

Development Management Sub Committee

Wednesday 18 August 2021

**Application for Planning Permission 20/04495/FUL
At Totley Wells Lodge, Westfield, Winchburgh
Demolition of an existing house and the erection of a
replacement house on the same site.**

Item number

Report number

Wards B01 - Almond

Summary

Whilst the application does not comply with LDP policy Env 10, the site is brownfield land within a cluster of dwellings. There are therefore exceptional planning reasons for approving the development. The proposal complies with all other relevant policies of the adopted LDP as well as the Guidance for Development in the Countryside and Greenbelt. It will provide a suitable residential environment for future occupiers and will not materially harm the amenity of any neighbouring dwellings.

There are no material considerations that would justify the refusal of the application.

Links

[**Policies and guidance for
this application**](#)

LDPP, LDEL01, LDES01, LDES03, LDES04, LDES05, LEN09, LEN10, LEN12, LEN16, LEN21, LHOU01, LHOU02, LHOU03, LHOU04, LTRA02, LTRA03, LTRA04, NSG, NSGD02, NSGCGB,

Report

Application for Planning Permission 20/04495/FUL At Totley Wells Lodge, Westfield, Winchburgh Demolition of an existing house and the erection of a replacement house on the same site.

Recommendations

1.1 It is recommended that this application be Granted subject to the details below.

Background

2.1 Site description

The application site relates to Totley Wells Lodge, Westfield, Winchburgh. It is a large plot of 1006 square metres. However, currently around a third of the site is taken up by a large car parking area which is covered in hardstanding.

Historical mapping shows that the plot was part of an industrial hostel site in the 1930s. It is around this time that the current building on the site was likely constructed. During the war, the wider site was utilised as a military depot and World War 2, AA battery. A large number of substantial buildings were constructed all around the site around this time. The maps show that the plot and wider site was then utilised as a large depot after the war until at least the 1960s.

As a result there is a large number of substantial buildings of various scales, form and designs which surround the site. Some of these appear to be from when the site was utilised as a depot whilst some are more modern.

The site is currently surrounded by the Totley Wells lodge, Grange and riding school.

The site and the surrounding cluster of buildings are still fenced off from the road, likely as a legacy of its previous depot use. There is an access road right next to the site, which leads round to the various buildings and car parking areas. The access has a gate and fence with brick pillars. The road also has street lighting and other large signs that would be more fitting for an industrial setting than the rural countryside.

Directly to the east of the site is a relatively modern, two storey dwelling house, finished in render and tiles which has a substantial floor plan. To the west/south west of the site is a selection of large agricultural buildings, portacabins and caravans.

2.2 Site History

There is no relevant planning history for this site.

Main report

3.1 Description Of The Proposal

The application is for planning permission for the demolition of an existing bungalow property and the erection of a replacement 5 bedroom house on the same site. The proposed building will comprise two, two storey elements adjoined by a single storey link. It will have an overall internal floor area of approximately 250 square metres. The site area is, however, 1006 square metres. The external walls of the proposal will be finished in a mixture of stone and timber. The roofs will be pitched and will be clad in slate.

The existing large car parking area to the rear of the site will be removed and will be largely reinstated as green space. The proposal will only have a small driveway and single garage.

Part of the existing hedgerow shall be removed at the front of the site. However, a new hedgerow will be planted. The majority of trees within the site will be retained.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- a) The principle of the development is acceptable;
- b) The proposed scale, form and design are acceptable;
- c) The proposal will provide a suitable residential environment;
- d) The proposal will have a detrimental impact on the amenity of neighbouring residents;
- e) The proposal will have any impact in terms of trees or protected species;
- f) The proposal raises any concerns in respect of sustainability, parking or road safety;

- g) The proposal raises any concerns in respect of flood prevention;
- h) There are any other material matters;
- i) All public comments received have been addressed.

a) Principle of Development

The site is designated as being within the Countryside in the adopted Edinburgh Local Development Plan (LDP).

LDP Policy Env 10 (Development in the Greenbelt and Countryside), states that within the Greenbelt and Countryside shown in the proposals map, development will only be permitted where it meets one of certain stated criteria and would not detract from the landscape quality and/or rural character of the area.

Criterion (d) states *For the replacement of an existing building with a new building in the same use provided*

- 1) *the existing building is not listed or of architectural merit;*
- 2) *the existing building is of poor quality design and structural condition;*
- 3) *the existing building is of domestic scale, has a lawful use and is not a temporary structure; and*
- 4) *the new building is of a similar or smaller size to the existing one, lies within the curtilage of the existing building and is of high quality design.*

The existing building on the site is not listed or of architectural merit. It is of poor quality design and structural condition. It is of domestic scale, has a lawful use and is not a temporary building.

