Report to: Planning Committee       Date of Meeting: 7 January 2015

Subject: DC/2014/00148
Land Adjacent To Maghull Railway Station, Melling Lane, Maghull,

Proposal: Layout of new access road from Melling Lane for the erection of 14 semi-detached dwellings, change of use of former station master’s house to A2 (financial & professional services) or B1a (office) including a two storey extension and external alterations, including a publicly accessible ecological zone with pedestrian access onto Poverty Lane, plus associated parking, hard and soft landscaping and means of enclosure.

Applicant: Maghull Developments Ltd       Agent: Mr. Richard Gee
Roman Summer Associates Ltd

Report of: Head of Planning Services       Wards Affected: Sudell Ward

Is this a key decision? No       Is it included in the Forward Plan? No

Exempt/Confidential No

Summary

The proposal seeks consent for the erection of 14 dwellings, the layout of a publicly accessible area of open space and the change of use of the former station masters house to an A2 (financial and professional services) office.

The main issues to consider in respect of this proposal are the principle of residential development on a site designated as Urban Greenspace, the impact on flooding, the impact on ecology and the impact of the proposal on both highway safety and highway amenity.

In view of the submitted information and responses from statutory consultees it is recommended that the scheme be approved with conditions.

Recommendation

Approve subject to conditions and the completion of a Section 106 Legal Agreement to provide:

1. Public Accessible Open Space of 0.84 hectares on site, including details relating to hours of opening, means of security outside opening hours and management roles and responsibilities, and;
2. A sum of £87,450 towards tree planting off site.
Implementation Date for the Decision
Immediately following the Committee meeting

Contact Officer: Mandy Biagetti Tel: 0151 934 4313
Case Officer: Mr. Neil Mackie Tel: 0151 934 3606
Email planning.department@sefton.gov.uk

Background Papers
The full planning application including all supporting documents, plans and reports can be viewed at www.sefton.gov.uk/planapps.

Sefton’s Unitary Development Plan 2006
National Planning Policy Guidance Note March 2012.
The Site

The site comprises a wooded area located on the north side of Melling Lane. There is a disused former railway building and a pumping station located close to the site frontage.

A school playing field and Poverty Lane lie to the north of the site; there are residential properties to the east, a railway line and railway station to the west and a shop on the opposite side of Melling Lane to the south.

Proposal

Layout of new access road from Melling Lane for the erection of 14 semi-detached dwellings, change of use of former station master's house to A2 (financial & professional services) or B1a (office) including a two storey extension and external alterations, including a publicly accessible ecological zone with pedestrian access onto Poverty Lane, plus associated parking, hard and soft landscaping and means of enclosure.

Relevant Planning History

None

Consultations

Environment Agency

Thank you for referring us to the above planning application which we received on the 18th April 2014.

In the absence of an acceptable Flood Risk Assessment (FRA) we object to the grant of planning permission and recommend refusal on this basis for the following reasons:

Reason

The FRA submitted with this application does not comply with the requirements set out in paragraph 9 of the Technical Guide to the National Planning Policy Framework. The submitted FRA does not therefore provide a suitable basis for assessment to be made of the flood risks arising from the proposed development.

In particular, the submitted FRA fails to
1. Consider how people will be kept safe from flood hazards identified
2. Consider the effect of a range of flooding events including extreme events on people and property.
3. Detail Flood Storage sufficiently - Additional Flood Storage should not be provided within Flood Zone 3.
Overcoming our objection
You can overcome our objection by submitting an FRA which covers the deficiencies highlighted above and demonstrates that the development will not increase risk elsewhere and where possible reduces flood risk overall. If this cannot be achieved we are likely to maintain our objection to the application. Production of an FRA will not in itself result in the removal of an objection.

We ask to be re-consulted with the results of the FRA. We will provide you with bespoke comments within 21 days of receiving formal reconsultation. Our objection will be maintained until an adequate FRA has been submitted.

Following detailed discussions between the Applicant and the Environment Agency, and the receipt of further information, the following comments were received by the Council on the 19th August 2014:

We would remove our previous objection to the application and would like to make the following comments

We have reviewed the details submitted and would recommend the following conditions are attached to any decision notice.

Flood Risk

Condition

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) CH165/05 dated 7th July 2014 and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the 1 in 100 year plus climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.

2. Finished floor levels are set no lower than 20.62 m AOD for Plots 1 to 6, 20.76 m AOD for Plots 7 and 8, and 20.82 m AOD for Plots 9 to 14. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

1. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

2. To reduce the risk of flooding to the proposed development and future occupants.
**Condition**

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. To comply with current SUDS guidance, the first 5 mm of rainfall must infiltrate. Please consider using pervious paving.

The scheme shall also include:
- details of how the scheme shall be maintained and managed after completion

**Reason**

To prevent the increased risk of flooding, both on and off site.

**Advice to LPA/applicant**

We recommend that consideration be given to use of flood proofing measures to reduce the impact of flooding when it occurs. Flood proofing measures include barriers on ground floor doors, windows and access points and bringing in electrical services into the building at a high level so that plugs are located above possible flood levels.

Consultation with your building control department is recommended when determining if flood proofing measures are effective.

Additional guidance can be found in our Floodline Publication 'Damage Limitation'. A free copy of this is available by telephoning 0845 988 1188 or can be found on our website www.environment-agency.gov.uk click on 'flood' in subjects to find out about, and then 'floodline'.

Reference should also be made to the Department for communities and local Government publication 'Preparing for Floods' please email: communities@twoten.com for a copy or alternatively go to: http://www.planningportal.gov.uk/uploads/odpm/4000000009282.pdf as well as the communities and local Government publication 'Improving the flood performance of new buildings' which can be viewed at: http://www.communities.gov.uk/publications/planningandbuilding/improvingflood
Merseyside Environmental Advisory Service

I have reviewed the submitted documents and existing data held by MEAS. In summary all matters can be addressed with planning conditions.

