would be significant harm in terms of the physical impact of the development.

The site is generously proportioned and the submitted site plan demonstrates that the proposed bungalows would be positioned a sufficient distance from its boundaries so as to prevent any overlooking or loss of privacy, particularly bearing in mind the single storey form and design of the proposed bungalows.

Given the above, the proposal is considered to be acceptable in terms of its impact on the occupiers of neighbouring properties and would comply with the provisions of policy D1 which seeks to ensure that developments do not adversely affect the amenities of the occupiers of existing residents. However, to ensure that the Local Planning Authority has control over any changes to this, it is considered reasonable to withdraw permitted development rights for the construction of any extensions to the dwellings, or the addition of dormer windows or rooflights which could give rise to overlooking.

Impact on Trees

Trees on the frontage of the site positively contribute to the rural character of the lane and would help to provide some screening to the development. The application is accompanied by an Arboricultural report, impact assessment and tree protection plan which demonstrates that all existing trees will be retained and protected during the development. This has been considered by the Council's Tree Officer who has advised that the development will not adversely impact on the health and wellbeing of trees. Subject to a condition that requires the development to be carried out in accordance with the AIA and tree protection measures, it is considered that the proposal complies with the provisions of policy D3- Trees and Development Sites of the Local Plan.

Ecological Impact

The application is accompanied by a Preliminary Ecological Appraisal which confirms that the proposed development would result in the loss of approximately 0.5 ha of modified grassland and the loss of a small section (<5 m) of species-poor garden hedgerow to provide access from the adjacent site. This is considered to represent no more than a minor adverse ecological impact at a local scale and the proposed development would have no significant adverse ecological impact and would result in ecological enhancement through the planting of approximately 140 m of native species-rich hedgerow and the provision of bat and bird boxes. The proposal would comply with the provisions of policy EN5- Wildlife Habitats and Features of the Local Plan.

Habitat Mitigation and Appropriate Assessment

The site is located in close proximity to the Exe Estuary and the East Devon Pebblebed Heaths Special Protection Areas (SPA's) which provide an important recreational resource for the local community. However, these are sensitive environments which are important to nature conservation and are subject to European wildlife site designations.

Despite the introduction of the Community Infrastructure Levy (CIL) where a proportion of CIL goes towards infrastructure to mitigate any impact upon habitats, contributions towards non-infrastructure mitigation are also required as developments that will impact on a protected habitat cannot proceed under an EU directive unless fully mitigated. Evidence shows that all new dwellings and tourist accommodation within 10 kilometres of the Exe Estuary and/or the Pebblebed Heaths Special Protection Areas (SPA's) will have a significant effect on protected habitats which is reflected in Strategy 47- Nature Conservation and Geology of the Local Plan. This proposal is within 10 km

of the Exe Estuary and the Pebblebed Heaths and therefore attracts a habitat mitigation contribution towards non-infrastructure at a rate of £367.62 per dwelling which has been secured as part of this application.

Highway Safety and Parking

Policy TC7 - Adequacy of Road Network and Site Access of the Local Plan states that planning permission for new development will not be granted if the proposed access, or the traffic generated by the development, would be detrimental to the safe and satisfactory operation of the local, or wider, highway network.

It is noted that Blackhorse Lane is a narrow and lightly trafficked highway, which is now a no through road to vehicles, but is a cycle route. There are a number of vehicular entrances along the stretch of highway to the west of the site.

Vehicular access into the site would be provided from Blackhorse Lane by the extension of a shared driveway which serves the two adjoining bungalows that have recently been constructed. The three bungalows would result in a total of five dwellings with vehicular access onto Blackhorse Lane which does not conflict with the guidelines of the County Highway Authority. The proposal makes provision for the parking and turning of vehicles so that they can exit the site in a forward gear. In the absence of an objections from the CHA, the proposed vehicular access onto Blackhorse Lane is considered to be acceptable and would not result in any significant highway safety concerns. The proposed entrance would not have a detrimental impact on highway safety and would comply with the provisions of policy TC7- Adequacy of Road Network and Site Access of the Local Plan.

Policy TC9- Parking Provision in New Development of the Local Plan states that spaces will need to be provided for Parking of cars and bicycles in new developments. As a guide at least 1 car parking space should be provided for one bedroom homes and 2 car parking spaces per home with two or more bedrooms. At least 1 bicycle parking space should be provided per home.

This proposal would make adequate provision for off road parking for two cars per bungalow and would provide electric vehicle charging points and cycle stores for each property. The proposal would comply with the provisions of policy TC9 of the Local Plan.

CONCLUSION:

Whilst the proposal represents a departure from local plan policy by proposing a dwelling outside of any BUAB, the site is on the opposite side of a lane to a wider development of 1,500 dwellings that includes a neighbourhood centre and recreational facilities.

In light of this, and given that the proposal will not result in a harmful visual impact, and as the development would take place within an existing garden, the site is considered to be a sustainable form of development and of a form that raises no wider harm or planning concerns.

It is, therefore, considered that the proposal is acceptable as the lack of harm coupled with the social, economic and environmental benefits to be derived from the proposal weigh the lack of planning policy support for the proposal and justify a departure from the Local Plan. The proposal would contribute towards housing delivery in the District and would make a modest contribution towards housing land supply.

Consequently, it is recommended that this application is approved.

