

Parish:
Bosham

Ward:
Bosham

BO/16/03641/FUL

Proposal Replacement dwelling with basement, replacement garage and additional site entrance.

Site White Lodge Harbour Way Bosham PO18 8QH

Map Ref (E) 481132 (N) 103969

Applicant Mr & Mrs Bartscht

RECOMMENDATION TO PERMIT



**NOT TO
SCALE**

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1.0 Reason for Committee Referral

1.1 Reason for Committee Referral

Parish Objection - Officer recommends Permit

2.0 The Site and Surroundings

2.1 The application building comprises a two storey dwelling constructed in a 1930s style, set back from the access road of Harbour Way. The building is two storeys in height with a crown roof and features 2 no. chimney stacks. A hedging bounds the site on its northern elevation. The significant existing hedgerow to the northern boundary conceals the majority of the ground floor of the building.

2.2 To the west of the site is a private driveway used for accessing properties to the south, which are situated in excess of 21 metres away. Harbour Way is a privately owned access road, there is no one definitive architectural style along Harbour Way, which derives from the incremental development of this area. However, consistency in the street scape derives from the overall silhouettes of buildings in relation to their plot sizes and fenestration (which has a vertical emphasis). Throughout Harbour Way there is an eclectic mix of materials and finishing. Harbour Way is therefore characterised by plots of individual design, which are well screened by vegetation.

2.3 The application site falls within the Chichester Harbour Area of Outstanding Natural Beauty, although its site specific constraints, ensures that the building contributes to the low key setting of its designation.

3.0 The Proposal

3.1 The application proposes the demolition of the existing dwelling and erection of replacement dwelling with basement, replacement garage and additional site entrance. The proposed replacement dwelling comprises a two storey element with a pitched roof. The building is finished in a modernist style. Attached to the building are single storey extensions which facilitate additional floor space. A replacement garage on the siting of the existing garage is proposed. To the rear elevation, a first floor balcony is provided with privacy boarding to the eastern and western ends of the balcony.

3.2 Amended plans were submitted on 10 January 2017. The amendments to the original plans can be summarised as:

- Privacy boarding added to both ends of the balcony;
- The overall height of the proposed dwelling has been reduced so that the eaves/soffits levels more closely reflect those on the existing dwelling.
- Alterations to the front window format for both the upper front and side windows. The proposed staircase window has been altered to full height.
- Privacy boarding has been added to the west elevation.

It is upon the basis of these amended plans that this application is being considered.

4.0 History

16/03641/FUL

PDE

Replacement dwelling with basement, replacement garage and additional site entrance.

5.0 Constraints

Listed Building	NO
Conservation Area	NO
Rural Area	NO
AONB	YES
Strategic Gap	NO
TPO	NO
EA Flood Zone	
- Flood Zone 2	NO
- Flood Zone 3	NO
Historic Parks and Gardens	NO

6.0 Representations and Consultations

6.1 Representations and Consultations

Bosham Parish Council

Bosham Parish Council objects to this application. White Lodge is a distinctive building similar to three others in Harbour Way which, together give the road its unique character. The loss of the façade would be detrimental to the street scene and therefore contrary to the aims of the Bosham Village Design Statement (BVDS). The footprint is in excess of the Chichester Harbour Conservatory (CHC) guidelines by 100%. This, together with the increased ridge height and side elevations will cause the house to dominate the street scene and constitutes over development.

The proposed basement causes major concern. Basements seem to be a growing element to applications in Bosham. The water table in Bosham is high and at times of heavy or prolonged rainfall the ground quickly becomes saturated. This very high large basement will displace a huge volume of ground water which will cause further water logging in the neighbouring gardens and in time, with a predicted increase in rainfall in the future, could affect the natural ground water drainage flooding neighbouring homes.

The proposed balcony has the propensity to cause over-looking of neighbouring properties to the east, west and south.

Chichester District Council Drainage Engineers

The proposed basement is located in flood zone 1 (low risk) and therefore we have no objection to the proposal. A specific concern has been raised with regard to displacement of water, although there will inevitably be a displacement of water in the ground during construction, there is unlikely to be any on-going significant impact once completed. This is because groundwater will still find its level and the local geology is unlikely to support significant quantities of flows of groundwater.