Ecology

Ecology Report

1. The applicant has submitted a number of ecological reports in accordance with UDP policy NC1 as follows:
   - Phase 2 Habitat Survey of Open Space, East of Railway between Melling Lane and Poverty Lane, Ecology Services, May 2012;
   - Protected Species Investigation Survey Report (Bats), Melling Lane, Maghull, Ecology Services, June 2012;
   - Protected Species Addendum Activity Survey Report (Bats), Melling Lane, Maghull, Ecology Services, September 2012;
   - Amphibian Survey Report, Melling Lane, Maghull, Ecology Services, September 2012, updated February 2013; and
   - Breeding Bird Survey Report, Melling Lane, Maghull, Ecology Services, August 2012.

   I advise the surveys are acceptable and will be forwarded to Merseyside BioBank.

Designated Sites

2. The site is designated as a Local Wildlife Site (LWS) due to the presence of a number of habitats and 4 plant species. Wet woodland and ponds (habitats of principal importance) were recorded during survey, but the designation plant species were not recorded. The proposals involve construction of 14 houses, renovation of the building on-site and enhancement and management of the recorded habitats. Although this will result in loss of a sector of the LWS, this area is considered to have the lowest ecological value within the LWS. The management proposals will positively benefit other habitats within the LWS and this will compensate for any loss. Provided the Management Proposals (Open space, east of railway between Melling Lane and Poverty Lane Management Proposals, Ecology Services, November 2013) are secured by planning condition, the development will not have a detrimental effect on the integrity of the LWS and its designation features and will benefit the site overall.

Bats

3. The building and a number of trees on-site were identified as having moderate or above bat roost potential. Nocturnal surveys did not identify use of these by bats as a roost, although bat activity was recorded on-site. These surveys were
completed in August 2012 and conditions on-site may have changed in the interim. I advise that Reasonable Avoidance Measures be employed as outlined in the bat addendum report (bullet points 2-4, section 5.4, pg 4). This can be secured by planning condition.

Breeding Birds

4. Birds were recorded breeding on-site during surveys and built features or vegetation on site may provide nesting opportunities for breeding birds, which are protected. No tree felling, scrub clearance or building renovation is to take place during the period 1 March to 31 August inclusive. If it is necessary to undertake works during the bird breeding season then the building and all trees and scrub are to be checked first by an appropriately experienced ecologist to ensure no breeding birds are present. If present, details of how they will be protected would be required. This can be secured by planning condition.

Amphibians

5. Great crested newts were not found during the surveys. They need no further consideration within this application. Smooth newts and frog were recorded during surveys. However their habitat is to be retained and enhanced within the proposals and they need no further consideration within the application.

Biodiversity Enhancements

6. The biodiversity enhancements detailed within the management plan (section 3) are welcome and are in accordance with UDP policies NC2 and NC3, NPPF and NERC.

Waste

7. The proposal involves excavation and construction activities and policy WM8 of the Joint Merseyside and Halton Waste Local Plan applies. This policy requires the minimisation of waste production and implementation of measures to achieve efficient use of resources, including designing out waste. Waste audits or a similar mechanism such as a site waste management plan to monitor waste minimisation, recycling, management and disposal are required. In accordance with policy WM8, evidence demonstrating how this will be achieved must be submitted and can be secured by planning condition.

8. The applicant has provided sufficient information in the Design and Access Statement (Section 10 Access paragraph 10.6, and associated diagrams) demonstrating how the proposal will facilitate collection and storage of waste, including recyclable materials, as required by policy WM9 of the Joint Merseyside and Halton Waste Local Plan.
Following a review of objections MEAS have commented further as follows:

**Yellow-bellied Newts** – I am unsure as to which species of newt this refers to, however, I confirm that an Amphibian survey was undertaken in relation to this application. The survey is acceptable and has been undertaken using standard best practice survey methods and by appropriately qualified ecologists. The survey did not find any Great crested newts on site. The survey did record a low population of Smooth newts on site. Of these species only Great crested newt is protected by laws which would be relevant to development (Smooth newts are only protected legally against sale only). As no GCN were found on site the Council does not need to consider the proposals against the three tests (Habitats Regulations) or consult Natural England.

In respect of smooth newts present on site, the development will not impact on existing ponds on site. Existing ponds on site are to be retained, enhance and manage the existing ponds and surrounding habitat on site. This will benefit smooth newt populations on site.

**Lighting** – lighting of the boardwalk does have the potential to impact on species such as bats, it is likely that the wetland and woodland habitats on site will attract bats for feeding. However, it is possible to sensitively design lighting schemes so as to minimise impacts. I suggest that a planning condition is attached to any grant of planning permission which requires the submission of a lighting plan for agreement with the Council. This would ensure that any lighting scheme was appropriately designed.

**Highways Development Control**

There are no objections to the proposal as there are no highway safety implications, subject to the imposition of conditions as set out within the consultation response for the off-site highway works to make the development accessible and safe in highway safety terms.

This is an application for the layout of a new access road from Melling Lane for the erection of 14 semi-detached dwellings, the change of use of the former station master's house to A2 (financial & professional services) or B1a (office) including a two storey extension and external alterations, including a publicly accessible ecological zone with pedestrian access onto Poverty Lane, plus associated parking, hard and soft landscaping and means of enclosure.

