

Agenda Item	A8
Application Number	23/00602/VCN
Proposal	Reserved matters application for the demolition of existing agricultural buildings, retention and residential conversion of stone barn for up to 2 dwellings and erection of up to 67 dwellings with associated access (pursuant to the removal of conditions 1 and variation of conditions 2,3,4,6, 7,8 and 10 on reserved matters application 19/01100/REM to account for details already approved by planning conditions and to accommodate changes to the development arising from the relocation of the proposed bus layby)
Application site	Ward Field Farm Main Road Galgate Lancaster
Applicant	Hollins Homes
Agent	Mr James Berggren
Case Officer	Mrs Jennifer Rehman
Departure	No
Summary of Recommendation	Approve, subject to conditions

1.0 Application Site and Setting

- 1.1 The site relates to a 4.5-hectare parcel of former agricultural land associated with Ward Field Farm located to the north of Galgate village, approximately 4 miles south of Lancaster City centre. The site borders two major transport corridors: the West Coast Main Line (WCML) which runs alongside the western boundary of the application site and the A6 runs along the eastern boundary. The River Conder forms a strong boundary along south-eastern edge of the site where the site is at its lowest elevation (19.3m AOD). The application site straddles across floodzones 1, 2 and 3 with parts of the site affected by surface water flooding.
- 1.2 The site is currently in the process of being redeveloped for housing following the grant of outline planning permission and subsequent reserved matters approval. The new access has been provided, together with drainage infrastructure and development platforms. The developer has commenced the construction of several the approved dwellings on the site.

2.0 Proposal

- 2.1 Pursuant to section 73 of the Town and County Planning Act 1990, the applicant seeks consent not to comply with conditions previously approved on the reserved matters approval. Specifically, the application seeks to remove conditions 1 and 6 and to vary conditions 2, 3, 4, 7, 8 and 10. A summary of each of these conditions is set out below:

Condition No:	Summary of the condition requirements.
1	Development shall be begun before expiration of 3 years from the date of the outline planning permission to before the expiration of 2 years of the reserved matters approval.
2	Control condition setting out the approved plans
3	Before construction of the buildings above slab level, a car parking layout plan to be submitted and agreed by the local planning authority.
4	Before construction of the buildings above slab level, external materials, and architectural details to be submitted and agreed by the local planning authority.
6	Prior to the commencement of any works within the open space land or first occupation, whichever occurs first, details of the play equipment and street furniture to be submitted and agreed by the local planning authority.
7	Control condition setting out the approved landscaping plans and trigger for implementation.
8	No occupation under a Landscape Management Plan has been submitted and agreed by the local planning authority.
10	Garage use restriction to all plots unless the garage is not required for parking pursuant to the car parking layout plan approved pursuant to condition 3.

2.3 The outline planning permission was granted with a condition to secure a scheme of off-site highway works, which included the relocation and upgrades to the northbound bus stop and a new layby north of Galgate Bridge. At the outline stage, it was envisaged that the new bus layby would have been located to the south of the proposed access. This was subsequently reflected on the approved reserved matters plans. However, post reserved matters approval and following detailed discussions between the developer and the local highway authority (LHA), the intended location of the layby is no longer possible. The LHA have subsequently given technical approval (under s278 of the Highway Act) for the layby to be located north of the approved access and have recently confirmed agreement to the precise details of the off-site highway improvement scheme, which remains the subject of a pending discharge of condition application relating to the outline planning permission. Because the layby is shown on the approved reserved matters plans, it is now necessary to substitute the approved plans with amended plans showing the layby relocated to the north of the permitted access.

2.4 This application therefore seeks to update the approved plans (pursuant to condition 2 and 7) to account of the changes to the layout of the development brought about by the relocated bus layby. Whilst this affects several plans, including landscaping plans, it only affects a small section of the overall site along the site frontage.

2.5 In addition to amending conditions 2 and 7 for the reasons described above, the application seeks to remove condition 1 and 6 as the applicant considers these conditions unnecessary and vary conditions 3, 4, 8 and 10 to reflect the approved details granted through several discharge of condition applications.