It is acknowledged that whilst the proposed building will lie within the curtilage of the existing building, it shall be larger than the existing building and therefore it does not fully comply with criterion (d) of LDP policy Env 10. However, it is noted that there are other large residential properties nearby and the proposed development is of high quality design. The scale of the proposal is acceptable in these circumstance and the development will not detract from the landscape quality and rural character of the area.

The Edinburgh Guidance for Development in the Countryside and Greenbelt states that *New houses not associated with countryside use will not be acceptable unless there are exceptional planning reasons for approving them. These reasons include the reuse of brownfield land within existing clusters of dwellings.*

The application site not only has the existing house present within it but also a large car parking area. The site is therefore clearly brownfield land and the new dwelling will be located within an existing cluster of dwellings. The proposal will enhance the rural character and landscape quality of the countryside by removing a poor quality building and large area of hardstanding. There are therefore exceptional planning reasons for approving the development contrary to policy Env 10. The proposal complies with the Edinburgh Guidance for Development in the Countryside and Greenbelt.

(b) Scale, Form and Design

LDP policy Des 1 (Design Quality and Context) states that planning permission will be granted for development where it is demonstrated that the proposal will create or contribute towards a sense of place. Design should be based on an overall design concept that draws upon positive characteristics of the surrounding area. Planning permission will not be granted for poor quality or inappropriate design or for proposals that would be damaging to the character or appearance of the area around it, particularly where this has special importance.

LDP policy Des 3 (Development Design- Incorporating and Enhancing Existing and Potential Features) states that planning permission will be granted for development where it is demonstrated that existing characteristics and features worthy of retention on the site and in the surrounding area, have been identified, incorporated and enhanced through its design.

Policy Des 4 (Development Design- Impact on Setting) states that planning permission will be granted for development where it is demonstrated that it will have a positive impact on its surroundings, including the character of the wider townscape and landscape, and impact upon views having regard to

- a) height and form,
- b) scale and proportions, including the spaces between buildings
- c) positioning of buildings and other features on the site
- d) materials and detailing

Policy Hou 4 (Housing Density) states that the Council will seek an appropriate density of development on each site having regard to its characteristics and those of the surrounding area.

Paragraph 183 of the LDP states *The key test for all proposals in the green belt and countryside areas will be to ensure that the development does not detract from the landscape quality and/or rural character of the area.*

The Edinburgh Guidance for Development in the Countryside and Greenbelt states that *proposed dwellings will not detract from the open, rural character of the green belt or countryside and will not increase activity to a level that would detract from the rural character of the green belt or countryside in terms of traffic or amenity*

It is clear that the area directly surrounding the site is not representative of a traditional open rural setting and overall the existing landscape character is currently quite poor and does not contribute to an overall sense of place.

The rural setting and landscape character of the area is not improved by the current building which is a single storey bungalow, the walls of which are finished in render and its roof with concrete tiles. It is clearly in a very poor state of repair and is of no

architectural merit. It lies within very large grounds much of which is currently utilised as a car parking area which is covered in hardstanding.

It is noted that the existing building is relatively low lying. However, it is not well screened and is sited close to the road. The building is therefore a focal point for the cluster of buildings when heading south along the road.

The principal elevation of the proposed building will also be prominent when approaching the site heading south along the road. However, it is a much more attractive design and has been designed to minimise its overall mass and reduce its physical impact on the surrounding environment by utilising the depth of the plot. The main element of the building is also only slightly further forward than the existing dwelling and is in line with other nearby buildings.

The materials which are proposed are a mixture of modern and traditional and are overall far more appropriate for the rural setting than the existing structure. It will have a slate clad pitched roof, whilst the walls at the principal elevation will be finished in stone and wooden cladding.

Whilst it is acknowledged that the proposed building will be much larger than the existing structure on the site, the new dwelling will also be seen in context of the large residential dwellings which are a characteristic of the directly surrounding area. Its footprint shall be broadly comparable to the neighbouring residential property directly to the east, approximately 35 metres away, which is also of two storey design. In the next cluster of buildings to the west, there is a large one and three quarter storey white rendered building that is very prominent and is sited close to the road. There is also another large narrow property next to this that varies in height from single storey to two storey. The cluster of buildings which are directly to the north of the site also has a large traditional two storey farm house.

