

Report of the Assistant Director (Planning, Transportation & Highways) to the meeting of Regulatory and Appeals Committee to be held on 1st September 2016.

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Subject:

A full planning application for the construction of 14 dwelling houses on land at 407 Little Horton Lane, Bradford. (Reference 15/06447/MAF).

Summary statement:

The site is located within unallocated land and benefits from planning permission for 14 dwellings granted in 2014 (ref: 13/04579/MAF). The application has been assessed against relevant planning policy and has been the subject of extensive negotiation in particular concerning the design of the houses to limit impact on residential and visual amenity and to secure a high quality development appropriate to this location on a key gateway into the city centre.

The proposal is considered to be acceptable in principle and is recommended for approval subject to conditions and a S106 Agreement as detailed in the main report at appendix 1.

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Portfolio:
Regeneration, Planning and Transport

Overview & Scrutiny Area:
Regeneration and Economy



1. SUMMARY

The site is a long thin piece of land located within a mainly residential area. Planning permission (13/04579/MAF) has been granted on the site for 14 dwelling houses, this permission still being extant. The proposal in this application is for 14 dwellings also, although the dwellings will be larger than those originally approved.

2. BACKGROUND

This application was submitted in November 2015 and validated in February 2016. Since its original submission, the scheme has been amended to revise the design and parking layout of the proposed development and additional publicity has been initiated to inform the public of the changes to the application.

3. OTHER CONSIDERATIONS

None

4. OPTIONS

The Committee can resolve to:

- approve this full application subject to a Section 106 and the recommended conditions; or
- approve the application with different or additional conditions; or
- refuse the application giving reasons as to why it is unacceptable; or
- defer the application for further consideration.

5. FINANCIAL & RESOURCE APPRAISAL

The proposal involves no s106 contributions and this is fully explained in the attached report. This could have an implication in terms of local infrastructure but the Council have in place a mechanism to make up this deficiency using New Homes Bonus money specifically derived from the creation of the new residential units.

6. RISK MANAGEMENT & GOVERNANCE ISSUES

There are no financial implications for the Council arising from matters associated with the report.

7. LEGAL APPRAISAL

The determination of the application is within the Council's powers as the Local Planning Authority

8. OTHER IMPLICATIONS

None

8.1 EQUALITY & DIVERSITY

Section 149 of the Equality Act 2010 states that the Council must, in the exercise of its functions "have due regard to the need to eliminate conduct that is prohibited by the Act, advancing equality of opportunity between people who share a protected characteristic and people who do not share it, and fostering good relations between people who share a protected characteristic and people who do not share it. For this purpose Section 149 defines "relevant protected characteristics" as including a range of characteristics including disability, race and religion. In this particular case due regard has been paid to the Section 149 duty but it is not considered there are any issues in this regard relevant to this application.

8.2 SUSTAINABILITY IMPLICATIONS

The site is considered to be in a sustainable location being adjacent to a frequent public transport route and close to the city centre. The site also has good access to a wide range of services and other established centres within the district.

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

A condition is recommended that one Electric Vehicle (EV) charging point is available to each of the 14 dwellings proposed. This would meet planning policy air quality objectives.

8.4 COMMUNITY SAFETY IMPLICATIONS

None

8.5 HUMAN RIGHTS ACT

Article 6 – right to a fair and public hearing. The Council must ensure that it has taken into account the views of all those who have an interest in, or whom may be affected by the proposal. This is incorporated within the report attached as Appendix 1

8.6 TRADE UNION

None

8.7 WARD IMPLICATIONS

There are no ward implications as a result of this application.

9. NOT FOR PUBLICATION DOCUMENTS

The Developers Scheme Viability Report is an Exempt Document.

