

Parish: East Wittering And Bracklesham	Ward: East Wittering
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EWB/16/00492/FUL

Proposal Demolition of existing house and detached garage and construction of 5 no. flats and 1 no. single storey dwelling.


Site Ashbury Kimbridge Road East Wittering West Sussex PO20 8PE

Map Ref (E) 480297 (N) 96813

Applicant Mr Robert Harden

RECOMMENDATION TO DEFER FOR SECTION 106 THEN PERMIT



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1.0 Reason for Committee Referral

This application was deferred at the meeting on (26 April 2017) for a Site Visit.

Parish Objection – Officer recommends Permit

2.0 The Site and Surroundings

2.1 The application site comprises a two storey dwelling with a hipped roof with white render elevations and clay tile roof. The building is situated on a corner plot on the junction of Stocks Lane and Kimbridge Road. Demarcating the boundary of the application site is a mixture of landscaping and grass. Vehicular access to the site is off Kimbridge Road where off-street parking is provided in a garage.

2.2 The application site is bounded on its south eastern elevation by a two storey dwelling referred to as no. 140 Stocks Lane. To the north west, on the opposite side of Kimbridge Road, is the neighbouring dwelling of Kimsea. There is a separation distance of approximately 22 metres between each elevation of the properties. The application building is set back from the roadside and the rear elevation abuts the western boundary of no. 140 Stocks Lane. As such, the site layout provides for little amenity space on site.

2.3 The application site is situated in the Chichester Harbour Buffer and Settlement Boundary Area.

3.0 The Proposal

3.1 The application proposes the demolition of the existing house and detached garage and construction of 5 no. flats and 1 no. single storey dwelling. The plans detail the widening of the kerb at the existing access along Kimbridge Road to facilitate 6 no. off-street car parking spaces. Landscaping is detailed around the property comprising a mixture of grass verges, planting and low lying boundary walls.

3.2 The building comprises 2 storeys in proportion and feature velux roof lights in the roof pitches. These roof lights are detailed as being 1.7 metres above finished floor levels. Glazing is proposed along the rear elevation of the building at first floor level which is opaque glazed. The north east elevation, abutting Stocks Lane, features a dual pitched gable end. The finishing to the elevations at first floor level comprise a mix of exposed render and horizontal timber cladding. The ground floor elevations are finished in exposed brickwork.

4.0 History

88/00136/EW	REF	Divide existing double plot, demolish existing garage and build bungalow with garage on new plot.
94/01621/DOM	WDN	Single storey rear extension.
94/02161/DOM	PER	Proposed utility room and shower room single storey rear extension plus extension to existing detached garage single storey.
98/00467/DOM	PER	Proposed brick wall and fence infill on boundary.

10/00789/PD	REC	Planning advice: demolish garage and rebuild on existing back drive
10/02478/DOM	PER	Replacement, repositioned detached garage.
15/00894/OUT	APPRET	Outline application for demolition of existing garage and erection of 4 no. 2 bed flats. Alterations and extension to existing dwelling to form 3 no. 2 bed flats and 2 no. 3 bed flats.
16/00492/FUL	PDE	Demolition of existing house and detached garage and construction of 5 no. flats and 1 no. single storey dwelling.

5.0 Constraints

Listed Building	NO
Conservation Area	NO
Rural Area	NO
AONB	NO
Strategic Gap	NO
Tree Preservation Order	NO
South Downs National Park	NO
EA Flood Zone	
- Flood Zone 2	NO
- Flood Zone 3	NO
Historic Parks and Gardens	NO

6.0 Representations and Consultations

6.1 East Wittering and Bracklesham Parish Council

OBJECTION: This is overbuild. The design is too high, too bulky and out of character in an area of 3-bed semis and chalet bungalows. There is not enough parking on site. On-street parking in that area is already a problem as the road narrows at this point creating a hazard to traffic entering and exiting Stocks Lane as well as a danger to pedestrians. This road is busier than a usual side road as it is a through-route to West Bracklesham Drive used by locals to avoid the busy junction at Stocks Lane/Bracklesham Lane.