The applicant has submitted a Transport Statement in support of this planning application

A new 5.5m wide access road forming a priority junction with Melling Lane is proposed to provide access to the site. The proposed access road is a cul-de-sac with a turning head and has a 2 metre wide footway on its western side. On the eastern side of the proposed access road, the footway only extends between the proposed new junction
and the proposed pedestrian crossing point. It will be traffic calmed and have two pedestrian crossing points - one near to the entrance with Melling Lane and a second linking the footway on the northwest side of the access road with the proposed raised woodland footpath providing a pedestrian link to Poverty Lane. It is also proposed to move the boundary fence back on Melling Lane to create a 2m footway on the frontage to the site.

It is proposed that the access road has planting on its eastern side. In the absence of further information, there is a concern in respect to species, position, tree canopies and root growth and possible impacts to the highway.

The provision of the new junction access onto Melling Lane will need to incorporate tactile paving and flush kerbs. In addition, the provision of 'Give Way' carriageway markings at the new junction access and the provision of a 'Give Way' sign together with a new post, illumination and electrical connection will be required.

Whilst the visibility splay of 2 metres by 43 metres in both directions at the junction with Melling Lane is acceptable, the splay of 2.4 metres by 33 metres in both directions is below that recommended for a 30 mph road. However, the speed limit for the entire length of Melling Lane is currently being reduced from 30 mph to 20 mph resulting in the visibility splays for the junction being well above the Manual for Streets recommended limits. A Traffic Regulation Order (TRO) for 20 mph zone on the proposed access road will be required. In addition, 'Keep Clear' highway markings will be required on Melling Lane at the junction in order to ensure that the junction functions correctly and does not impact on this section of Melling Lane.

At the pedestrian crossing points on the access road, the width of the speed tables needs to be 1.8m, not 1.2m as indicated in drawing 8202 rev C, with dropped kerbs and tactile paving introduced at each crossing point.

The provision of 2 car parking spaces per dwelling with three spaces (one of which is disabled) to service the Class A2/B1 accommodation is within the maximum standards as set out in the Supplementary Planning Document 'Ensuring Choice of Travel'. However, in respect to the Class A2/B1 accommodation, there will also have to be provision made for cycle parking - one secure covered space and locker for staff and one space for visitors.

The applicant has identified the maximum size and type of vehicles used to service this development and has demonstrated that there is sufficient space for refuse vehicles to manoeuvre in the cul-de-sac and for cars visiting the A2/B1 accommodation.

The moving of the boundary fence to create a 2m footway on the frontage of the site on Melling Lane will require the footway to be reconstructed. The moving of the boundary fence will require the rationalisation/relocation of existing street furniture to ensure that it is located at the rear of the footway. In addition, United Utilities will need to be consulted as to any changes to their access to the pumping station as a result of the relocation of
The proposed woodland footpath provides valuable permeability through the site linking Melling Lane to Poverty Lane and providing access to the ecological area at the north end of the site. In the absence of further information, there are a number of concerns in respect to this footpath. Firstly, the nature of the structure of the raised timber footpath means that it is unlikely to be adopted by the Council resulting in the need for the applicant to make provision for its future maintenance. In addition, the proposed width of the footpath suggests that it would be unsuitable for shared use (being less than the recommended 3 metres). In addition, the introduction of a stepped access to Poverty Lane potentially excludes its use by the mobility impaired or people using pushchairs etc.

The site is in an accessible location being well within the 400 metres walk guidance to a bus rail interchange.

In view of the above, there are no objections to the proposal as there are no highway safety implications, subject to the following conditions and informatives being added to any approval notice:-

H-2 ‘New vehicular/pedestrian access
H-5 ’ Off-site Highway Improvements
- The provision of a new priority junction access onto Melling Lane, incorporating tactile paving and flush kerbs
- The introduction of 'Keep Clear' highway markings on Melling Lane at the new junction access
- The provision of 'Give Way' carriageway markings at the new junction access
- The provision of 'Give Way' sign together with a new post, illumination and electrical connection
- The provision of tactile paving and dropped kerbs at the pedestrian crossing points on the new access road
- The provision of speed tables with standard specifications at the pedestrian crossing points on the new access road
- The reconstruction of the footway fronting the site on Melling Lane
- The rationalisation/relocation of existing street furniture on the reconstructed footway fronting the site
- The amending of carriageway markings on Melling Lane to take account of the introduction of the proposed priority junction
- The provision of a 3m shared use footpath link the site to Poverty Lane with a ramped access to Poverty Lane

'Unless otherwise agreed in writing, the development shall not be brought into use until a Traffic Regulation Order (TRO) to introduce a 20 mph zone on the proposed access road has been implemented in full'

H-6 ’ Vehicle parking and manoeuvring
H-7 ’ Cycle parking
- The provision made of cycle parking 'one secure covered space and locker for staff
and one space for visitors for the Class A2/B1 accommodation
H-10 'Mud on carriageway
H-11 'Construction Management Plan
I-1 'Addresses
I-2 'Highways

Unless otherwise agreed in writing by the LPA, no development shall take place until a detailed scheme of street lighting on the proposed access road within the development site, has been submitted for the approval of the LPA, the said scheme shall comply with the requirements of BS5489. The approved scheme shall be implemented in full prior to the development being brought into use.'

'Unless otherwise agreed in writing, no part of the development shall be occupied take place until a Traffic Regulation Order (TRO) to introduce a 20 mph zone on the proposed access road within the development has been implemented in full.'

'Unless otherwise agreed in writing by the LPA, no part of the development shall be occupied until the raised timber walkway as shown in plan 8202 Rev C is implemented in full and maintained to the standard designed at the expense of the developer.'

Environment Head of Service

I have no objection in principle to this proposal. However, the subsequent issues should be addressed.