10. RECOMMENDATIONS

It is recommended that planning permission is granted subject to conditions and a section 106 agreement as set out in the officer's report at Appendix 1

11. APPENDICES

Appendix 1: Report of the Strategic Director of Regeneration and Culture

12. BACKGROUND DOCUMENTS

The Replacement Unitary Development Plan for Bradford District

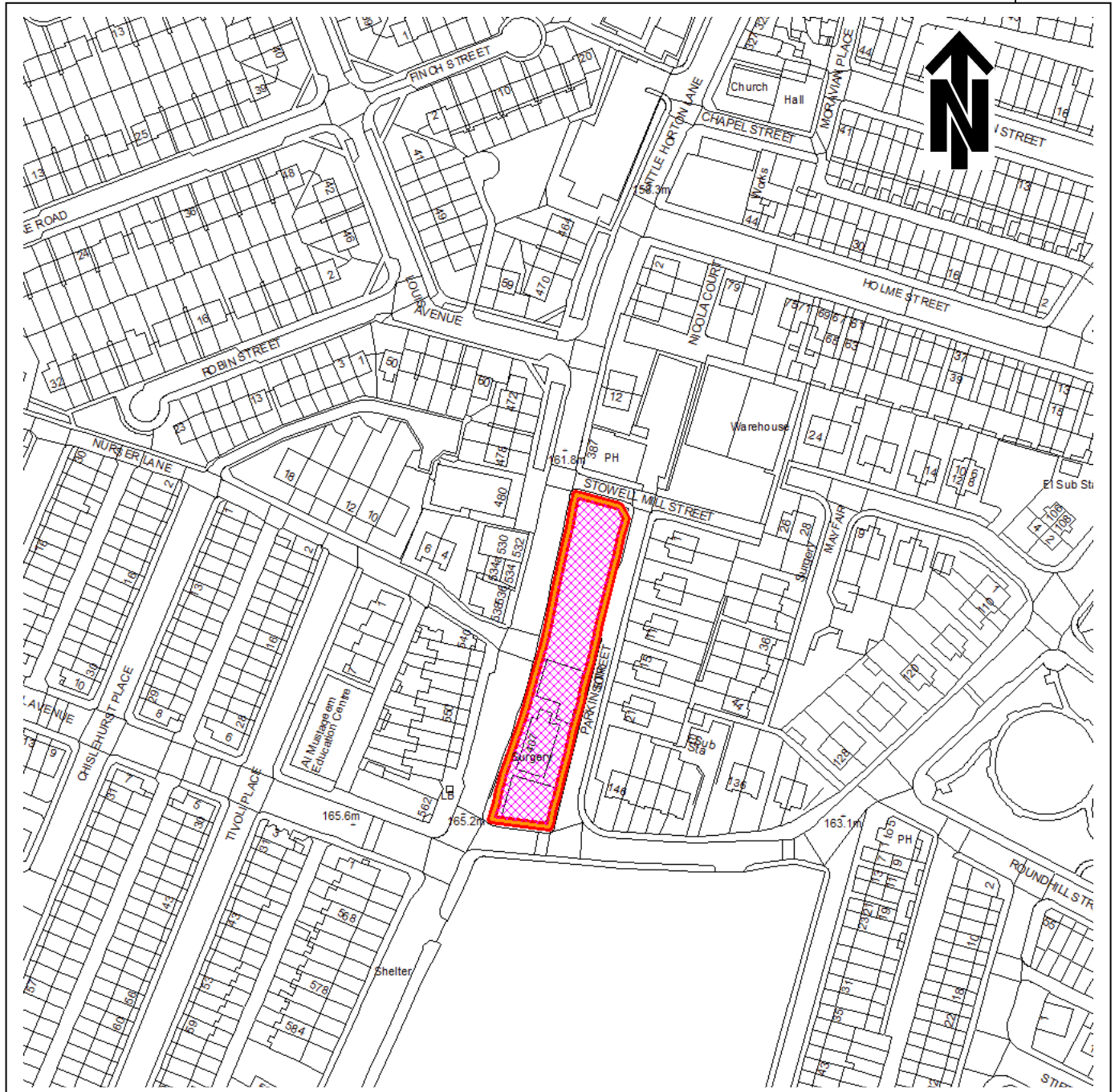
National Planning Policy Framework (NPPF)

The Core Strategy Development Plan Document (Publication Draft- February 2014)

Regulatory & Appeals Committee

15/06447/MAF

1 September 2016



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**LOCATION:
407 Little Horton Lane
Bradford**

Appendix 1

1 September 2016

Ward: 18 – Little Horton

Recommendation:

TO GRANT PLANNING PERMISSION SUBJECT TO CONDITIONS AND A SECTION 106 AGREEMENT. DELEGATE TO THE ASSISTANT DIRECTOR PLANNING, TRANSPORTATION AND HIGHWAYS TO ISSUE THE GRANT OF PERMISSION UPON COMPLETION OF A SECTION 106 AGREEMENT

S106 AGREEMENT HEADS OF TERMS:

A S106 Agreement is recommended to secure the relevant funding to promote a TRO as set out in this report.