Whilst the floor area of the property is in total approximately 250 square metres, it should be noted that the site is in total 1006 square metres. The proposal cannot be seen as being overdevelopment of the site. The property will have large garden grounds; the garden grounds of the proposal will actually be larger than that which currently exists as the large car parking area to the rear will be removed and will be grassed over.

When travelling east along the road leading to the site the proposed building will be largely obscured by the trees which line the road and by the existing agricultural buildings and other structures that are present within the cluster.

The buildings which are located directly around the site are positioned quite close to one and other. However, the proposal will be suitably set back off mutual boundaries and will respect the positioning of existing structures.

The proposal will also be screened to a degree by the proposed planting of a new beech hedge along the front of the site, whilst the majority of trees, again to the front, shall also be retained.

Overall, the proposal will help create and contribute towards a sense of place. The area directly surrounding the site is already built up and does not provide an open, rural

character. It is a high quality design that would not detract from the rural character of the countryside in terms of traffic or visual amenity.

The proposal complies with LDP policy Des 1, Des 3, Des 4, Hou 4, the Edinburgh Design Guidance and the Edinburgh Guidance for Development in the Countryside and Greenbelt.

(c) Residential Environment for future occupants

LDP policy Des 5 (Development Design-Amenity) states that planning permission will be granted for development where future occupiers have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy or immediate outlook.

The Edinburgh Design Guidance also seeks to address the criteria of an acceptable level of amenity for future occupiers of the development.

The proposed dwelling will have large windows to its front, rear and side elevations at ground floor and first floor levels. It will provide adequate levels of sunlight/daylight for any future occupiers and will also provide adequate internal floor space. It would have to comply with the building regulations in terms of adaptability and sustainability and it meets the other criteria of Des 5.

The proposal complies with LDP policy Des 5 and the Edinburgh Design Guidance.

LDP policy Hou 3 (Private Green Space in Housing Development) states that planning permission will be granted for development that makes adequate provision for green space to meet the requirements of future residents.

The proposed property will have good sized garden grounds.

The proposal complies with LDP policy Hou 3.

d) Neighbouring amenity

LDP policy Des 5 states that planning permission will be granted for development where it is demonstrated that the amenity of neighbouring developments will not be adversely affected.

The proposed property is positioned a suitable distance away from other dwellings in order to ensure that there are no concerns in relation to noise, sunlight, privacy and immediate outlook.

The proposal complies with LDP policy Des 5.

e) Impact on Protected Species and Trees

Trees

LDP policy Env 12 (Trees) states that development will not be permitted if likely to have a damaging impact on a tree protected by a tree preservation order or any other tree or woodland worthy of retention.

The majority of the trees present within the site are shown to be retained. None of the trees within the site are protected by a Tree Preservation Order, nor is the site within a defined conservation area. As such the applicant could remove the trees within their site without the consent of the Council.

The proposal complies with LDP policy Env 12.

Ecology

LDP policy Env 16 (Species Protection) states that planning permission will not be granted for development that would have an adverse impact on species protected under European or UK law.

An ecological survey of the site was carried out. It states that the proposal will have no impact upon protected species. The Council's Ecologist raised no concerns.

The proposal complies with LDP policy Env 16.

f) Parking and Road Safety

LDP Policies Tra 2 - (Private Car Parking) and Tra 3 - (Private Cycle Parking) state permission will be granted for development where proposed car parking provision complies with and does not exceed the parking levels and cycle parking and storage complies with the standards.

The Roads Authority was consulted as part of the assessment of the application. It raised no objections to the development.

Secure cycle parking can be adequately provided within either the house or the large garden of the site.

The proposal complies with LDP policy Tra 2 and Tra 3.

g) Flooding

LDP Policy Env 21 (Flood Protection) states that planning permission will not be granted for development that would increase a flood risk or be at risk of flooding itself.

The SEPA flood maps do not identify this area as being at risk of flooding. However, the applicant has provided a surface water management plan. Flood Planning was consulted as part of the assessment of the application and raised no concerns.

The proposal complies with LDP policy Env 21.

h) Other material matters

Archaeology

LDP policy Env 9 (Development of sites of Archaeological Significance) is to protect and enhance archaeological remains where possible.

The Council's archaeologist has confirmed that the site may contain significant archaeological evidence given its previous use.

It is therefore recommended that the consent be conditioned that a programme of archaeological works are carried out for the written approval of the Council.