The Noise Assessment Ref: ARR/PPN/L/1495.05 Rev A indicates the erection of a 3 meter acoustic fence to the elevation of the development adjoining Maghull Railway Station. It is noted that the development site has a level difference to the station platform. Therefore, proposed acoustic fence is no less than 2 meters above the station platform.

I would recommend that the details of the proposed acoustic fence are secured by condition as follows:

Details of the proposed acoustic fence should be submitted for approval prior to the commencement of the development. The acoustic fence should be erected to the approved details before the occupation of the dwellings and maintained thereafter.

Standard Condition

M - 6

Merseytravel

Comments made and developer advised accordingly.
**Network Rail**

No comment received.

**Police Architectural Liaison Officer**

Whilst the proposed ecological zone is a very attractive prospect, from a crime perspective, the footpath link it isn't something that Merseyside Police can support. The ecological zone is somewhat isolated without opportunities for any type of surveillance over the land. The walkway through the park from Poverty Lane leads directly to the rear of plots 9-14, and, the route from the Frank Hornby Close cul-de-sac towards Poverty Lane makes the cul-de-sac 'leaky'. Cul-de-sac layouts can work very effectively in terms of preventing crime when they don’t have unnecessary footpaths leading to/from them.

The walkway lighting needs to be to BS 5489 and well lit; bollard lights should be avoided as they are ineffective for crime prevention purposes. The mature trees need to be pruned to provide as much visibility as possible for users, and, to eliminate potential hiding places. I advise that the rear boundary fences to plots 9-14 are 2.1m close boarded timber and that a layer of defensive planting is included along the fence, on the side of the ecological zone.

We are running an operation at the moment to stop illegal use of motorcycles, quad bikes, small machines with petrol engines - which are used for criminal and anti-social behaviour on local parkland, farmland and other open spaces. I strongly advise that entrances and exits to the ecological zone are designed to mitigate against these types of vehicles, this is to pre-empt calls for service from local residents, to Merseyside Police and to maintain safe communities.

**Contaminated Land Team**

1. Historically it appears the proposed development site may have been land associated with Maghull Station and the adjoining railway line.

2. No preliminary investigation document appears to have been submitted in support of planning application DC/2014/00148. Therefore, on the basis of the proposed development (residential) and the land use history, both on and off site, it is recommended that the following planning conditions and informative are attached to any planning approval granted for application DC/2014/00148:

   Con-1 'Preliminary Investigation'
   Con-2 'Site Characterisation'
   Con-3 'Submission of Remediation Strategy'
   Con-4 'Verification Report'
   Con-5 'Reporting of Unexpected Contamination'
I-15 'Contaminated Land'
3. Clause 5.67 of section 'Planning Assessment', presented in the Roman Summer 'Planning Statement, Hornby Green, Proposed Residential Development, Melling Lane, Maghull' dated 2 January 2014 (submitted in support of planning application DC/2014/00148), refers to a 'Phase 1 Desktop Report (CCG)'. Furthermore, clause 5.68 of the 'Planning Statement' details that 'some potentially contaminative land uses or features warrant further assessment, and as such there is a potential for pollution linkages to exist' and 'The report concludes by suggest that, since no previous site investigations have been undertaken, an intrusive phase is recommended to determine whether the postulated pollutant linkages are actually present on site. The broad details of these intrusive investigations are then set out, and we anticipate will be governed by a condition attached to the planning permission'.

4. It is advised that the referenced 'Phase 1 Desktop Report (CCG)' should be submitted to satisfy Con-1 'Preliminary Investigation'. Furthermore, proposals for the intrusive site investigation should be submitted for review and approval prior to being undertaken.

**Neighbour Representations**

**Last date for replies:** 14th July 2014 (following further notification of amended plans).

**Representations received:** 15 letters of objection have been received from Numbers 2a (two representations), 5 Melling Lane (three representations), Numbers 2a, 3, 6 (two representations), 8 & 12 (two representations) Willow Hey, Number 10 Hurst Road, and Numbers 7 & 19 Grange Park. A petition with 13 signatories, but without the endorsement of a Councillor, has also been submitted in opposition to the proposal.

In addition one letter of objection has been received from an unnamed property.

Points of objection relate to the potential harm arising from increased flooding of this area, the displacement of flood water to surrounding properties, the detrimental impact to highway safety and amenity given the size of the carriageway, the proximity to a level crossing, the backing up of vehicles when the barrier to the level crossing is down and the existing level of vehicular use on Melling Lane and surrounding highways.

Objections reference poor quality ecological and traffic surveys, that three storey development would be out of character, conflict with the UDP and concerns over the presence of an effluent tank.

Points of objection also relate to the form of development being out of keeping with the character of the area and the scale of development being too great for the proposed area. Concern has also been raised as to the long term management of the open space (with reference being made to Maghull in Bloom being approached to manage
the site but declining to do so), the detrimental impact upon flora and fauna, the open space contributing to/encouraging anti-social behaviour and the open space facilitating burglaries.

Objectors also make reference to proposed large developments within the vicinity of the site that, in combination with this proposal contribute to significant detrimental impacts. Reference is also made to the development detrimentally affecting views from adjoining properties over this land and contributing to existing residential properties being overlooked by the proposed development.

Concern has also been raised by neighbouring businesses with regards to the impact on them from the construction of the development.

Representations opposing the development also, in part, state positive comments of the proposal particularly with regards to the provision of a public open space (albeit querying the long term management and ownership of this site), that the existing site is an eyesore, that the re-use of the station masters house is welcomed and that the density of development is appropriate to this area

One letter of support has been received from Ashworth Farm, School Lane, Maghull.