Application Number:

15/06447/MAF

Type of Application/Proposal and Address:

A full planning application for the construction of 14 dwellings at land at 407 Little Horton Lane, Bradford.

Applicant:

Mr. S. Chohan

Agent:

Faum Architecture

Site Description:

The site consists of a small, narrow parcel of land between residential areas of terraced and semi-detached properties. The site is occupied by a former (now disused) medical centre building. A protected tree also exists to the northern extreme of the site. Access to the site is from either Little Horton Lane or the smaller side roads of Parkinson Street and Stowell Mill Street. The site benefits from an extant planning permission for 14 dwellings, granted in 2014. A small number of retail properties are located close to the site on the opposite side of Little Horton Lane.

Relevant Site History:

12/04084/FUL: Demolition of existing former medical centre and replacement with 14 three storey terraced townhouses with integral garages (withdrawn 29.07.2013)

13/04579/MAF: Demolition of existing former Medical Centre and replacement with 14 three storey terraced townhouses with integral garages (granted subject to section 106 agreement 17.04.2014)

Replacement Unitary Development Plan (RUDP):

Allocation

Unallocated

Proposals and Policies

UR2 Promoting Sustainable Development

UR3 The Local Impact of Development

H7 Housing Density – Expectation
H8 Housing Density – Efficient Use of Land
TM2 Impact of traffic and its mitigation
TM12 Parking standards for residential developments
TM19A Traffic management and road safety
D1 General Design Considerations
D5 Landscaping
OS5 Provision of recreation Open Space and Playing Fields In New Development
NE5 Retention of Trees on Development Sites
NR17 Groundwater Protection
NR15B Flood Risk
NR16 Surface Water Run Off and Sustainable Drainage Systems
H9 Affordable Housing
CF2 Education Contributions in New Residential Development
P1 Air Quality

The National Planning Policy Framework (NPPF):

The National Planning Policy Framework is now a material planning consideration on any development proposal. The Framework highlights the fact that the purpose of the planning system is to contribute to the achievement of sustainable development and that there is a presumption in favour of sustainable development which can deliver:-

- i) Planning for prosperity (an economic role) - by ensuring that sufficient land of the right type and in the right places is available to allow growth and innovation;
- ii) Planning for people (a social role) - by promotion of strong, vibrant and healthy communities by providing an increase supply of housing to meet the needs of present and future generations and by creating a good quality built environment with accessible local services;
- iii) Planning for places (an environmental role) - by protecting and enhancing the natural, built and historic environment, adapting to climate change including moving to a low-carbon economy.

As such the Framework suggests local planning authorities should approve development proposals that accord with statutory plans without delay.

Parish Council:

N/A

Publicity and Number of Representations:

The application has been subject to two periods of publicity, one following the receipt of amended plans on July 13th 2016. The most recent publicity period expires on August 23rd, 2016. At the time of report preparation, the following representations had been received:

Objection from Bradford Trident Community Council
Sixteen individual objections

Summary of Representations Received:

Overlooking and adverse impacts on residential amenity
The development will generate additional traffic and cause potential highway safety

issues

No requirement for additional housing in the Bradford district

Adverse effect on house prices in the area

Insufficient off-street parking

The development is contrary to private covenants on the land

General disturbance during the construction phase of the development

Consultations:

Highways: No objections to the principle of development but raise some concerns about the level of parking provision (amended plans)

Environmental Health (land contamination): No objections subject to conditions

Minerals and waste: No objections subject to condition requiring submission of a construction plan

Bradford Trident Community Council: Objection on the grounds of highway safety and parking

Education: Contribution of £59,941 requested.

Sport and leisure: Contribution of £1850.80 requested.

West Yorkshire Police: No comments received.