3.0 Site History

3.1 Several relevant applications relating to this site have previously been received by the Local Planning Authority. These include:

Application Number	Proposal	Decision
17/00944/OUT	Outline application for the demolition of existing agricultural buildings, retention, and residential conversion of stone barn for up to 2 dwellings and erection of up to 68 dwellings with associated access.	Approved
19/01100/REM	Reserved matters application for the demolition of existing agricultural buildings, retention, and residential conversion of stone barn for up to 2 dwellings and erection of up to 68 dwellings with associated access	Approved

21/00155/DIS	Discharge of conditions 3, 4, 7, 8, 11, 16,18 and 20 on approved application 17/00944/OUT	Pending Consideration
21/00161/DIS	Discharge of condition 8 on approved application 19/01100/REM	Approved
22/00108/DIS	Discharge of condition 6 on approved application 19/01100/REM	Approved
22/00172/DIS	Discharge of condition 3 on approved application 19/01100/REM	Approved
22/00093/DIS	Discharge of condition 4 on approved application 19/01100/REM	Approved

4.0 Consultation Responses

4.1 The following responses have been received from statutory and internal consultees:

Consultee	Response
Ellel Parish Council	At the time of compiling this report, no comments received. A verbal update will be provided.
LCC Highways	No objection to account for details already approved by planning conditions and to accommodate changes to the development arising from the relocation of the proposed bus layby.
Environmental Health Protection	No objection commenting the proposed mitigation for plot 1 would satisfactorily reduce noise levels to recommended BS8233 and agrees that predicted noise levels associated with the bus stop and farmhouse would be akin to the existing noisescape at this location and at levels likely to be at NOEL/LOAELs.
Fire Safety Officer	No objection Standard advise relating to Document B, Part B5 of Building Regulations

4.2 The consultation expiry period for this application has not yet expired. Accordingly, below is a summary of the comments received to date. Any representations received after the closing date for drafting this recommendation shall be considered and verbally presented.

The following responses have been received from members of the public:

1 letter neither objecting nor supporting. A summary of the comments are as follows:

Traffic and highway comments: the related bus layby will help to ease congestion in Galgate Village; extending the 30 MPH limit further North is a step in the right direction however should be reduced to 20 MPH to ensure the safety of children using the approved and proposed leisure areas, air quality and road safety.

5.0 Analysis

5.1 The key considerations in the assessment of this application are:

- Procedural matters
- Layout and design
- Amenity considerations
- Compliance with conditions

5.2 Procedural Matters

5.2.1 A section 73 application seeks permission to carry out development without complying with planning conditions imposed on a previous planning permission. Any subsequent permission granted under section 73 takes effect as a new, independent permission to carry out the same development as previously permitted subject to new or amended conditions. The new permission sits alongside the original planning permission, which remains intact and unamended. It is open to the applicant to decide whether to implement the new permission or the one originally granted. Section 73 also

provides a mechanism to consider and assess minor material amendments to an earlier planning permission. Accordingly, it is not an opportunity to re-examine the principal considerations associated with the approved development. Recent case law has now enabled applicants to utilise the provisions of section 73 in relation to reserved matters approval as well as applications for planning permission (in full or outline).

5.2.2 The residential conversion of the existing stone barn for up to 2 dwellings and erection of up to 67 dwellings with associated access and infrastructure has been established by the granting of an outline planning permission in February 2019. The reserved matters relating to the layout, scale, landscaping, and appearance, for the whole development, was submitted in November 2019 and later approved in October 2021. The principle of this development and how it is laid out and designed has all been approved. Therefore, the material considerations of this application will focus only on the changes to the scheme proposed as part of this Section 73 application, namely the changes to the layout and landscaping of the approved development because of the amended bus lay-by position affecting conditions 2 and 7 specifically. The position of the bus layby is a matter controlled by the outline planning permission and has had to be amended in line with the highway authority's recommendations. Therefore, the principle of the location of the bus lay-by is not a matter for consideration as part of this variation to the reserved matters approval.

5.2.3 As set out earlier in the report, a Section 73 application is effectively the grant of a new decision (in this case a new reserved matters approval), it is essential that in granting permission the local planning authority review which conditions previously imposed remain necessary. The applicant proposes the removal of condition 1 (relating to the time limit) as the development has commenced within the prescribed times set out in the condition. The imposition of the condition is unnecessary. Officers are satisfied the development commenced lawfully and concur with the applicant's position on condition 1. The applicant proposes the removal of condition 6 on the grounds it too is unnecessary and that the approved details can be added to the approved plans list (condition 2). This position is not shared by officers and is discussed at paragraph 5.5.1 of this report. Finally, conditions 3, 4 and 8 have been satisfied through previous discharge of condition decisions. Therefore, the applicant seeks amendments to these conditions to reflect the approved position. This approach is correct and acceptable in principle. More specific details are discussed below.