6.2 West Sussex County Council Highways

Summary

It is proposed that the existing house 'Ashbury' and its detached garage are demolished and a building consisting of five flats and a separate detached single storey dwelling are

erected. Kimbridge Road is a 'D' classified road subject to a 30 mph speed restriction. The site is on a corner plot at the Kimbridge Road junction with Stocks Lane ('B' classified and also subject to a 30 mph speed restriction in this location).

The Local Highway Authority (LHA) does not wish to raise any highways objections to the principle of the proposals. However, we do request clarification and modifications to parking arrangements as detailed in the report below.

6.3 Access and Visibility

There are two existing dropped kerb access points to the site from Kimbridge Road. One of these provides access to the current garage and the other is not currently in use. It is proposed that both these access points will be retained and utilised for the development. Both access points are sufficient in width to support the anticipated vehicle movements that the proposal will cause.

The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last three years. There have been no recorded injury accidents at either the access points or junction of Kimbridge Road with Socks Lane. There is no evidence to suggest that the accesses or junction are operating unsafely, or that the proposed development would exacerbate an existing safety concern.

Vehicular visibility on to Kimbridge Road is sufficient. The LHA request that the applicant provide pedestrian visibility splays from either side of each access point of 2m by 2m. Any wall or physical feature within this splay should be no higher than 0.6m to ensure the safety of pedestrians using the footway on this side of Kimbridge Road.

6.4 Parking

Six car parking spaces will be provided for the development. It is unclear whether these will be unallocated or allocated. Based on the assumption of the six car parking spaces being unallocated the WSCC Car Parking Demand Calculator estimates for a development of this size and location that six spaces be provided therefore it meets with the demand, at one space per residential unit. However, the applicant should clarify whether the parking spaces will be allocated or not as allocated spaces will increase the demand. Parking bays meet the required dimensions of 2.4m by 4.8m to be counted toward parking provision.

It is appreciated that a lack of parking restrictions on the nearby road network will enable overflow parking on the street, it should also be noted that there are no junction protection lines at the junction of Kimbridge Road with Stocks Lane. Therefore overflow parking may occur in locations that would obscure vehicle visibility and cause a highway safety concern. Therefore a sufficient unallocated off street parking provision would be a benefit, to meet the demand of residents.

6.5 Turning

The three North-Eastern parking spaces are accessible, although manoeuvrability in and out of these spaces does appear restrictive. The applicant should make better use of the available space. From an inspection of the red edged plan it would appear that part of the grassed area fronting Stocks Lane could be utilised to increase the hardstanding area within the site and thus provide space for a turn on site. The applicant should amend the Site Plan so that the position of the existing dwarf brick wall is altered to provide at least 6m of hardstanding behind the furthest north car parking space, at a 90 degree angle.

This will enable cars to carry out a multipoint manoeuvre to turn on site and thus exit in a forward gear rather than carrying out a potential hazardous reverse manoeuvre onto Kimbridge Road, at this close proximity to the junction with a main 'B' class road (Stocks Lane). When utilising this piece of land the designs should be mindful of the boundary treatment along Stocks Lane to ensure that vehicular visibility on to the junction from Kimbridge Road is not adversely affected.

The three car parking bays to the south can make use of the two existing access points as an in/out arrangement and thus the LHA do not wish to raise any concerns about the parking layout to the south.

6.6 Sustainability

The site is located within walking distance of a range of local shops and amenities. The nearest bus stop is within 50m of the site, on Stocks Lane, with services toward Selsey and Chichester.

The proposed Site Plan demonstrates an area for cycle storage. This should be secure and covered. Further, details can be provided if the application is permitted and secure via condition.

6.7 Conclusion

The principle of the development does not raise any highways concerns with the LHA. However, as detailed above the applicant should provide pedestrian visibility splays from both access points onto Kimbridge Road. Modification to the internal hardstanding space within the northern part of the site should also be provided to allow improved manoeuvrability and facilitate a turn on site.