The proposal complies with LDP policy Env 9.

Airport Safety

Due to the proximity of the site to the airport, Edinburgh Airport Safeguarding was consulted. It confirmed that the proposed development has been fully examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria.

i) Public comments

None.

Conclusion

Whilst the application does not comply with LDP policy Env 10, the site is brownfield land within a cluster of dwellings. There are therefore exceptional planning reasons for approving the development. The proposal complies with all other relevant policies of the adopted LDP as well as the Guidance for Development in the Countryside and Greenbelt. It will provide a suitable residential environment for future occupiers and will not materially harm the amenity of any neighbouring dwellings.

There are no material considerations that would justify the refusal of the application.

It is recommended that this application be Granted subject to the details below.

3.4 Conditions/reasons/informatives

1. No demolition nor development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (historic building recording, metal detecting survey, excavation, analysis & reporting, publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'

The work must be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation submitted to and agreed by CECAS for the site. Responsibility for the execution and resourcing of the programme of archaeological works and for the archiving and appropriate level of publication of the results lies with the applicant.

2. A fully detailed landscape plan, including details of all hard and soft surface and boundary treatments and all planting, shall be submitted to and approved in writing by the Planning Authority before work is commenced on site.
3. The approved landscaping scheme shall be fully implemented within six months of the completion of the development.
4. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Planning Authority before work is commenced on site; Note: samples of the materials may be required.

Reasons:-

1. To preserve the features of archaeological interest within the site.
2. In the interests of visual amenity.
3. In the interests of visual amenity.
4. In the interests of visual amenity.

Informatics

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. The applicant should investigate the installation of renewable technology linked to energy storage and a 7kw type 2 (32AMP) electric vehicle charging point.

5. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

6. In section 6.4 of the report, biodiversity is enhanced by way of the inclusion of bat slates/bricks in the roof. The inclusion of such features would be in accordance with policy Des 3 Development Design and would support the objectives of the Edinburgh Biodiversity Action Plan 2019-21. We would encourage the inclusion of these features in the replacement building design.

7. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:
www.gov.uk/government/organisations/the-coal-authority

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application meets the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

No representations have been received.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

Statutory Development

Plan Provision

Date registered 23 October 2020

Drawing numbers/Scheme 01-08,

Scheme 1

David Givan
Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Robert McIntosh, Planning Officer
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Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Del 1 (Developer Contributions and Infrastructure Delivery) identifies the circumstances in which developer contributions will be required.

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) supports development where it is demonstrated that existing and potential features have been incorporated into the design.

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Env 9 (Development of Sites of Archaeological Significance) sets out the circumstances in which development affecting sites of known or suspected archaeological significance will be permitted.

LDP Policy Env 10 (Development in the Green Belt and Countryside) identifies the types of development that will be permitted in the Green Belt and Countryside.

LDP Policy Env 12 (Trees) sets out tree protection requirements for new development.

LDP Policy Env 16 (Species Protection) sets out species protection requirements for new development.

LDP Policy Env 21 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

LDP Policy Hou 1 (Housing Development) sets criteria for assessing the principle of housing proposals.

LDP Policy Hou 2 (Housing Mix) requires provision of a mix of house types and sizes in new housing developments to meet a range of housing needs.

LDP Policy Hou 3 (Private Green Space in Housing Development) sets out the requirements for the provision of private green space in housing development.

LDP Policy Hou 4 (Housing Density) sets out the factors to be taken into account in assessing density levels in new development.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

LDP Policy Tra 4 (Design of Off-Street Car and Cycle Parking) sets criteria for assessing design of off-street car and cycle parking.

Relevant Non-Statutory Guidelines

Non-Statutory guidelines Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings, parking, streets and landscape, in Edinburgh.

Non-statutory guidelines DEVELOPMENT IN THE COUNTRYSIDE AND GREEN BELT, provide guidance on development in the Green Belt and Countryside in support of relevant local plan policies.

Appendix 1

Application for Planning Permission 20/04495/FUL At Totley Wells Lodge, Westfield, Winchburgh Demolition of an existing house and the erection of a replacement house on the same site.

Consultations

Environmental Protection

The applicant is demolishing an existing residential property and replacing it with a larger residential property. Residential use has been established on this site therefore we would have no objection to the proposal.

The applicant should provide a minimum of one (7Kw type two) electric vehicle charging point located on an external wall.

Environmental Protection would require the applicant to ensure that the development obtained all its energy from renewable sources such as ground/air sourced heat pumps and solar/photovoltaic panels linked to energy storage. We cannot support the use of fuels such as gas or biomass.