We notice that the proposed means of surface water is via "sustainable drainage", although this approach is acceptable in principle there is little further detail. If the application is approved, to ensure that the development is adequately drained I would suggest the following condition is applied:

Development shall not commence until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations and the SUDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and Percolation testing to BRE 365 of similar approved, will be required to support the design of any infiltration drainage.

No building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details.

Chichester Harbour Conservancy

Recommendation: No objection, subject to clarification of specified external timber boarding materials and retained element of front hedge.

Following a site visit made 13.12.16 and having regard to the Policy framework below, the proposed replacement house, whilst larger than that existing on the site, would not in my opinion appear disproportionately large in the street and retain good spacing to its neighbours (just over 11% increase in building silhouette to the street).

Whereas the copper beech hedge would be partially lost to form the additional vehicular access, the remainder is shown retained and would also screen the new house, if maintained at its current height.

There is a mixture of dwellings in the street. Most are two storeys high. There is no uniformity of architectural styling and a mixture of materials. Roofs are clad with either plain tiles or slate. There is a mixture of brick facings and render. Timber boarding is not that prevalent a material, but by no means unusual in the AONB. The application form says the timber boarding would be light coloured, whereas the AONB design guidance prefers darker colouring.

If the timber boarding could be changed to a darker hue finish, and the remaining hedge conditions to be maintained at its existing height, I would have no objections to the proposed replacement dwelling, which would not be visible in the wider AONB landscape nor The Drive to the west.

West Sussex County Council Highways

This application seeks to demolish White Lodge, Harbour Way, Bosham and build a replacement dwelling with basement and provision of an additional site entrance. Harbour Way is a private no through road, consequently these comments are for your advice only. Access to the maintained highway network is achieved at an existing point of access with Taylors Lane which also serves the other dwellings of Harbour Way.

The proposal would not result in a material change in the quantity or type of vehicles associated with the access point to the maintained highway network. Therefore no highway safety or capacity concerns would be raised to this proposal.

The proposed includes an appropriate quantity of vehicle parking to meet the needs of the development. Cycle storage can be accommodated within the proposed garage.

The applicant would be advised to contact the proprietor of Harbour Way in order to gain formal approval for the site access works. Given the straight nature of Harbour Way the proposed access would be provided similar visibility to the existing point of access.

If the LPA are minded to grant planning consent the following conditions and informative note would be advised:

Access

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved drawing.

Reason: In the interests of road safety.

Car Parking Space

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use.

Garages

The garage building shall be used only as private domestic garages for the parking of vehicles and cycles incidental to the use of the property as a dwelling and for no other purposes.

Reason: To ensure adequate off-street provision of parking in the interests of amenity and highway safety and to provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Informative

The applicant is advised to contact the proprietor of Harbour Way in order to obtain formal approval to implement the site access works.

Bosham Association

The Bosham Association objects to this application.

The Bosham Village Design Guide, (pg 37 5.9) states that The style and siting of houses should be appropriate to the immediate environment as indicated by scale, shape, proportion

and colour. In essence the quality of the streetscape should be maintained. The proposed house does not conform to this guidance.

The footprint of the proposed house, including the basement, would increase by over 100% so exceeding the Chichester Harbour Conservancy Guidelines.

The construction of the basement is of concern with regard to the displacement of the water table and any effect on fluvial flooding in the area.

Third Party Objection

13 letters of objection were received throughout the public consultation period. These letters of objection relate to the following concerns:

- The footprint is in excess of 100% of the existing and exceeds Chichester Harbour Conservancy guidelines of a maximum amount of 50%
- Proposed development ignores the BVDS re style of housing being appropriate to the immediate environment by scale, shape, proportions and colour
- Harbour Way and The Drive regularly suffer from alluvial flooding. The development will only compound these problems
- Loss of privacy. Windows on the western elevation should be obscure glazed and window apertures to be small.
- The proposed development should be centralised on the plot to reduce any perceived over development.
- The proposed new dwelling would be out of character with neighbouring properties in terms of design and proposed materials.
- The proposed house would be considerably larger than the house it would replace, having 2 ½ times the floor area (453metres squared of 182 metres squared), the ridge height is higher and the roof tiles would be 'smooth non profile clay' rather than the slate of the original houses.
- Proposal would cause damage to the adjacent road network and result in excessive disturbance to the neighbours over a prolonged period
- The proposed development would cause a loss of light to neighbouring dwellings.
- Any change to the grass verge would be detrimental to the character of the roadway