**Policy**

The site is situated in an area allocated as Urban Greenspace & Site of Local Biological Interest on the Council's Adopted Unitary Development Plan.

The following policies apply:

- CS2 Restraint on Development and Protection of Environmental Assets
- CS3 Development Principles
- H10 Residential Development and Development in Residential Areas
- NC1 Site Protection
- NC2 Protection of Species
- NC3 Habitat Protection, Creation and Management
- G1 Protection of Urban Greenspace
- G2 Improving Public Access to Urban Greenspace
- G3 Urban Greenspace Systems
- AD2 Ensuring Choice of Travel
- DQ1 Design
- DQ3 Trees and Development
- DQ4 Public Greenspace and Development
- DQ5 Sustainable Drainage Systems
- EP3 Development of Contaminated Land
- EP6 Noise and Vibration
- EP8 Flood Risk
Comments

The main issues to consider include the principle of the development, ecological and tree considerations, impacts on highway safety and local amenity as well as flood risk, site planning and public greenspace requirements.

Principle

Policies G1 and G2 broadly conform with the National Planning Policy Framework, however, the key exception is that paragraph 74 of the Framework allows such land to be built on where “An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements”, whereas policies G1 and G2 allow urban greenspace with no public access to be developed if new public greenspace is provided as part of the development, and crucially where “there is a local need” for recreational open space or nature space. As such, the Framework takes precedence for the purposes of this application.

Paragraph 74 of the NPPF states:

"Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
- An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss."

Open Space is defined in the NPPF as “All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.”

The area subject to this proposal is currently privately owned and does not perform as a playing field or an area of recreational space so does not conflict with the provisions of paragraph 74. The proposals do however include new public open space, as set out later in the report.

As such the principle of residential development to this site is accepted subject to the detailed considerations below.
Flood Risk

Given that the site as a whole falls within both Flood Zone 2 and Flood Zone 3 (some of the proposed houses would be located in Flood Zone 3) this has been an issue that has been subject to detailed assessments and discussions between the Council, the applicant and the Environment Agency. As per their comments above, the EA initially raised an objection to the proposal based upon the now-superseded site specific flood risk assessment but following the submission of further information that objection was withdrawn, subject to conditions to be attached to any approval.

In addition to the above, the application has been subject to detailed discussions regarding the application of the Sequential and Exception tests.

Paragraph 101 of the National Planning Policy Framework states that "the aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Strategic Flood Risk Assessment will provide the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding."

Paragraph 102 of the Framework states that "if, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate. For the Exception Test to be passed:

- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been provided; and
- a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Both elements of the test will have to be passed for development to be allocated or permitted."

Taking into account the above, there are no sequentially preferable and available sites within the Maghull area to provide for the 14 dwellings to be provided by this proposal.

This site is designated as urban greenspace, but provides for no public use or access, and this development will provide enhanced public recreation opportunities and enhanced pedestrian access between Melling Lane and Poverty Lane.

Given that the Council cannot demonstrate a five year supply of housing land, given that there are no sequentially preferable sites, given that this is a highly accessible location and given the wider public benefits through the provision of an area of public open
space and enhanced pedestrian links then it is considered that the proposal passes both the sequential and exception tests. Furthermore, the response from the Environment Agency, subject to adherence to their conditions, demonstrates that the proposals comply with national policy and can be sufficiently mitigated.

It is considered that the proposal is acceptable in this regard.

Ecology

The site is the designated ‘Open space, east of Railway between Melling Lane and Poverty Lane' Local Wildlife Site (LWS) and the whole site is also a Core Biodiversity Area within the Liverpool City Region Ecological Framework. As such the impact of the proposal on this area is a key issue to be assessed.

As shown on the submitted plans and supporting information, of the site area 8,402m2 will be retained as use as a publicly accessible open space (subject to a legal agreement securing public access over the land), 1,631m2 will form private garden areas to the rear of the fourteen dwellings and 325m2 will form communal landscaping. Of the built development, the dwellings will have a total footprint of 769m2 and the access road and footpaths/driveways will take up 1,631m2 of the site.

As stated by the Merseyside Environmental Advisory Service the development will result in loss of a sector of the LWS, although this area is considered to have the lowest ecological value within the LWS. MEAS also state that in view of the information submitted by the applicant that subject to detailed management proposal there will be positive benefit to other habitats within the LWS and this will compensate for any loss incurred through development.

As highlighted by MEAS, the ongoing maintenance and management of the site will be critical to the impact that the proposal will have on the integrity of the LWS. They propose that the Management Proposals ('Open space, east of railway between Melling Lane and Poverty Lane Management Proposals', Ecology Services, November 2013) be secured by way of a planning condition so as to be a benefit to the site. This approach is agreed. The ways and means of maintenance are understood within that document, but the applicant has yet to provide a structured approach to the management of the site as a whole with specific reference to a detailed management regime and a commitment for this.

Comments have been made in respect of particular protected species,

Subject to the adherence to conditions to be attached to any approval it is considered that the proposal is acceptable in this regard.
Highway Safety

The application site is located in a sensitive location, situated on a residential road that experiences high levels of vehicular traffic and adjacent to a railway level crossing. Melling Lane is the subject of Traffic Regulation Orders, adjacent to the proposed site, which prohibit on street car parking taking place close to the level crossing. The site affords acceptable access for both refuse vehicles and fire engines.

As is evident from their comments above, the Council's highways engineers raise no objection to the proposal subject to a suite of conditions being added to any approval. It is considered that the proposal will not cause harm to highway safety or to amenity and as such the application is acceptable in this regard.

Greenspace

For residential developments of five units or more, Unitary Development Plan policy DQ4 and Supplementary Planning Document 'Green space, trees and development' require schemes to provide for a publicly accessible area of green space within the development. Where this is not or cannot be provided then a commuted sum would be sought for the provision of new/enhancement of existing green space within the area.