5.3 **Layout and Design (NPPF paragraph 92 (Promoting Healthy and Safe Communities) and paragraph 130 (Achieving Well-Designed Places); Development Management (DM) DPD policies DM29 (Key Design Principles), DM45 (Protection of Trees, Hedgerows and Woodland) and DM57 (Health and Well-Being).**

5.3.1 The position of the bus layby and associated off-site highway improvements works has been a lengthy process pursuant to condition application 21/00155/DIS attached to the outline planning permission. The details are now considered acceptable and have been agreed by the local highway authority. As this variation of condition application is not the forum to debate the acceptability of the highway works, it is simply a matter of assessing the knock-on effects to the layout and landscaping previously approved.

5.3.2 The relocation of the bus layby, which is now only a half layby, does not alter the position or layout of any of the approved dwellings or their associated gardens or the internal highway layout. The changes affect a small section of landscaping between the existing farmhouse and approved plot 15 only. This relates to approximately 32 metres of the sites c270 metre frontage to the A6. The area where the full layby had been intended (south of the approved vehicular access) would have required significant earthworks with compensatory flood storage. This work is no longer required. However, it is understood the applicant will still be providing the additional flood storage.

5.3.3 To facilitate the agreed off-site highway works, existing hedgerows along the site frontage will need to be removed and replacement hedgerows replanted. Currently, the applicant is not proposing replacement hedgerow plants and offers only a hedgerow seed mix, which is not sufficient. Amendments will be sought to address this matter in the interests of visual amenity and habitat connectivity. Whilst the loss of existing hedgerow is disappointing, the proposed changes are essential to deliver necessary highway improvements works to support the development.

5.3.4 The agreed highway improvement works do not impact on the internal highway layout. Most of the changes (relating to the highway works and agreed under the outline planning permission) are within

the adopted highway and along the site frontage. The amended highway works now provide increased footway provision along the A6 between the village and the relocated bus stop. Connections to the bus stop from the development itself have not altered either. Access will be via footways from the main vehicular access but not directed north of the new junction rather than south. Officers had hoped to secure an additional internal link from the development north of the new bus stop location. However, due to the parking requirements alongside plot 15 this is not possible. An additional link to the south of the bus stop would not make a material difference, as it would only be around 25 metres north of the main vehicular access.

5.3.5 Overall, the changes to the layout and landscaping to accommodate the amended bus layby and highway works are, on balance, considered acceptable and compliant with the Local Plan.

5.4 Residential Amenity (NPPF paragraph 130 (Achieving Well-Designed Places) and Development Management (DM) DPD policies DM29 (Key Design Principles)

5.4.1 The NPPF and policy DM29 requires development to ensure there is no significant detrimental impact in relation to overshadowing, visual amenity, privacy, overlooking, massing, and pollution. Whilst the location of the proposed highway works is not a matter to be negotiated as part of this application, the application has been supported by an updated acoustic report to demonstrate the relocated bus layby and the knock-on effects to the layout and landscaping would not adversely affect the residential amenity of future occupants of the development.

5.4.2 The bus stop sits adjacent to plot 15, being 7 metres from the dwelling at its closet point. The approved boundary treatment along the garden of plot 15, adjacent to the A6, comprises a 2.5 metre stone wall (with landscaping alongside it). This forms part of the site-wide noise mitigation. The bus stop is also around 8.5 metres from the existing farmhouse. The approved noise mitigation currently does not extent the 2.5 metre wall along the garden to the farmhouse.

5.4.3 The proposed bus stop is not intended to be a new stop and is a relocation of the existing stop, which is closer to the village. Whilst there is no information about the services using this stop specifically, it is clear from information available in relation to other bus stops on this corridor, that there will be frequent bus services running between 06:00hrs and 00:00hrs and therefore potentially using the bus layby during both daytime and night-time hours.

5.4.4 In addition to previous noise surveys undertaken to support the wider development, additional noise measurements have been taken to establish representative noise levels of buses during operation including stopping and starting, idling, and braking to slow down.