Yorkshire Water: No objections

Drainage: No objections raised.

Trees: Replacement planting is required – condition suggested

Economic development officer: Consider the scheme would not be viable with the level of contributions requested

West Yorkshire Combined Authority (highways): No comments

Landscape design: No comments

Summary of Main Issues:

Principle of development and density

Residential amenity

Visual impact

Highway safety

Trees

Social contributions

Scheme viability

Contamination

Electric Vehicle Charging points (EVC)

Responses to outstanding issues raised by representations received

Appraisal:

Principle of development and density

This is a brownfield site which is unallocated in the Replacement Unitary Development Plan (RUDP). Policies in both the National Planning Policy Framework and the RUDP promote sustainable patterns of development. Indeed, adopted Policy UDP1 of the UDP seeks to focus new development on the urban areas. The appropriateness of Little Horton as a location for further significant development is reinforced by the emerging Core Strategy: Policy SC4. Little Horton falls within the Regional City which Core Strategy Policy SC4 states will be the prime focus for housing and other forms of development. It is therefore considered that the location and scale of the housing proposed on the application site would be consistent with policies of both the adopted

RUDP and the emerging Core Strategy which promote a sustainable pattern of development across the district.

A further important change in circumstance since the RUDP was produced from a strategic planning point of view is that the National Planning Policy Framework (NPPF) underlines and increases the importance of delivering housing development in support of the district's growing population. A core planning principle in the NPPF states that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs (page 5, paragraph 17). The NPPF states that every effort should be made objectively to identify and meet the housing needs of an area and respond positively to wider opportunities for growth.

The Core Strategy has, in line with both the NPPF and the Government's National Planning Practice Guidance, used a range of evidence to assess the overall need for new homes over the period to 2030. Government projections indicate that the district is likely to see rapid population and household growth over the period. The Core Strategy therefore indicates that there is a need to provide for a minimum of 42,100 new homes up to 2030. This is a challenging target which will require a significant release of land and a significant uplift in housing delivery compared to recent and historic rates of completions. The provision of these homes will not only serve to meet the needs of the districts current and future population but will be essential in supporting the continuing growth and regeneration of the district's economy.

As indicated above the overall approach to securing sustainable patterns of development and growth are set out in a number of emerging Core Strategy policies notably Policy SC4 which deals with the settlement hierarchy. Policies HO3 and AD1 deal with the specific issues of the distribution of the district wide housing requirement and set a housing target for Bradford South West, of which Little Horton forms part, of 5,500 (Publication Draft). Part C2 of Core Strategy Policy BD1 indicates that the housing target of 5,500 will be delivered via a mix of sites and this will need to include some contribution from local green belt change. The site which is the subject of this application would make a significant and sustainable contribution to meeting these local and district wide targets in a non-green belt location.

In terms of delivering a wide choice of high quality homes the NPPF states at page 12, paragraph 47 that LPAs should boost significantly the supply of new housing. In order to achieve this goal the NPPF requires LPAs to identify a 5 year supply of deliverable housing sites together with an additional 5% buffer to ensure choice and competition in the market for land. The NPPF goes on to state that where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% to provide a realistic prospect of achieving the planned housing supply. It is clear that Bradford has experienced just such a sizeable and persistent under delivery of housing over an extended period. Data reported in the Council's Annual Monitoring reports indicate that net completions have been below target levels in 8 of the 10 years since 2004/5 resulting in a cumulative backlog in supply up to April 2014 of around 9,000 dwellings.

It is also clear that unless sites such as that proposed are successfully implemented and brought to the market this under supply will not only remain unmet but could also grow significantly worse. This in turn will have severe impacts on the prospects for regeneration in the district and will exacerbate existing and growing problems of

overcrowding and long waiting lists for social housing which already exist in parts of the district.

The latest assessment of the deliverable land supply contained within the Council's Strategic Housing Land Availability Assessment shows that there is only a supply equivalent to 46.6% of the required quantum. This equates to a supply of just 2.33 years.