As is evident the proposal will provide for a publicly accessible 0.84 hectares area of green space that will provide recreational and access use for the public and as such the proposal complies with the UDP in this regard. The recommendation of approval is subject to the completion of a Section 106 legal agreement to secure public access over the land is required.

Given the modest scale of development proposed relative to the proposed area of open space, and issues over the future maintenance and management, the applicant has entered discussions with the Land Trust, a registered charity whose performance is subject to the scrutiny of the Charity Commission. The Land Trust manage and maintain considerably larger open spaces than proposed here across the country, whilst also assuming associated liabilities, including amongst others Liverpool Festival Gardens and the Countess of Chester Country Park.

Whilst formal agreement between the applicant and the Land Trust is not reached at this stage, and their involvement is not finalised, it is sufficient for planning purposes that the Section 106 details required management roles and responsibilities with the onus on the applicant to ensure that these are followed. If responsibilities are not followed once the agreement is completed the Council would seek to pursue the breach of the legal contract. The Agreement would require signing prior to the granting of planning permission and the Agreement will include a time clause securing the availability of the open space at an agreed time prior to full occupation of the dwellings.

So as to satisfy the concerns of Merseyside Police the site of the walkway has been straightened from that originally submitted to the Authority. The straightening of the link
within the site will allow for views through the site and remove blind spots that may deter use or contribute to anti-social behaviour. In addition, the applicant has proposed closing the park outside of certain hours so as to limit the potential for harm (anti-social behaviour/opportunistic crime).

The opening times take into account the use by commuters of the adjoining railway station and will also allow for opening of gates from within the park so as to prevent users being locked within. The locking mechanisms are proposed to take the form of magnetic controlled timer locks. A condition is attached in relation to the form of lock provided in the event that the management company wish to promote an alternative and the Section 106 will reference the mechanism or any alternative as may be agreed by the planning condition.

The opening hours for the open space proposed by the Applicant are:

- From 1 Oct until 28th (or 29th) February - 06:30 - 19:00
- From 1 March until 31 May - 06:30 - 20:00
- From 1 June until 31 September - 06:30 - 22:00

The above hours are considered to be acceptable and would be enshrined within the Section 106 Agreement.

Trees

The application states that circa 600 trees are to be removed and so on the application of policy DQ3 1,200 new trees would be required as a minimum. A significant proportion of these trees are self seeded whips and as such have little contribution to the character of the area and would not be retained if the site was subject to a woodland management plan.

It is evident that the site could not support such a number and in any case this number would not be considered acceptable in the interests of woodland management and so this total number of replacement trees has not been pursued.

In order to be reasonable and proportionate to this site and the scale of development sought it is considered reasonable to apply an assessment of required tree provision based upon the principles of good woodland management. If the site was to be maintained and managed as woodland then the number of trees that would be expected would be 525 trees per hectare (based on 4m spacing between trees). In applying this to the area of residential development this would lead to a minimum of 220 trees being provided on site.

Given the tree planting proposed within the residential development this leads to a shortfall of 165 trees to be provided on site. In order to comply with the requirements of Unitary Development Plan policy DQ3 and Supplementary Planning Document ‘Green
space, trees and development’ a commuted sum of £87,450 is agreed (£530 per tree) from the applicant to provide for off-site planting.

The applicants submitted a viability appraisal which suggested that the £87,450 would not make the scheme viable, however, following detailed consideration of the costs, in conjunction with the Council’s retained advisors, Keppie Massie and White Young Green, it has been agreed that this sum will now be provided.

Residential Amenity

Good outlook is to be provided to all habitable room windows to the dwellings and the garden sizes exceed the requirements of Supplementary Planning Guidance 'New Housing Development'. The use of acoustic fencing to the garden areas lying adjacent to the railway line will ensure a sufficient level of amenity for future occupiers, who would be aware of the railway prior to occupying the dwellings.

As per the recommendations of the Council's Environment Service details of the acoustic fence are required prior to occupation of the dwellings and once approved the fencing shall be maintained as such thereafter. This will be secured by a condition attached to any approval.

Conclusion

In view of the above, and subject to conditions, it is considered that the proposal is compliant with the aims and objectives of the Unitary Development Plan and all other material considerations, including the National Planning Policy Framework. It is therefore recommended that the application be granted consent with conditions.

Recommendation

Approve with Conditions

Conditions

This application has been recommended for approval, the following conditions and associated reasons apply:

1) The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.
   
   Reason: To comply with Section 91 (as amended) of the Town and Country Planning Act 1990.

2) a) A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all public landscape
areas and incorporating the measures outlined within 'Open space, east of Railway between Melling Lane and Poverty Lane Management Proposals, Ecology Services, November 2013’ shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development.

b) The landscape management plan shall be carried out as approved under (a) above.

Reason: In the interests of visual amenity and conservation and to comply with Sefton UDP Policies DQ1, DQ3, NC2 and NC3.

3) Prior to commencement of development a preliminary investigation must be prepared in accordance with best practice and current guidance. The report must include:

- Desk study
- Site reconnaissance
- Data assessment and reporting
- Formulation of initial conceptual model
- Preliminary risk assessment

If the Preliminary Risk Assessment identifies there are potentially unacceptable risks a detailed scope of works for an intrusive investigation, including details of the risk assessment methodologies, must be prepared by a competent person (as defined in the DCLG National Planning Policy Framework, March 2012). The contents of the scheme and scope of works are subject to the approval in writing of the Local Planning Authority.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, ecological systems, property and residential amenity and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Sefton UDP Policies CS3 and EP3.