5.4.5 In the case of Plot 15, the approved acoustic mitigation already includes the provision of acoustic boundary treatments and enhanced glazing specifications with internal mechanical ventilation. This was to secure acceptable noise levels internally and externally from the background noise levels associated with the A6 corridor. The acoustic assessment supporting this application concludes the noise from the bus layby would fall well below the noise levels from general traffic movements on the A6 and no further mitigation would be necessary. Accordingly, the approved mitigation remains satisfactory to safeguard the residential amenity of future residents of plot 15.

5.4.6 In the case of the farmhouse, this building is retained as existing as part of the approved development. Its façade directly faces the A6 corridor and is approximately 8.5 metres from the edge of carriageway. The noise assessment adopts an approach of assessing the noise from the bus stop in comparison to existing measured noise levels. This concludes the noise from the bus lay-by would fall below existing day-time ambient noise levels and only +2dB above the ambient night-time noise levels (in L_{Aeq}). However, in relation to L_{Amax} levels, the predicted noise levels from the use of the bus layby are entirely in keeping with the current environmental noise conditions. The assessment therefore concludes no mitigation is required and that the location of the bus layby would not have a detrimental effect on the residential amenity of the farmhouse.

5.4.7 In the case of both plot 15 and the farmhouse, the submitted acoustic assessment concludes there would be no observed adverse effect level (NOAEL) arising from the relocated bus layby. This is due to the existing background noise levels associated with the A6 corridor being high already. The Council's Environmental Health Officer concurs with the assessment conclusions and has raised no objection to the proposals.

5.4.8 In addition to noise, the position of the layby will mean for residents of plot 15 and the farmhouse, double-decker buses stopping could enable patrons potentially overlooking into the garden areas. This is not an untypical scenario in villages and urban areas where housing is built up along existing transport corridors. Furthermore, buses stopping at the lay-by will do so for an extremely limited period before travelling on. Given this is a half layby rather than a full layby the chances of buses waiting for any significant period would be highly likely. Consequently, whilst these plots may be less attractive to future purchasers, it is contended the impact on residential amenity by reason of overlooking and loss of privacy from buses stopping in the layby would not give rise to significant harmful effects.

5.5 **Compliance with conditions** (NPPF paragraph 57 (Planning Conditions and Obligations))

5.5.1 As set out earlier in the report, the grant of a section 73 application is effectively the grant of a new decision and therefore all previous conditions should be reimposed where necessary and relevant. Condition 1 shall be removed as the development has commenced in accordance with the original terms of this condition (the time limit). The applicant contends condition 6 shall be removed as the approved details (play equipment and street furniture) can be listed in condition 2 instead, rendering condition 6 unnecessary. Officers do not agree due to the tailpiece of the condition requiring ongoing retention of the approved details. As such, condition 6 shall not be removed but varied to reflect the approved details. The applicant is satisfied with this approach.

5.5.2 Conditions 3, 4, 6 and 8 all required details to be submitted and agreed with the local planning authority (at various trigger points). These conditions have all been satisfied under previous discharge of conditions applications as set out in section 4.0 of this report. Accordingly, these conditions shall be reimposed but amended to reflect the approved details. The full condition wording is set out in the recommendation. The applicant also requests condition 10 be amended to include reference to the approved car parking layout plan for precision. All the requested changes to the condition wordings are acceptable and would ensure the conditions imposed on the decision meet the tests set out in paragraph 57 of the NPPF.

6.0 **Conclusion and Planning Balance**

6.1 The proposed changes to the layout and landscaping of the development are necessary to support the delivery of off-site highway works agreed as part of the outline planning permission. Whilst the loss of existing hedgerow is disappointing, this is capable of being mitigated against. The repositioning of the bus layby has a more uncomfortable relationship to existing and proposed dwellings. However, considering existing background noise levels associated with the A6 corridor, the effect of noise from the operation of the bus layby would not be significantly adverse. Regardless of this, the location and extent of off-site highway works is not a matter to debate as part of this application. On this basis, the Planning Committee are recommended to support the variation of condition 2 (approved plans list) and condition 7 (landscaping) to reflect the proposed changes to the scheme, along with the amendments to the other conditions to comply with previously approved details.