There are significant implications in national policy terms if a Local Planning Authority cannot demonstrate an adequate supply of deliverable sites. In line with the advice at paragraph 49 of the NPPF the relevant policies for the supply of housing land in Bradford should not be considered up to date and in this case the provisions of paragraph 14 of the NPPF should be applied. Paragraph 14 indicates that where the development plan is out of date planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF document. The strategic case for permitting development at this unallocated site therefore not only remains but has been strengthened as a result of the application of the policies of the NPPF.

The site is located within a sustainable location, close to a frequent public transport route and access to a wide range of services. The site benefits from an extant planning permission for 14 dwellings, granted in 2014. It is considered that the principle of development at the site would be acceptable, particularly as there is a lack of a 5 year housing land supply in the Bradford district and the sustainable location of the site. Furthermore, the principle of residential development has been accepted at the site previously.

The density achieved by the scheme is considered acceptable in terms of the size of the site and it is considered that the site could not support a higher number of units

Residential amenity

The proposed scheme is located close to other areas of housing, particularly on Parkinson Street. As the proposed units are quite large in terms of their footprint, they achieve a facing distance of 17 metres to the properties on Parkinson Street which is considered acceptable to prevent undue overlooking or overbearing impacts. To the front of the site, only commercial/retail properties are present whereby there is a minimum facing distance of 17 metres achieved. This is also considered acceptable and will not significantly affect the amenity of these properties. The proposed units achieve a maximum height of 9 metres which is not considered to result in unacceptable overbearing of the surrounding properties. Overall, it is considered that the scheme is acceptable in terms of its impacts upon amenity.

Visual impact

The dwellings will feature a mixture of materials and the overall design and scale of the units is considered to be acceptable in the location. The design has been amended since the original submission to reduce the impact of the proposed undercroft parking which will be a feature of the rear elevations on Parkinson Street. The parking arrangements have now been changed to feature undercroft parking which is less uniform than first proposed. This will allow a more acceptable appearance to the rear elevations with areas of solid wall breaking up the otherwise overbearing appearance of

the originally proposed undercroft design. Overall, the scale, design and materials proposed for the scheme are considered acceptable to the two key street scenes.

Highway safety

Amendments have been made to the original scheme, mainly to the proposed undercroft parking. The proposal now provides two spaces per unit; however, the driveway depth is less than the 10 metres normally required for two vehicles. Parkinson Street will be increased in width to 5.5 metres and a footway provided – this will improve the present situation in terms of access to the site and bring Parkinson Street up to adoptable standards. The development does not include 2 spaces per unit due to the limited driveway depths proposed, however, it is not considered this will be a significant issue given the sustainable location of the site and the availability of on-street parking on Parkinson Street. In addition, traffic regulation orders are proposed as part of the scheme on Stowell Mill Street, Park Lane and Little Horton Lane to reduce on-street parking in these locations to aid visibility. Overall, it is considered that the proposed scheme will not result in significant implications for highway safety.

Trees

As part of the scheme, a protected tree will be removed from the northern end of the site close to Stowell Mill Street. This was permitted on the previously approved scheme and as the tree is quite isolated; its removal is considered acceptable. The loss of this one tree has been balanced against the benefits of delivering new housing in a sustainable location and serving to in part address the Council's housing shortage. The applicant is open to landscaping the site and to provide replacement planting as mitigation for the removal of the tree.

Social contributions

Given that the scheme is for 14 units, there is no requirement for affordable housing provision on the site. However, Education has requested a total contribution for primary and secondary education of £59,941 and there is also a request for a contribution in terms of recreation open space maintenance.

However, it is important to consider scheme viability. This is a noted challenging location to deliver new housing, especially bearing in mind there will be demolition costs (existing surgery) and with sales values extremely modest. The applicant has submitted a financial viability appraisal for the scheme and factored in the requested contributions set out above. The conclusion of the report is that the requested contributions would reduce the profit of the scheme to a level where the development would not be viable. The report submitted has been assessed by the Council's Chartered Surveyor and is considered to be accurate and robust in terms of the likely sales values anticipated for the area. With the contributions requested it shows a developers profit as low as 12% - 14% which is substantially lower than the nationally agreed minimum of 20% (this is agreed on planning appeals and is set out in government guidance as the reasonable developer profit for sites). Given this evidence, it is considered justified to allow the scheme to be approved with a nil contribution in relation to education and recreation open space.