6.8 Third Party Objection

Four further letters of objection have been received reiterating the concerns listed below (a-z), in addition an e-mail has been submitted to the Local Planning Authority accompanied by photographs evidencing parking. Ten letters of objection were received between the writing of this report and the Planning Committee meeting held on 26 April 2017 which reiterate the concerns listed below (a-z).

Fourteen letters of objection were received throughout the public consultation period. The objections received comprise the following issues:

- a) There have been several accidents and many near misses on the junction
- b) HGV's have previously had to mount the pavement to gain access to Kimbridge Road
- c) Development would look straight into bedrooms opposite the site
- d) The development may result in light trespass which would impact upon the dark skies of the Chichester Harbour AONB
- e) Development would prevent adjacent gardens being used as a quality control site for Dark Sky Monitoring
- f) Development would result in the loss of existing trees and shrubs which have been in place for decades - this would have a distinct detrimental effect on the local environment
- g) Proposed and unspecified low-level planting is an inadequate substitute

- h) Indirect ecological consequences - the population of small birds in this neighbourhood has decreased dramatically in recent years
- i) Removal of existing pine trees is likely to cause an immediate increase in predation of birds by magpies
- j) Boundaries shown on submitted plans show part of the boundary wall under separate land ownership as being demolished and replaced
- k) Where Ashbury plot is situated is at the end of Kimbridge Road and already the number of cars parked outside makes it dangerous to pull into Kimbridge Road off Stocks Lane as visibility is limited and if an oncoming car is heading towards you then you are forced to stop on Stocks Lane until it is safe to drive onto Kimbridge Road
- l) Concern that the extra 5 flats would mean at least 5 extra cars parked/driving on Kimbridge Road
- m) Unimaginative design and over powering impact not only to us but the surrounding houses
- n) Design is too big for the plot intended not to mention the parking issues
- o) Overwhelming danger of the speed and volume coming down of what is effectively a single track road is ludicrous
- p) Privacy - third storey windows
- q) Young family and elderly residents
- r) No landscaping out door space
- s) The expansion to six units is likely to generate more noise and disturbance and seems utterly inappropriate
- t) The proposed ugly design effectively turns the building into a three-storey structure - the effect, together with the addition of two external stairways, is to create an intrusively large, overbearing structure
- u) It is completely at variance with the scale and design of surrounding properties
- v) Due to the bulk and design it would have an extremely detrimental effect on the neighbourhood
- w) This would be exacerbated by the proposed removal of all existing trees and shrubs, causing the building to dominate existing properties and the general street scene
- x) Lack of any garden space is also likely to have a detrimental effect on neighbouring properties in that it appears utterly inadequate for the proposed six units, which may be occupied by families with children
- y) With no provision of a turning space within the property, vehicles will be forced to reverse, either into or out of the property, producing even more problems with traffic flow
- z) There is no provision whatsoever for visitor parking off-road, so the increase in residential units from one to six is likely to create an even greater problem of congestion

6.9 Applicant/Agent's Supporting Information

Following the initial consultation period, comprising fourteen initial letters of objection, the application has submitted amended plans following discussions with the Local Planning Authority. These plans vary the overall silhouette, fenestration and detailing of the building. The amended plans submitted on 10 April 2017 have been the subject of a re-consultation period. It is upon these amended 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. There is no made neighbourhood plan for East Wittering and Bracklesham Parish Council at this time.

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 48: Natural Environment

Policy 49: Biodiversity

Policy 50: Development and Disturbance of Birds in Chichester and Langstone Harbours Special Protection Areas

National Policy and Guidance

7.3 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.*

7.4 Consideration should also be given to paragraph 17 (Core Planning Principles), Section 6 (Delivering a Wide Choice of High Quality Homes) and Section 7 (Requiring Good Design).