Recommendation

That conditions 1 be removed and conditions 2,3,4,6,7,8 and 10 of Reserved Matters Consent 19/01100/REM **BE VARIED** as follows:

Condition 2:

The development hereby permitted shall be carried out in accordance with the following approved plans:

BC01 Rev C	Proposed Barn Conversion
BT05 Rev 13 30	Proposed Boundary Details Plan
MP05 Rev 15 25	Materials Plan
0001 Rev 24 34	Proposed Site Layout Plan
(90)001 Rev G D	Hard Landscape Plan 1 of 3
(90)002 Rev G D	Hard Landscape Plan 2 of 3
(90)003 Rev D	Hard Landscape Plan 3 of 3

(08) 005 Rev D Play Equipment
0004 Rev G Car park spaces

Housetype Pack received on the 11 October 2021, including drawings: -

APTS-E Rev A	Apartment Elevations Plots 1-6 Stone
APTS-FP Rev A	Apartment Floor Plans Plots 1-6 Stone
BN01-EL Rev A	Bungalow Plot 56-59 (Brick)
BN01-FP	Bungalow Floor Plan
PEG3-E Rev C	The Peel/The Peel Ginnel Plot 50-52 Stone
PEG4-F Rev A	The Peel/The Peel Ginnel Plot 50-52
WIG3-E(ALT)	The Wilberforce/The Wilberforce Ginnel Plot 21,22 & 30 Stone
WIG3-E Rev B	The Wilberforce/The Wilberforce Ginnel Plot 53-55 Brick
WIG3G-E Rev A	The Wilberforce/The Wilberforce Ginnel Plot 45,46 &47 Brick
WIG3 -F	The Wilberforce/The Wilberforce Ginnel Plot 21,22,30,45-47,53-55
WIG2-E(1) Rev C	The Wilberforce Plot 14-15 Stone
WIG2-EG(1) rev B	The Wilberforce Plot 48-49 Stone
WIG2-F	The Wilberforce Plots 14-15,48-49
AU-ALT Rev B	The Austen Alt Plot 28 Stone
AU-ALT Rev B	The Austen Alt Plot 9 Brick/Render
BRHT-01 Rev A	The Brunel Plot 43 Render
BRHT-01 Rev A	The Brunel Plot 29 Stone
BRHT-01(1)	The Brunel Plot 35 &44 Brick
NLHT-04 Rev A	The Nelson Plot 62 & 64 Render
NLHT-03 Rev A	The Nelson Special Plots 20 Stone
CKHT-01 Rev A	The Cook Special Plot 63 Stone
DAHT-01 Rev B	The Darwen Special Plot 60 Stone
DAHT-01 Rev B	The Darwen Special Plot 7 Stone
NGT-01 Rev C	Nightingale Plot 19 &24 Render
NGT-01 Rev A	Nightingale Plot 65 Brick
NGT-02 Rev A	Nightingale Plot 34 Render
NGT-02 Rev C	Nightingale Plot 18 Render
WDHT-01	The Wordsworth Plot 38 Stone
WDHT-01	The Wordsworth Plot 8 Brick
CKHT-02 Rev B	The Cook Plot 11 and 12 Render
CRHT-02 Rev A	The Cromwell Plot 13 Stone
CRHT-02 Rev A	The Cromwell Plot 10, 41 &61 Render
CRHT-02 Rev A	The Cromwell Plot 17,27 & 36 Brick
BR-01 Rev A	The Bronte Plot 33 & 40 Stone
BR-01 Rev A	The Bronte Plot 23,37,42 Render
WLHT-01 Rev B	The Wellington Plot 16 Stone
WLHT-01 Rev B	The Wellington Plot 25 & 66 Render
WSHT-02 Rev B	The Wesley (1) Plot 31 Stone (double garage option)
WSHT-02 Rev B	The Wesley (2) Plot 31 Stone (single garage option)
WSHT-01 Rev D	The Wesley (1) Plot 32, 39 & 67 Stone (double garage option)
WSHT-SG01 Rev A	The Wesley (2) Plots 32, 39 & 67 Stone (single garage option)
WSHT-01 Rev D	The Wesley (1) Plot 26 Brick (double garage option)
WSHT-SG01 Rev A	The Wesley (2) Plot 26 Brick (single garage option)
CPT01 Rev A	Car Port
SG	Single Garage Stone / Brick
DG	Double Garage Stone
TG	Twin Garage Render

Reason: For the avoidance of doubt and to ensure a satisfactory standard of development.