4) Prior to commencement of development the approved scope of works for the investigation and assessment must be undertaken by competent persons and a written report of the findings must be produced. The report should include an appraisal of remedial options and identification of the most appropriate remediation option(s) for each relevant pollutant linkage. The report is subject to the written approval of the Local Planning Authority.
Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, ecological systems, property and residential amenity and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Sefton UDP Policies CS3 and EP3.

5) Prior to commencement of development a detailed remediation strategy to bring the site to a condition suitable for the intended use by removing unacceptable risks and the relevant pollutant linkages identified in the approved investigation and risk assessment, must be prepared and is subject to the approval in writing of the Local Planning Authority.

a) The strategy must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and roles and responsibilities. The strategy must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 on completion of the development and commencement of its use.

b) In the event that the proposed remediation scheme involves the provision of a ground cover system a plan indicating the existing and proposed external ground levels on the application site shall be submitted for approval to the Local Planning Authority.

c) The development shall proceed in accordance with the external ground levels approved under (b) unless the Local Planning Authority gives its prior written approval to any variation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, ecological systems, property and residential amenity and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Sefton UDP Policies CS3 and EP3.

6) a) The approved remediation strategy must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation.

b) Following completion of the remedial works identified in the approved remediation strategy, a verification report that demonstrates compliance with the agreed remediation objectives and criteria must be produced, and is subject to the approval in writing of the Local Planning Authority, prior to commencement of use of the development.
Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, ecological systems, property and residential amenity and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Sefton UDP Policies CS3 and EP3.

7) a) In the event that previously unidentified contamination is found at any time when carrying out the approved development immediate contact must be made with the Local Planning Authority and works must cease in that area. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.

b) Following completion of the remedial works identified in the approved remediation strategy, verification of the works must be included in the verification report required by Condition 6.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, ecological systems, property and residential amenity and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Sefton UDP Policies CS3 and EP3.

8) The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) CH165/05 dated 7th July 2014 and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the 1 in 100 year plus climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.

2. Finished floor levels are set no lower than 20.62 m AOD for Plots 1 to 6, 20.76 m AOD for Plots 7 and 8, and 20.82 m AOD for Plots 9 to 14.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants to comply with Sefton UDP Policy EP8.
9) a) No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall also detail how the scheme will be managed and maintained after completion.

b) The drainage strategy shall demonstrate the surface water run-off generated up to and including the 1 in 100 year plus climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event.

c) The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, both on and off site, and to comply with Sefton UDP Policy EP8.

10) The Reasonable Avoidance Measures set out within the approved ‘Protected Species Addendum Activity Survey Report (Bats), Melling Lane, Maghull, Ecology Services, September 2012’ shall be applied unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the conservation of species and to accord with Sefton UDP Policy NC2.

11) a) No tree, shrub or hedgerow felling, or any vegetation management and/ or cutting operations should take place during the period 1st March to 31st August inclusive. If it is necessary to undertake works during the bird breeding season then trees, scrub and hedgerows are to be checked first by an appropriately experienced ecologist to ensure no breeding birds are present, and their findings must be submitted to the Local Planning Authority.

b) If present, details of how breeding birds will be protected must be submitted to and approved by the Local Planning Authority prior to any felling/management/cutting.

Reason: To protect birds during their breeding season and to comply with Sefton UDP Policy NC2.

12) No part of the development shall be brought into use until a means of vehicular access to the development has been constructed.

Reason: In the interests of highway safety and to accord with Sefton UDP Policies CS3 and AD2.
13) a) Unless otherwise agreed in writing by the Local Planning Authority, the development shall not be commenced until a detailed scheme of highway improvement works for:

- The provision of a new priority junction access onto Melling Lane, incorporating tactile paving and flush kerbs
- The introduction of Keep Clear highway markings on Melling Lane at the new junction access
- The provision of Give Way carriageway markings at the new junction access
- The provision of Give Way sign together with a new post, illumination and electrical connection
- The provision of tactile paving and dropped kerbs at the pedestrian crossing points on the new access road
- The provision of speed tables with standard specifications at the pedestrian crossing points on the new access road
- The reconstruction of the footway fronting the site on Melling Lane
- The rationalisation/relocation of existing street furniture on the reconstructed footway fronting the site
- The amending of carriageway markings on Melling Lane to take account of the introduction of the proposed priority junction
- The provision of a 3m shared use footpath link the site to Poverty Lane with a ramped access to Poverty Lane

together with a programme for the completion of the works has been submitted to and approved in writing by the Local Planning Authority.

b) No part of the development shall be brought into use until the required highway improvement works have been constructed in accordance with the details approved under (a) above.

Reason: In the interests of highway safety and to accord with Sefton UDP Policies CS3, DQ1 and AD2.

14) Unless otherwise agreed in writing, the development shall not be brought into use until a Traffic Regulation Order (TRO) to introduce a 20 mph zone on the proposed access road has been implemented in full.

Reason: In the interests of highway safety and to accord with Sefton UDP Policies CS3 and AD2.

15) No part of the development shall be brought into use until areas for vehicle parking, turning and manoeuvring have been laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and these areas shall be retained thereafter for that specific use.
16) No part of the development shall be brought into use until space and facilities for cycle parking have been provided in accordance with the approved plan and these facilities shall be retained thereafter for that specific use.

Reason: In the interests of highway safety and to accord with Sefton UDP Policies CS3 and DQ1.

17) a) Prior to the commencement of development, full details of the proposed measures to ensure that mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance shall be submitted to an agreed in writing with the Local Planning Authority.

b) The details approved under (a) above shall be implemented throughout the period of construction unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety and to accord with Sefton UDP Policies CS3 and AD2.