7.5 The government's New Homes Bonus (NHB) which was set up in response to historically low levels of housebuilding, aims to reward local authorities who grant planning permissions for new housing. Through the NHB the government will match the additional council tax raised by each council for each new house built for each of the six years after that house is built. As a result, councils will receive an automatic, six-year, 100 per cent increase in the amount of revenue derived from each new house built in their area. It follows that by allowing more homes to be built in their area local councils will receive more money to pay for the increased services that will be required, to hold down council tax. The NHB is intended to be an incentive for local government and local people, to encourage rather than resist, new housing of types and in places that are sensitive to local concerns and with which local communities are, therefore, content. Section 143 of the

Localism Act which amends S.70 of the Town and Country Planning Act makes certain financial considerations such as the NHB, material considerations in the determination of planning applications for new housing. The amount of weight to be attached to the NHB will be at the discretion of the decision taker when carrying out the final balancing exercise along with the other material considerations relevant to that application.

Other Local Policy and Guidance

7.6 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:

- Support communities to meet their own housing needs

8.0 Planning Comments

8.1 The main issues arising from this proposal are:

- i) Principle of Development
- ii) Design
- iii) Highways Safety
- iv) Landscaping
- v) Chichester Harbour Special Protection Area

Assessment

- i) Principle of Development

8.2 Policy 2 (Development Strategy and Settlement Hierarchy) of the Chichester District Council Local Plan Key Policies (2014-2029) supports development within the settlement hubs including that of East Wittering. Within settlement hubs Policy 2 seeks to provide a range of homes. Therefore, the principle of development is established.

- ii) Design

8.3 Policy 33 (New Residential Development) of the Chichester District Council Local Plan Key Policies (2014-2029) provides a 7 point criteria against which new residential development should be assessed. Policy 33 requires development to meet the highest standards of design which is in keeping with the character of the surrounding area and its setting in the landscape.

8.4 The building retains the two storey proportions which characterise plots along Kimbridge Road, although the overall height, size and scale of the sites are increased. However, the varying ridge heights of the building, coupled with the part hipped, part gable end roof form, reduces the overall perception of scale and massing.

8.5 Concern was raised throughout the public consultation period in respect of impact upon neighbouring amenities, specifically the relationship between the proposed building and existing building located to the north west (Kimsea). However, the distance between the property to the north west (Kimsea) equates to circa 22 metres from elevation to elevation. The Council's SPG guidance used for assessing impacts on residential amenity details that 21 metres is typically sufficient to prevent issues of privacy and overlooking.

8.6 Windows along the first floor north west elevation remain in a comparable position as that of the existing dwelling occupying the site. Therefore, the development would not result in any additional impacts on overlooking than in comparison to that of the existing. Further, regard has been given to the velux roof lights proposed in the roof pitches serving the bedrooms of the properties. These windows are situated in excess of 1.7 metres above finished floor levels and they would be conditioned so. On this basis, these velux roof lights along the north west elevation would not result in impacts upon overlooking or privacy.

8.7 Concern was also raised in respect of the use of windows at first floor level on the neighbouring property to the south east (no. 140). However, within the design revisions undertaken in discussion with the Council, the use of non-opening and opaque glazed windows across this rear elevation has been secured. Therefore, the development would not result in additional overlooking over and above those found within the existing dwelling on the site. Such use of opaque glazing to the windows on the rear elevation at first floor level will be secured by way of condition. Further, a condition would be imposed requiring no windows to be inserted at first floor level of the rear elevation without the benefit of planning permission from the Local Planning Authority.

8.8 Concern was raised throughout the public consultation period in respect of the overall size, scale and massing of the building in the wider street scape. In undertaking a site visit to the application site it was noted that much of the wider development on the junction of Kimbridge Road to the B2179 comprises two storey residential development with according pitched and hipped roof forms. It was also noted that development to the south of the application site also comprises a two storey residential dwelling (Newquay). As such, the application site would appropriately accommodate a two storey dwelling.

8.9 The site visit noted that the development on this junction point mainly comprised residential properties set back from the road side with some concealment being provided by surrounding vegetation and landscaping. The application plans note the retention of the existing brick wall with proposed planting. Appropriate species of trees which establish a comparable height and concealment as existing could be secured by way of imposition condition. Such landscaping, coupled with the overall form of the building, would ensure the character of the surrounding area is retained as existing.