Applicant/Agent's Supporting Information

Following onsite discussions with the applicant, the fenestration of windows has been amended to now provide a vertical emphasis. The revised plans also include the provision of timber privacy boarding to the eastern and western ends of the balcony. Amended plans were submitted on 10 January 2017 and it is upon the basis of these plans that this application is assessed.

7.0 Planning Policy

The Development Plan

7.1 The Development Plan for the area comprises the Chichester Local Plan: Key Policies 2014-2029 and all made neighbourhood plans. The Bosham Neighbourhood Plan was made on the 06 September 2016 and forms part of the Development Plan against which applications must be considered.

7.2 The principal planning policies relevant to the consideration of this application are as follows:

Policy 1: Presumption in Favour of Sustainable Development

Policy 2: Development Strategy and Settlement Hierarchy

Policy 33: New Residential Development

Policy 39: Transport, Accessibility and Parking

Policy 40: Sustainable Design and Construction

Policy 42: Flood Risk

Policy 43: Chichester Harbour Area of Outstanding Natural Beauty (AONB)

7.3 Bosham Neighbourhood Plan:

Policy 1: The Settlement Boundary

Policy 2: Criteria for Housing Development

Policy 6: Landscape and the Environment

Policy 8: Flooding and Drainage

Policy 9: Transport and Highways

National Policy and Guidance

7.4 Government planning policy now comprises the National Planning Policy Framework (NPPF), paragraph 14 of which states:

At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking:

For decision-taking this means unless material considerations indicate otherwise:

- Approving development proposals that accord with the development plan without delay; and

- Where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless any adverse impacts of doing so would significantly or demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in (the) Framework indicate development should be restricted.

7.5 Consideration should also be given to paragraph 17 (Core Planning Principles), paragraphs 56, 58, 60, 61, 63, 64, 65, 66 (Requiring Good Design), paragraphs 94, 96, 97, 98, 99 (Meeting the Challenge of Climate Change, Flooding and Coastal Change) and paragraph 115 (Conserving and Enhancing the Natural Environment).

Other Local Policy and Guidance

7.6 The following Supplementary Planning Documents are material to the determination of this planning application:

Bosham Village Design Statement

7.8 The aims and objectives of the Council's Sustainable Community Strategy are material to the determination of this planning application. These are:

B1 - Managing a changing environment

B2 - Greener living

B3 - Environmental Resources

D3 - Housing fit for purpose

E3 - There will be a decrease in the numbers of road traffic collisions in the district

The aims and objectives of the Chichester in Partnership Community Strategy 2016-2029 which are relevant and material to the determination of this planning application are:

- Maintain low levels of unemployment in the district
- Prepare people of all ages and abilities for the work place and support the development of life skills
- Develop a local workforce that meets the needs of local employers
- Support local businesses to grow and become engaged with local communities
- Promoting and developing a dementia friendly district
- Encourage and support people who live and work in the district and to adopt healthy and active lifestyles
- Coordinate and promote services that help those living with low level mental health conditions
- Protect and support the most vulnerable in society including the elderly, young, carers, families in crisis and the socially isolated
- Increase the number of volunteers and trustees in the community/voluntary sector
- Maintain the low levels of crime in the district in the light of reducing resources
- Support and empower communities and people to help themselves and develop resilience
- Support communities to meet their own housing needs
- Encourage partner organisation to work together to deliver rural projects and ensure that our communities are not isolated
- Support and promote initiatives that encourage alternative forms of transport and encourage the use of online services
- Promote and increase sustainable, environmentally friendly initiatives in the district
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

8.0 Planning Comments

8.1 The main issues arising from this proposal are:

- Appropriateness of Design
- Impact on the amenities of neighbouring properties;
- Flood Risk; and
- Impact on Chichester Harbour Area of Outstanding Natural Beauty

Assessment

8.2 Appropriateness of Design

8.3 The development retains the overall two storey proportions of the building as existing, featuring an increase of only 0.3m to ridge.