Members are reminded that the Executive have agreed a scheme which allows New Homes Bonus money derived from housing schemes to be "ring-fenced" to off-set money not secured by S106 Agreements where it is necessary to reduce contributions due to scheme viability and this would clearly apply here if the scheme went ahead within the life of the new Homes Bonus government funding regime.

Contamination

An initial phase I report has been submitted in support of the application and identifies certain possible sources of contamination at the site, namely demolition waste and possible lateral migration of contamination from nearby sites. However, it is considered appropriate to require a phase II site investigation prior to commencement of development on the site in order to identify the precise risks and control any appropriate remediation measures needed to bring the site to an acceptable level for development to precede. This can be required by appropriate conditions, as previously.

Electric Vehicle Charging points (EVC)

It is considered appropriate to ensure that the Council's initiative to seek electric vehicle charging points (EVC) to be secured via a planning condition. This initiative seeks to aid air quality issues throughout the District and this site and furthermore, an EVC point would be there in perpetuity on the site.

Responses to outstanding issues raised by representations received

Adverse effect on house prices in the area

This is not a material planning consideration

The development is contrary to private covenants on the land

This is a private matter and relates to covenants which have historically been placed on the land – grant of planning permission does not override such covenants between parties.

General disturbance during the construction phase of the development

Given the creation of cellars for the dwellings and the movement of material from the site, a condition is suggested for the submission and agreement of a construction plan prior to development commencing on the site.

Community Safety Implications:

None significant

Equality Act 2010, Section 149:

In writing this report, regard has been given to the need to eliminate unlawful discrimination, harassment and victimisation, advance opportunity between different groups and foster good relations between different groups. It is not however considered that any issues with regard thereto are raised in relation to consideration of this application.

Reason for Granting Planning Permission:

The principle of development has been established on the site and it is located within a suitable location, close to a public transport route and services. The proposed scheme is not considered to result in significant impacts in terms of residential amenity, highway safety, visual impact or contamination issues. The viability of the scheme is such that social contributions cannot be offered by the applicant. The scheme is considered acceptable and in compliance with policies UR3, D1, TM2, TM12, TM19A, OS2, CF2, H7, H8, NE5, H9, NR15B, NR17 and P1 of the replacement Unitary Development Plan.

Conditions of Approval:

1. Before development commences on site, arrangements shall be made with the Local Planning Authority for the inspection of all facing and roofing materials to be used in the development hereby permitted. The samples shall then be approved in writing by the Local Planning Authority and the development constructed in accordance with the approved details.

Reason: To ensure the use of appropriate materials in the interests of visual amenity and to accord with Policies UR3 and D1 of the Replacement Unitary Development Plan

2. The development shall be constructed so that there is no building or foundation pressure within three metres of the nearest side of the public sewer without the prior written permission of the Local Planning Authority.

Reason: To avoid damage to the public sewer in the interests of pollution prevention and to accord with Policy UR3 of the Replacement Unitary Development Plan

3. The development shall not begin until details of a scheme for foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. The scheme so approved shall thereafter be implemented prior to the use being established on site.

Reason: To ensure proper drainage of the site and to accord with Policies UR3 and NR16 of the Replacement Unitary Development Plan

4. Before any works towards the development starts on site full details and specifications of the works associated with Parkinson Street, as shown indicatively on Dwg. No. 15039 - P - 02, shall be submitted to and be approved in writing by the Local Highway Authority. The development shall then not be brought into use until these works have been completed on site to the satisfaction of the Local Highway Authority.

Reason: In the interests of highway safety and to accord with Policies TM2 and TM19A of the Replacement Unitary Development Plan

5. Before the development is brought into use, the off street car parking facility shall be laid out, hard surfaced, sealed and drained within the curtilage of the site in accordance with the approved drawings. The gradient shall be no steeper than 1 in 15 except where otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to accord with Policy TM12 of the Replacement Unitary Development Plan

6. Any gates to be constructed as part of the development shall not open over the highway.

Reason: In the interests of highway safety and to accord with Policy TM19A of the Replacement Unitary Development Plan.