8.10 The submitted plans detail a mixture of exposed brickwork, render and horizontal timber cladding finishing the elevations of the building. These materials pick up on those found within the immediate locality within existing and more recent development along Kimbridge Road and the B2179. However, such a materials palette shown is indicative and the imposition of a materials condition would secure appropriate materials and finishing of the building, prior to the commencement of development.

8.11 Concern was raised throughout the public consultation period regarding access to amenity space. Policy 33 of the Local Plan does not stipulate a threshold on required amenity space and requires developments to be assessed in accordance with the character of the area.

8.12 Properties on corner locations of the junctions between Kimbridge Road and Stocks Lane/Peerley Road all have limited private amenity space. This is due to the site layout

and orientation of the buildings. As such, the proposal retains a comparable amount of private amenity space as per the existing and local arrangements.

8.13 However, in assessing access to amenity space it has been noted the proximity of the application site to the waterfront and beaches which are located within walking distance of the application site. This proximity ensures that occupants of the dwellings would have sufficient access to open space and amenity opportunities. Therefore, the amenity space proposed within the development would be acceptable.

8.14 In light of the above, the development results in a high quality design that reinforces the character of the surrounding area. The development therefore accords with the contents of Policy 33 (New Residential Development) of the Chichester District Council Local Plan Key Policies (2014-2029).

iii) Highway Safety

8.15 Policy 39 (Transport, Accessibility and Parking) of the Chichester District Council Local Plan Key Policies (2014-2029) requires all development to provide for the access and transport demands that they create.

8.16 The application provides for 6 no. off street car parking spaces in connection with the residential dwellings. This total comprises 5 no. allocated parking spaces and 1 no. unallocated space. The parking provision/access point is retained as existing, although it is widened through the provision of an extended drop kerb.

8.17 The Local Highway Authority (WSCC) has been consulted and have assessed sufficient off-street parking has been provided as part of the proposals. Equally, they have stated that sufficient visibility splays could be achieved from the site which should be secured by way of condition. Therefore, a condition would be imposed requiring the applicant to demonstrate visibility splays of 43 metres, prior to the provision of the car parking spaces.

8.18 A further condition would be imposed requiring the applicant to provide the car parking spaces in accordance with the approved plans, prior to the occupation of the first dwelling on the site. This would ensure sufficient parking is provided in connection with the development.

8.19 The applicant has provided details of cycle parking in connection with the dwellings on the site. A condition would be imposed to secure the delivery of the cycle parking on site, prior to the occupation of the first dwelling.

8.20 In light of the above, the development provides for safe and sufficient access and parking for the transport demands they create. Therefore, the development accords with the contents of Policy 39 (Transport, Accessibility and Parking) of the Chichester District Council Local Plan Key Policies (2014-2029).

iv) Landscaping

8.21 Policy 48 (Natural Environment) of the Chichester District Council Local Plan Key Policies (2014-2029) requires development to recognise distinctive local landscape character and sensitively contribute to its setting and quality. Policy 48 requires proposals

to respect and enhance the landscape character of the surrounding area and site, and public amenity through detailed design.

8.22 The application proposes landscaping around the application site building. This comprises a mixture of an existing dwarf brick wall, planting, and grass. Other associated hard surfacing is proposed in the form of paving to the dwellings.

8.23 Tall landscaping and planting along the boundaries of sites comprise a common and coherent feature along Kimbridge Road and Stocks Lane. This landscaping reiterates the established character and appearance of the area and provides continuity along the street scape which would otherwise be characterised by a mixture of built forms. Further, the landscaping would also restrict intervisibility between windows along the primary elevation.

8.24 The imposition of a condition would secure the submission of the detailing of this landscaping. Such a condition would require details to be agreed prior to the commencement of development.