8.4 The replacement dwelling's larger footprint across the main body of the building results in a building of greater massing than the existing. However, the setting back of the building in its plot means that the visibility of the dwelling is greatly reduced along Harbour Way. This perception of massing is further mitigated by the landscaping around the site which conceals much of the building's mass. It is only from directly in front of the dwelling that the overall massing is perceived.

8.5 The existing hedging, which may be retained in a similar height and depth, by way of landscaping condition, mitigates impacts deriving from the massing of the building. As such, the increase in massing does not demonstrably detract from the street scene, nor adversely impact upon public amenity.

8.6 Whilst the larger footprint of the replacement dwelling, coupled with the minor increase in ridge height, increases the scale of the building, this additional scale is viewed in the context of the overall plot size. In this instance, given the large plot size, the proposed development can be appropriately accommodated without being of detriment to access to amenity space or public amenity. The applicant has submitted plot coverage calculations which demonstrate the plot coverage attained within the proposed development is comparable to adjacent plots along Harbour Way.

8.7 The proposed roof would have a shallower pitch than the existing with the omission of chimneys. This roof pitch is akin to the modern interpretation of the existing building on the site. It was noted within the consultation period that the existing dwelling contributed to Harbour Way as being a modern addition to the residential street. The reincarnation of this modern form along this part of Harbour Way accords with the existing varied architectural styles devised through the patina of time; thus, contributing to the locally distinctive features of the AONB. Weight should also be given to the views of the Chichester Harbour Conservancy that noted no issues deriving from the architectural design of the building; subject to securing appropriate cladding.

8.8 The siting and layout of the replacement dwelling retains a comparable footprint to that of the existing dwelling. As such, the siting and layout of the replacement dwelling is appropriate.

8.9 Concern was raised throughout the public consultation period in respect of the materials and finishing of the application building. However, this could be addressed by way of appropriately worded conditions requiring the submission and approval of the proposed materials prior to development commencing on site.

8.10 Taking into account the above considerations, it is assessed that the development achieves a high quality design that takes account of the character and setting of the application site. Therefore, the development accords with the contents of Policy 33 (New Residential Development) of the Chichester District Council Local Plan Key Policies (2014-2029).

Impact on the amenities of neighbouring properties

8.11 Concern has been raised regarding the use of the balcony at first floor level of the rear elevation. During the case officer's site visit it was noted that the existing property featured large windows along the rear elevation. As such, and given the distance between properties to the rear, the provision of a balcony would not adversely impact upon the amenities and privacy of neighbours to any demonstrably greater extent than the existing windows.

8.12 Officers raised some concern in the potential for overlooking to the neighbours to the east and west (sides) of the application site; although the existence of previous windows along the side elevations was noted. In light of these concerns raised, the applicant has introduced privacy boarding to the west elevation to prevent overlooking of properties to the west side. Taking into account the privacy boarding, there would be no demonstrable impact upon the privacy and amenities of adjacent/neighbouring occupants.

8.13 Flood Risk

8.14 Policy 42 (Flood Risk and Water Management) of the Chichester District Council Local Plan Key Policies (2014-2029) requires development to incorporate specific requirements of the site, and protection, resilience and resistance measures appropriate to the character of the area.

8.15 Whilst the site does not fall within an area formally identified as at risk of flooding, significant concern has been raised by third parties regarding the provision of a basement in this area, given anecdotal evidence of flooding. The applicant has undertaken an assessment of the soil and notes that it comprises namely clay. This assessment accords with the assessment undertaken by the Council's Drainage Engineers. Therefore, the current soil quality of the application site possesses limited capacity to absorb surface water. The excavation of non-permeable soil will not result in an increased risk of flooding deriving from surface water discharge.

8.16 The applicant has detailed a number of measures to slow the rate of surface water discharge has been included in the development; including that of a sustainable drainage systems. The consultation response from the Drainage Engineer raises no objection and notes that this is suitable for the conditions of this site, details are proposed to be secured by way of condition.