Therefore, overall Environmental Protection has no objection but would recommend that following informative;

- 1. The applicant shall investigate the installation of renewable technology linked to energy storage and a 7kw type 2 (32AMP) electric vehicle charging point.*

Roads Authority

No objections to the application.

Note:

- The proposed 1 car parking space (not including the garage) complies with the Councils Parking Standards;*
- Application assessed on the basis there is no change to the existing vehicular access.*

Archaeology

The proposals will seek to demolish an unlisted mid-20th century house. Historic mapping indicated that the house was constructed in the 1930s as part of a NCB Industrial Hostel. The hostel was latter taken over by the Army forming part of a Military Depot associated in WWII with an AA Battery and which continued in army use into the 1950s.

Given the above, this application must be considered under terms of Scottish Government's Our Place in Time (OPIT), Scottish Planning Policy (SPP), PAN 02/2011, HES's Historic Environment Policy for Scotland (HEPS) 2019 and CEC's Edinburgh Local Development Plan (2016) Policies ENV8 & ENV9. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

The proposals will see the demolition of this unlisted mid-20th century building. Although outwardly of no great merit the structure appears on both the 1930's map of the NCB Industrial Hotel and on the 1950's OS map of the Military Depot and former WWII AA Battery. Accordingly, the building is regarded as having local historic and archaeological interest. Although there is no concerns over its demolition given these historic associations it is recommended that a historic building survey [photographic and written survey, phased plans and elevations (internal and external)] is undertaken prior to its demolition to provide a permanent record.

In addition, given the buildings location within the WWII AA battery and later Army Depot, development could uncover evidence for the military occupation of the site during WWII (e.g. unit cap badges) and use of the building. It is recommended therefore that a programme of archaeological works comprising metal detecting survey and watching brief is undertaken to fully record, excavate and analysis all significant remains/artifacts that may be disturbed.

Accordingly, it is recommended that the following condition be attached to any permission, if granted, to ensure that this programme of archaeological works is undertaken;

'No demolition nor development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (historic building recording, metal detecting survey, excavation, analysis & reporting, publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'

The work must be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation submitted to and agreed by CECAS for the site. Responsibility for the execution and resourcing of the programme of archaeological works and for the archiving and appropriate level of publication of the results lies with the applicant.

Edinburgh Airport

The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We therefore have no objection to this proposal, however have made the following observation:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes,

for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Edinburgh Airport, or not to attach conditions which Edinburgh Airport has advised, it shall notify Edinburgh Airport, and the Civil Aviation Authority and the Scottish Ministers as specified in the Safeguarding of Aerodromes Direction 2003.

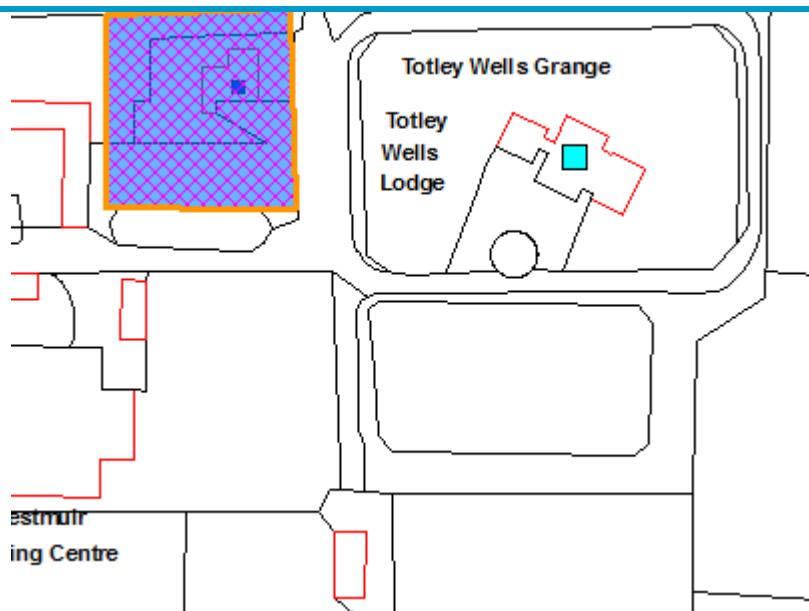
Flood Planning

Thank you for sending through the additional information. This application can proceed to determination, with no further comments from Flood Prevention.

Health and Safety Executive

No response.

Location Plan



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