18) a) Prior to the commencement of development a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

b) The provisions of the Construction Traffic Management Plan approved under (a) above shall be implemented in full during the period of construction and shall not be varied unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety and to accord with Sefton UDP Policies CS3 and AD2.

19) a) Unless otherwise agreed in writing by the LPA, no development shall take place until a detailed scheme of street lighting on the proposed access road within the development site, has been submitted for the approval of the LPA, the said scheme shall comply with the requirements of BS5489.

b) The approved scheme shall be implemented in full prior to the development being brought into use.

Reason: In the interests of highway safety and to comply with Sefton UDP policy AD2.
20) a) A detailed scheme of lighting to the raised timber walkway as shown in plan 8202 Rev C shall be submitted to and approved in writing by the Local Planning Authority.

b) The lighting shall be installed in accordance with the approve details prior to the public open space being first used and thereafter retained.

Reason: To ensure that no harm results to protected species and to comply with Sefton UDP Policy NC2.

21) a) Details of the proposed acoustic fence must be submitted to and approved by the Local Planning Authority prior to the commencement of development.

b) The acoustic fence approved under a) above shall then be erected prior to the occupation of the dwellings and maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of residential amenity and to comply with Sefton UDP Policy DQ1.

22) a) Should any part of the development incorporate piling works or ground compaction, details of the works, proposed duration and hours of piling/ground compaction and details of mitigation methods for the suppression of dust shall be submitted to and approved by the Local Planning Authority prior to work commencing on site.

b) Piling/ground compaction works shall then be carried out in accordance with the details approved under (a) above.

Reason: To ensure that the amenities of nearby residents are not unduly harmed by noise and dust from piling/ground compaction works and to comply with Sefton UDP policies CS3 and EP6.

23) The development hereby granted shall be carried out strictly in accordance with the details and plans hereby approved and shall not be varied other than by prior agreement in writing by the Local Planning Authority.

Reason: To ensure a satisfactory development.
Informatives

1) The applicant is advised that the proposal will require the formal allocation of addresses. Contact the Highways Development Control Team on Tel: 0151 934 4175 to apply for a new street name/property numbers.

2) The applicant is advised that all works to the adopted highway must be carried out by a Council approved contractor at the applicant's expense. Please contact the Highways Section on 0151 934 4175 for further information.

3) Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until Conditions 6 to 10 above have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing, until Condition 10 has been complied with in relation to that contamination. Contaminated land planning conditions must be implemented and completed in the order shown on the decision notice above.

4) The applicant is advised to give consideration to the use of flood proofing measures to reduce the impact of flooding when it occurs. Flood proofing measures include barriers on ground floor doors, windows and access points and bringing in electrical services into the building at a high level so that plugs are located above possible flood levels. Consultation with your building control department is recommended when determining if flood proofing measures are effective. Additional guidance can be found in the Environment Agency Floodline Publication 'Damage Limitation'. A free copy of this is available by telephoning 0845 988 1188 or can be found at www.environment-agency.gov.uk; click on 'flood' in subjects to find out about, and then 'floodline'.

5. The applicant is referred to the DCLG publication 'Preparing for Floods' and may email: communities@twoten.com for a copy or alternatively go to:


as well as the communities and local Government publication 'Improving the flood performance of new buildings' which can be viewed at:

http://www.communities.gov.uk/publications/planningandbuilding/improvingflood
Drawing Numbers

Location Plan  Ref: 8202 01  received on 23.01.2014
Site plans  Ref: 8202 16 J  received on 01.09.2014
Site plans  Ref: 8202 17 E  received on 01.09.2014
Landscaping  Ref: 8202 19 E  received on 01.09.2014
Site plans  Ref: 8202 20 D  received on 01.09.2014
Site plans  Ref: 8202 21 A  received on 01.09.2014
Elevations - Proposed  Ref: 8202 E01 B  received on 23.01.2014
Elevations - Proposed  Ref: 8202 E02 B  received on 23.01.2014
Elevations - Proposed  Ref: 8202 E04  received on 23.01.2014
Elevations - Existing  Ref: 8202 E05  received on 23.01.2014
Floor Plans - Proposed  Ref: 8202 PO1 C  received on 23.01.2014
Floor Plans - Proposed  Ref: 8202 P02 A  received on 23.01.2014
Floor plans  Ref: 8202 P03 A  received on 23.01.2014
Cross Section  Ref: 8202 S01  received on 23.01.2014
Other  Ref: ILLUSTRATION 1  received on 23.01.2014
Other  Ref: ILLUSTRATION 2  received on 23.01.2014
Other  Ref: ILLUSTRATION 3  received on 23.01.2014
Other  Ref: FRA CH165/05  received on 07.07.2014
Other  Ref: PHASE 1 GEO STUDY  received on 23.01.2014
Other  Ref: TRANSPORT STATEMENT J201/TS  received on 23.01.2014
Other  Ref: NOISE ASSESSMENT 1495.05 REV A  received on 23.01.2014
Other  Ref: PHASE 2 HABITAT SURVEY  received on 23.01.2014
Other  Ref: PROTECTED SPECIES BATS  received on 23.01.2014
Other  Ref: ADDENDUM SURVEY BATS  received on 23.01.2014
Other  Ref: AMPHIBIAN SURVEY REPORT  received on 23.01.2014
Other  Ref: BREEDING BIRD SURVEY REPORT  received on 23.01.2014
Other  Ref: OPEN SPACE MANAGEMENT PROPOSALS  received on 23.01.2014
Other  Ref: ARBORICULTURAL IMPACT ASSESSMENT  received on 23.01.2014
Existing Site Plan
Proposed Site Plan