8.17 In light of the above considerations, the development incorporates adaption and mitigation measures for flood risk and water management. The development, therefore, accords with the contents of Policy 42 (Flood Risk and Water Management) of the Chichester District Council Local Plan Key Policies (2014-2029).

8.18 Impact on Chichester Harbour Area of Outstanding Natural Beauty

8.19 Concern was raised from local residents regarding the use of materials and overall form of the building in the context of the Chichester Harbour AONB designation. As noted above in the design section, the choice of materials could be controlled by a condition requiring their approval to be sought prior to development commencing on to ensure a local materials palette will be achieved.

8.20 Chichester Harbour Conservancy raised no objections to the proposed replacement dwelling, which would not be visible in the wider AONB landscape or from The Drive to the west.

8.21 As such, the development is assessed as conserving the natural and locally distinctive features of the Chichester Harbour AONB and, therefore, the development accords with the contents of Policy 43 (Chichester Harbour Area of Outstanding Natural Beauty (AONB)) of the Chichester District Council Local Plan Key Policies (2014-2029).

8.22 Other Matters: Footprint Calculations

8.23 It has been noted that erroneous representations have been submitted regarding the increase in footprint. The submitted calculations which allege an increase of over 100% appear to have been undertaken on the basis of the floor space, and not footprint; which the CHC guidance requires.

8.24 As detailed within the applicant's Response Letter (submitted 03 January 2017), there is an increase in footprint of 70% (20% greater than the CHC guidelines of 50%). However, the Chichester Harbour Guidelines are guidelines, not policy. Therefore, they do not form part of the Local Plan for the purposes of decision making. Such guidance should be used on a case by case basis to assess the potential impact on the AONB. In this instance the nature of the proposed and the particulars of the site would allow for a greater increase than 50% without having a detrimental impact on the AONB.

8.25 Weight should also be given to the fact that the Chichester Harbour Conservancy does not consider the increase in footprint above the 50% footprint guidelines as being problematic. As such, whilst the increased footprint exceeds the guidance by 20%, the site specific characteristics of the site allows this additional footprint to be accommodated without being to detriment of the Chichester Harbour AONB.

8.26 Other Matters: Construction Phase

8.27 Concern has been raised regarding the excavation of materials to construct the basement and the process of piling to facilitate the replacement dwelling. However, this matter can be sufficiently mitigated through a Construction Method Statement (CMS) to be submitted to the Local Planning Authority, for agreement in writing, prior to the commencement of development.

Conclusion

Based on the above assessment and in particular, that:

- the proposed development would have no significant detrimental impact on the AONB or amenities of the neighbouring dwellings.
- Measures are proposed to mitigate flood risk and provide for water management.

The application is recommended for approval.

Human Rights

In reaching this conclusion the Human Rights of the applicants and nearby occupiers have been taken into account when reaching this recommendation and it is concluded that the recommendation to permit is justified and proportionate.

RECOMMENDATION PERMIT subject to the following conditions and informatives:-

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2) The development hereby permitted shall not be carried out other than in accordance with the approved plans:

005-102 D - Ground Floor Plan
005-103 E - Upper Floor Plan
005-106 E - Elevations 1
005-107 E - Elevations 2
005-010 - Site Location Plan
005-110 - Site Block Plan
005-113 - Street Scene

Reason: To ensure the development complies with the planning permission.

Note: This condition provides consent for the design of the development, with the exception of the annotated details in respect of materials and finishing. Such materials and finishing shall be agreed under condition 6 of this consent.

3) **No development shall commence**, including any works of demolition, until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved CEMP shall be implemented and adhered to throughout the entire construction period unless any alternative is agreed in writing by the Local Planning Authority. The CEMP shall provide details of the following:

- (a) the anticipated number, frequency and types of vehicles used during construction,
- (b) the provision made for the parking of vehicles by contractors, site operatives and visitors,
- (c) the loading and unloading of plant, materials and waste,
- (d) the storage of plant and materials used in construction of the development,
- (e) the erection and maintenance of security hoarding,
- (f) the provision of road sweepers and/or wheel washing facilities to mitigate the impact of construction upon the public highway
- (g) measures to control the emission of dust and dirt during construction, to include where relevant sheeting of loads, covering and dampening down stockpiles
- (h) measures to control the emission of noise during construction,
- (i) details of all proposed external lighting to be used during construction and measures used to limit the disturbance of any lighting required. Lighting shall be used only for security and safety,
- (j) appropriate storage of fuel and chemicals, in bunded tanks or suitably paved areas, and

(k) waste management including prohibiting burning.