Condition 3:

No dwelling shall be occupied or brought into use until its associated garage and/or car parking facilities shown on the approved Car Parking Layout Plan (Drawing No: 0004 rev G) have been provided in full. The approved parking areas shall thereafter be kept available for their approved purpose at all times.

Reason: To ensure the provision of adequate car parking on site and in the interests of highway safety.

Condition 4:

The development shall be constructed in accordance with the following details:

- Materials Statement and appendices received on the 23 May 2023
- Typical Details - Galgate-TD-02-A
- Typical Details - Galgate-TD-03

and shall be retained as approved at all times thereafter.

Reason: In the interests of the visual amenity of the area, the appearance and character of the development and to secure and maintain the high standard of design of the approved development.

Condition 6:

The development shall be constructed in accordance with the following approved plans relating to the play equipment and street furniture required in the open space land:

- N0615 (03) 001 Play equipment and seating to POS area
- N0615 (03) 002 Play equipment
- N0615 (03) 003 Play equipment
- N0615 (03) 004 Play equipment
- N0615 (03) 005 Play equipment
- N0615 (03) 006 Seating
- N0615 (03) 007 Robina Timber

and shall be retained as approved at all times thereafter:

Reason: In the interest of visual amenity of the area and to secure and maintain the high standard of design of the approved development.

Condition 7:

The landscaping scheme set out on the following approved drawings:

- (96) 001 Rev F H Detailed Planting Plans 1 of 3
- (96) 002 Rev E G Detailed Planting Plans 2 of 3
- (96) 003 Rev D E Detailed Planting Plans 3 of 3

shall be implemented in the first planting season following first occupation of the development, or in accordance with a landscaping phasing scheme first to be submitted to, and agreed in writing, by the local planning authority. The approved landscaping shall be maintained in accordance with the Landscape Management Plan pursuant to condition 6.

Reason: In the interests of the amenity of the area to secure and maintain the high standard of design of the approved development.

Condition 8:

Following the implementation of any part of the approved landscaping pursuant to condition 5, the approved Maintenance Activities Schedule (dated 12/11/2021 and approved under application 21/00161/DIS), relating to the long-term management and maintenance of the approved landscaped areas within the development, shall be adhered to at all times.

Reason: In the interests of the amenity of the area.

Condition 10:

Notwithstanding the provisions of the Town and Country (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order), the proposed garage(s) shall be retained solely for the housing of private motor vehicles or storage associated with the main dwelling. In particular it shall not be converted or used for any other domestic, trade or business purposes without the express planning permission of the local planning authority, unless the garage is not required for parking pursuant to the car parking layout plan pursuant to car parking spaces drawing 0004 Rev G.

Reason: To safeguard residential amenity and to provide satisfactory off-street parking facilities.

The new approval notice will include the following conditions, incorporating the proposed changes and re-numbered accordingly:

Condition no.	Description	Type
1	Approved Plans list to reflect amended plans and approved details to previous condition 6 (previous condition 2 amended as drafted above)	Control
2	Car Parking Layout Plan (previous condition 3 amended as drafted above)	Control

3	Development to be carried out in accordance with Materials Statement and supporting plans (previous condition 4 amended as drafted above)	Control
4	Architectural details for the barn conversion (unchanged previous condition 5)	Before works to barn
5	Play equipment to be provided in accordance with agreed details (previous condition 6 as drafted above)	Control
6	Amended Landscaping Scheme (previous condition 7 amended as drafted above)	Control
7	Landscaping Maintenance Scheme (previous condition 8 amended as drafted above)	Control
8	Removal of PD (unchanged)	Control
9	Garage use restriction (previous condition 10 amended as drafted above)	Control

Article 35, Town and Country Planning (Development Management Procedure) (England) Order 2015

Officers have made the recommendation in a positive and proactive way to foster the delivery of sustainable development, working proactively with the applicant to secure development that improves the economic, social and environmental conditions of the area. The recommendation has been taken having had regard to the impact of development, and in particular to the relevant policies contained in the Development Plan, as presented in full in the officer report, and to all relevant material planning considerations, including the National Planning Policy Framework, National Planning Practice Guidance and relevant Supplementary Planning Documents/ Guidance.

Background Papers

None