8.25 In light of the above, the development recognises the distinctive local landscape character and contributes to its setting and quality. The development enhances the landscape character of the site and public amenity through detailed design. Therefore, the development accords with the contents of Policy 48 (Natural Environment) of the Chichester District Council Local Plan Key Policies (2014-2029).

v) Chichester Harbour Buffer

8.26 The application site falls within the Chichester Harbour Special Protection Area where any net increase in residential unit results in harm which is required to be offset. The applicant has confirmed in writing a willingness to provide sufficient mitigation in accordance with Policy 50 of the Local Plan to offset the potential harm caused to the SPA designation. Therefore, the development accords with Policy 50 (Development and Disturbance of Birds in Chichester and Langstone Harbours Special Protection Areas) of the Chichester District Council Local Plan Key Policies (2014-2029).

Significant Conditions

Conditions will be imposed in respect of the plans, landscaping, parking provision, materials, visibility splays and cycle and bin storage provision.

Section 106 Agreement

A financial contribution is sought via Unilateral Undertaking to offset the harm caused to the Chichester Harbour Special Protection Area. This payment is payable upon the granting of consent.

The development is liable to pay the Council's Community Infrastructure Levy (CIL) charge.

Conclusion

The additional representations received have been considered, and the recommendation remains to defer for S106 and then permit.

Based on the above it is considered the proposal complies with development plan policies and therefore 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

DEFER FOR SECTION 106 THEN 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 be carried out in accordance with the approved plans; 0064-003 Proposed Site Plan, 0064-004 Ground and First Floor Plans, 0064-005 Second Floor and Roof Plan, 0064-006 Elevations and 0064-007 Elevations and Cross Sections.

Reason: For the avoidance of doubt and in the interests of proper planning.

3) 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.

4) No part of the development hereby permitted shall be first occupied until visibility splays of 43 metres by 43 metres have been provided at the proposed site vehicular access onto Kimbridge Lane in accordance with plans and details that shall first have been submitted to and approved in writing by the Local Planning Authority. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

5) **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.

6) **No part of the development hereby permitted shall be first occupied** until covered and secure cycle parking spaces have been provided in accordance with plans and details that shall

first have been submitted to and approved by the Local Planning Authority. Thereafter the cycle parking shall be retained for that purpose in perpetuity.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

7) **No part of the development hereby permitted shall be occupied** until refuse and recycling storage facilities have been provided in accordance with a scheme that shall first have been submitted to and approved in writing by the Local Planning Authority. Thereafter the refuse and recycling storage facilities shall be maintained as approved and kept available for their approved purposes in perpetuity.

Reason: To ensure the adequate provision of onsite facilities in the interests of general amenity and encouraging sustainable management of waste.

8) development hereby permitted shall not be first brought into use until a scheme detailing hard and soft landscape works has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include plans showing the proposed finished levels or contours; means of enclosure; car parking layouts; other vehicles and pedestrian access and circulation areas; details and samples of the hard surfacing materials; and a planting plan and schedule of plants noting species, plant sizes and proposed numbers/densities and a programme for the provision of the hard and soft landscaping. Thereafter the scheme shall be carried out in accordance with the approved details and once provided, the works shall be retained in perpetuity.

Reason: In the interests of amenity and of the environment of the development.

9) All hard and soft landscape 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. **These works 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: To ensure the provision and establishment of a reasonable standard of landscape in accordance with the approved designs.

10) No part of the development hereby permitted shall be undertaken until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority, showing the site set up during construction. This shall include details for all temporary contractor's buildings, plant and stacks of materials, provision for the temporary parking of contractor's vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

11) 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 south eastern 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/ies.

12) Notwithstanding the provisions of Part 1 Schedule 2 of the Town and Country Planning ((General Permitted Development) (England) Order, 2015 (or any Order revoking, re-enacting or modifying that Order) no window(s) or door(s) shall be inserted into the elevations or roof pitches of the development hereby permitted without a grant of planning permission.

Reason: To protect the residential amenities of occupants of the adjacent dwelling.

INFORMATIVES

- 1) 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.