Reason: These details are necessary pre-commencement to ensure the development proceeds in the interests of highway safety and in the interests of protecting nearby residents from nuisance during all stages of development and to ensure the use of the site does not have a harmful environmental effect.

4) Notwithstanding any details submitted **no development/works shall commence** until a full schedule of all materials and finishes and samples of such materials and finishes to be used for external walls and roofs of the building(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved schedule of materials and finishes unless otherwise agreed in writing by the Local Planning Authority.

Reason: To enable the Local Planning Authority to control the development in detail in the interest of amenity and to ensure a development of visual quality. It is considered necessary for this to be a pre-commencement condition as such details need to be taken into account in the construction of the development and thus go to the heart of the planning permission.

5) **No development shall commence** until details of the proposed overall site wide surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal as set out in Approved Document H of the Building Regulations and the SUDS Manual produced by CIRIA. Winter ground water monitoring to establish highest annual ground water levels and Percolation testing to BRE 365, or similar approved, will be required to support the design of any Infiltration drainage. The surface water drainage scheme shall be implemented as approved unless any variation is agreed in writing by the Local Planning Authority. No building shall be occupied until the complete surface water drainage system serving that property has been implemented in accordance with the approved surface water drainage scheme.

Reason: The details are required pre-commencement to ensure that the proposed development is satisfactorily drained with all necessary infrastructure installed during the groundworks phase.

6) Notwithstanding any indication shown on the approved plans, and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) hereby approved, **the dwelling shall not be first occupied until** the first floor window(s) in the western elevation of the development hereby permitted shall be permanently;

(i) glazed with obscure glass with a glass panel which has been rendered obscure as part of its manufacturing process to Pilkington glass classification 5 (or equivalent of glass supplied by an alternative manufacturer), and

(ii) non-opening below 1.7 metres from the finished floor level of the room in which the window is installed.

Reason: To protect the privacy of the occupants of the adjoining residential property.

7) **The development hereby permitted shall not be first brought into use** until the privacy boarding hereby approved on the permitted plans, shall be provided. Once provided, the privacy boarding shall be retained as such at all times thereafter.

Reason: To ensure sufficient residential amenity for neighbouring occupiers.

8) development hereby permitted shall not be first brought into use until a fully detailed landscape and planting scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a planting plan and schedule of plants noting species, plant sizes and proposed numbers/densities, and for large scale developments shall include a program for the provision of the landscaping. In addition all existing trees and hedgerows on the land shall be indicated including details of any to be retained, together with measures for their protection in the course of development. The scheme shall make particular provision for the conservation and enhancement of biodiversity on the application site. The works shall be carried out in accordance with the approved details and in accordance with the recommendations of the appropriate British Standards or other recognised codes of good practice. The approved scheme shall be carried out in the first planting season after practical completion or first occupation of the development, whichever is earlier, unless otherwise first agreed in writing by the Local Planning Authority. Any trees or plants which, within a period of 5 years after planting, are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual amenities of the locality and to enable proper consideration to be given to the impact of the proposed development on existing trees.

9) **No part of the development hereby permitted shall be first occupied** until such time as the vehicular access has been constructed in accordance with plans and details hereby approved by this permission.

Reason: In the interests of ensuring safe and adequate access to the development.

10) **No part of the development hereby permitted shall be first occupied** until the car parking has been constructed and laid out in accordance with the approved site plan and the details specified within the application form. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: In the interests of ensuring sufficient car parking on-site to meet the needs of the development.

11) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) the garage hereby approved shall only be used for the purpose of parking private motor vehicles in connection with the residential use of the property.

Reason: To ensure the adequate provision of onsite parking for the purpose of highway safety.

INFORMATIVES

- 12) The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

For further information on this application please contact James Cross