RECOMMENDATION

1. Adopt the Appropriate Assessment forming part of this report;
2. APPROVE subject to the following conditions:
 1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission and shall be carried out as approved.
(Reason - To comply with section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
 2. The development hereby permitted shall be carried out in accordance with the approved plans listed at the end of this decision notice.
(Reason - For the avoidance of doubt.)
 3. No development above foundation level shall take place until samples of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
(Reason - To ensure that the materials are considered at an early stage and are sympathetic to the character and appearance of the area in accordance with Policy D1 - Design and Local Distinctiveness of the Adopted East Devon Local Plan 2013-2031.)
 4. Prior to commencement of any works on site (including demolition), Tree Protection measures shall be carried out as detailed within the Arboricultural Report submitted by Aspect Tree Consultancy on the 25.02.2022 and shall adhere to the principles embodied in BS 5837:2012 and shall remain in place until all works are completed, no changes to be made without first gaining consent in writing from the Local Authority

In any event, the following restrictions shall be strictly observed:

- (a) No burning shall take place in a position where flames could extend to within 5m of any part of any tree to be retained.
- (b) No trenches for services or foul/surface water drainage shall be dug within the crown spreads of any retained trees (or within half the height of the trees, whichever is the greater) unless agreed in writing by the Local Planning Authority. All such installations shall be in accordance with the advice given in Volume 4: National Joint Utilities Group (NJUG) Guidelines for the Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) 2007.

(c) No changes in ground levels or excavations shall take place within the crown spreads of retained trees (or within half the height of the trees, whichever is the greater) unless agreed in writing by the Local Planning Authority.

(d) No trees, shrubs or hedges within the site which are shown as being planted or retained on the approved plans shall be felled, uprooted, wilfully damaged or destroyed, cut back in any way or removed without the prior written consent of the Local Planning Authority. Any trees, shrubs or hedges removed without such consent, or which die or become severely damaged or seriously diseased within five years from the occupation of any building, or the development hereby permitted being brought into use shall be replaced with trees, shrubs or hedge plants of similar size and species unless the Local Planning Authority gives written consent to any variation.

(Reason - To ensure retention and protection of trees on the site prior to and during construction in the interests of amenity and to preserve and enhance the character and appearance of the area in accordance with Policies D1 - Design and Local Distinctiveness and D3 - Trees and Development Sites of the Adopted New East Devon Local Plan 2013-2031).

5. The development hereby approved shall be undertaken in accordance with the approved Landscaping Plan produced by Land and Planning Consultancy, dated January 2022 ref 53-LPC-08 and the 5 Year Management and Maintenance Plan prepared by Land and Planning consultancy. The landscaping scheme shall be carried out in the first planting season after commencement of the development unless any alternative phasing of the landscaping is agreed in writing by the Local Planning Authority and the landscaping shall be maintained for a period of 5 years. Any trees or other plants which die during this period shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.

(Reason - In the interests of the visual amenity of the area, and to accord with the provisions of Policies D1 (Design and Local Distinctiveness) and D2 (Landscape Requirements) of the East Devon Local Plan 2013 - 2031.)

6. The development hereby approved shall be undertaken in accordance with the approved Ecological enhancement measures detailed within the Preliminary Ecological Appraisal prepared by Richard Green Ecology dated February 2022 and as shown on drawing no 53-LPC-09 prepared by Land and Planning Consultancy, dated January 2022.

(Reason - In the interests of ecology and biodiversity in accordance with Policy EN5 (Wildlife Habitats and Features) of the East Devon Local Plan 2013 - 2031.)

7. No part of the development hereby approved shall be brought into its intended use until the access, turning areas, parking spaces, hardstanding and access drainage, electric vehicle charging points and cycle and bin storage have been provided in accordance with details shown on site plan drawing number 53-LPC-01. The access, turning areas, parking spaces, hardstanding, access drainage, electric vehicle charging points and cycle and bin storage shall be retained for that purpose at all times.

(Reason - To ensure that adequate facilities are available for the traffic attracted to the site, and to comply with the provisions of Policies TC2 (Accessibility of New Development), TC7 (Adequacy of Road Network and Site Access) and (TC9

Parking Provision in New Development) of the Adopted East Devon Local Plan 2013-2031).

8. The development hereby approved shall be carried out in accordance with the finished floor levels and ground levels shown on site section and illustrative street elevation drawing no 53-LPC-06 dated January 2022.
(Reason: In the interests of the character and appearance of the area in accordance with policy D1- Design and Local Distinctiveness of the East Devon Local Plan 2013-2031).
9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no works within the Schedule Part 1 Classes B or C for the enlargement, improvement or other alterations to the dwellings hereby permitted, other than works that do not materially affect the external appearance of the buildings, shall be undertaken.
(Reason - The space available would not permit such additions without detriment to the character and appearance of the area or to the amenities of adjoining occupiers in accordance with Policy D1 (Design and Local Distinctiveness) of the Adopted East Devon Local Plan 2013-2031.)

NOTE FOR APPLICANT

Informative:

In accordance with the aims of Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 East Devon District Council works proactively with applicants to resolve all relevant planning concerns; however, in this case the application was deemed acceptable as submitted.

Plans relating to this application:

	Ecological Assessment	09.03.22
53-LPC-10 : Bat + wildlife lighting	Layout	09.03.22
	Arboriculturist Report	09.03.22
53-LPC-09 : Ecology	Other Plans	09.03.22
53-LPC-08 : Landscaping	Other Plans	09.03.22

53-LPC-07 : Illustrative	Street Scene	09.03.22
53-LPC-06 : Site/street elevation	Sections	09.03.22
53-LPC-05 : Plot 3	Proposed Combined Plans	09.03.22
53-LPC-04 : Plot 2	Proposed Combined Plans	09.03.22
53-LPC-03 : Flat 1	Proposed Combined Plans	09.03.22
53-LPC-01	Proposed Site Plan	09.03.22
05774 TPP AIA 25.02.22	Tree Protection Plan	09.03.22
05774 TCP 31.01.22	Tree Protection Plan	09.03.22
	Location Plan	09.03.22

List of Background Papers

Application file, consultations and policy documents referred to in the report.