7. Notwithstanding the provision of Class A, Part 4 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, or any subsequent legislation, the development hereby permitted shall not be begun until a plan specifying arrangements for the management of the construction site has been submitted to and

approved in writing by the Local Planning Authority. The construction plan shall include the following details:

- i) Full details of the contractor's means of access to the site including measures to deal with surface water drainage;
- ii) hours of construction work, including any works of demolition;
- iii) hours of delivery of materials;
- iv) location of site management offices and/or sales office;
- v) location of materials storage compounds, loading/unloading areas and areas for construction vehicles to turn within the site;
- vi) car parking areas for construction workers, sales staff and customers;
- vii) a wheel cleaning facility or other comparable measures to prevent site vehicles bringing mud, debris or dirt onto a highway adjoining the development site;
- viii) the extent of and surface treatment of all temporary road accesses leading to compound/storage areas and the construction depths of these accesses, their levels and gradients;
- ix) temporary warning and direction signing on the approaches to the site

The construction plan details as approved shall be implemented before the development hereby permitted is begun and shall be kept in place, operated and adhered to at all times until the development is completed. In addition, no vehicles involved in the construction of the development shall enter or leave the site of the development except via the temporary road access comprised within the approved construction plan.

Reason: To ensure the provision of proper site construction facilities on the interests of highway safety and amenity of the surrounding environment and its occupants and to accord with Policies TM2 and TM19A of the Replacement Unitary Development Plan 8. Unless otherwise agreed in writing with the Local Planning Authority, prior to development commencing, a Phase 2 site investigation and risk assessment methodology to assess the nature and extent of any contamination on the site, whether or not it originates on the site, must be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors and to comply with policy UR3 of the Replacement Unitary Development Plan.

9. Unless otherwise agreed in writing with the Local Planning Authority, prior to development commencing the Phase 2 site investigation and risk assessment must be completed in accordance with the approved site investigation scheme. A written report, including a remedial options appraisal scheme, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy UR3 of the Replacement Unitary Development Plan.

10. Unless otherwise agreed in writing with the Local Planning Authority, prior to development commencing a detailed remediation strategy, which removes

unacceptable risks to all identified receptors from contamination shall be submitted to and approved in writing by the Local Planning Authority. The remediation strategy must include proposals for verification of remedial works. Where necessary, the strategy shall include proposals for phasing of works and verification. The strategy shall be implemented as approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy UR3 of the Replacement Unitary Development Plan.

11. Unless otherwise agreed in writing with the Local Planning Authority, a remediation verification report prepared in accordance with the approved remediation strategy shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of each phase of the development (if phased) or prior to the completion of the development.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy UR3 of the Replacement Unitary Development Plan.

12. If, during the course of development, contamination not previously identified is found to be present, no further works shall be undertaken in the affected area and the contamination shall be reported to the Local Planning Authority as soon as reasonably practicable (but within a maximum of 5 days from the find). Prior to further works being carried out in the identified area, a further assessment shall be made and appropriate remediation implemented in accordance with a scheme also agreed in writing by the Local Planning Authority.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy UR3 of the Replacement Unitary Development Plan.

13. The development shall not be begun until three oak trees have been planted in locations to be agreed in writing by the local planning authority. The trees shall be 12-14cm girth, rootballed, as per British Standard BS3936 Nursery Stock and must be staked and tied in accordance with good arboricultural practice.

Any new tree becoming diseased or dying within the first 5 years after the completion of planting shall be removed immediately after the disease/death and a replacement tree of the same species/specification shall be planted in the same position no later than the end of the first available planting season following the disease/death of the original tree.

All trees shall be planted in the first available growing season following the completion of the development or as otherwise specified by the Local Planning Authority.

Reason: To replace trees being felled as part of the approved plans, for the maintenance of tree cover and in the interests of visual amenity to accord with Policy D5 of the Replacement Unitary Development Plan.

14. Prior to the occupation of each dwelling any garage space or the allocated car parking space associated with that dwelling shall be provided with an electric vehicle charging point and retained thereafter unless agreed otherwise by the Local planning Authority.

Reason: To ensure the development is constructed in an appropriate sustainable manner which takes into consideration air quality with in the District, and takes into consideration paragraph 35 of the National Planning Policy Framework and polices UDP3 and UR2 of the Replacement Unitary Development Plan