

Report of the Assistant Director (Planning, Transportation & Highways) to the meeting of Regulatory and Appeals Committee to be held on 27 June 2019.

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Subject: Reserved matters application requesting consideration of layout, scale, appearance and landscaping of residential development of 57 dwellings (pursuant to outline approval 14/05170/MAO granted by appeal)

Summary statement: This application follows the approval of an outline planning application for residential development at the application site. This considered solely means of access. The outline application was subject of a Section 106 Agreement with affordable housing; habitat mitigation; public transport infrastructure improvements and education obligations being agreed. These obligations would be met, if and when development proceeds.

The housing layout, internal highways arrangements and design of the proposed development are considered appropriate to the context of the area. The proposal would contribute to the housing supply in the District, including affordable housing and is recommended for approval subject to conditions.

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Portfolio:

Regeneration, Planning and Transport

Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

The application is recommended for approval subject to conditions included within the report, Appendix 1.

2. BACKGROUND

This application follows the approval of outline planning permission for up to 62 houses, granted on appeal, in December 2015.

3. OTHER CONSIDERATIONS

All considerations material to the determination of this planning application are set out in Appendix 1.

4. FINANCIAL & RESOURCE APPRAISAL

The presentation of the proposal is subject to normal budgetary constraints.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

No implications.

6. LEGAL APPRAISAL

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

7. OTHER IMPLICATIONS

7.1 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 characteristics 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.

7.2 SUSTAINABILITY IMPLICATIONS

The proposals have been fully considered in relation to sustainability issues and the site is considered to be located in a sustainable location, where there are local facilities and accessible to public transport.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

New development invariably results in the release of greenhouse gases associated with both construction operations and the activities of the future users of the site. Consideration should be given as to the likely traffic levels associated with development, as well as whether the location of the proposed development is such that sustainable modes of travel would be best facilitated and future greenhouse gas emissions associated with the activities of building users minimised.

Each house would be provided with an electric vehicle charging point which would promote the use of electric vehicles and potentially reduce greenhouse gases from the proposed development.

It is accepted that the proposed development would result in greenhouse gas emissions. However, it is considered that such emissions are likely to be lower than would be the case for less sustainable locations.

7.4 COMMUNITY SAFETY IMPLICATIONS

Core Strategy Policy DS5 states that development proposals should be designed to ensure a safe and secure environment and reduce the opportunities for crime. In this instance, it is considered that the development would provide a safe and secure environment without increasing opportunities for crime, in accordance with Core Strategy Policy DS5.

7.5 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.

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

None

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

None

7.9 IMPLICATIONS FOR CORPORATE PARENTING

None

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

The Committee can approve the application as per the recommendation contained within Appendix 1, or refuse the application.

If the Committee decides that the application should be refused, it may refuse the application, in which case the reason(s) for refusal would have to be given, based upon development plan policies or other material planning considerations.

10. RECOMMENDATION

This application is recommended for approval, subject to the conditions included within Appendix 1.

11. APPENDICES

Appendix 1 Technical report.

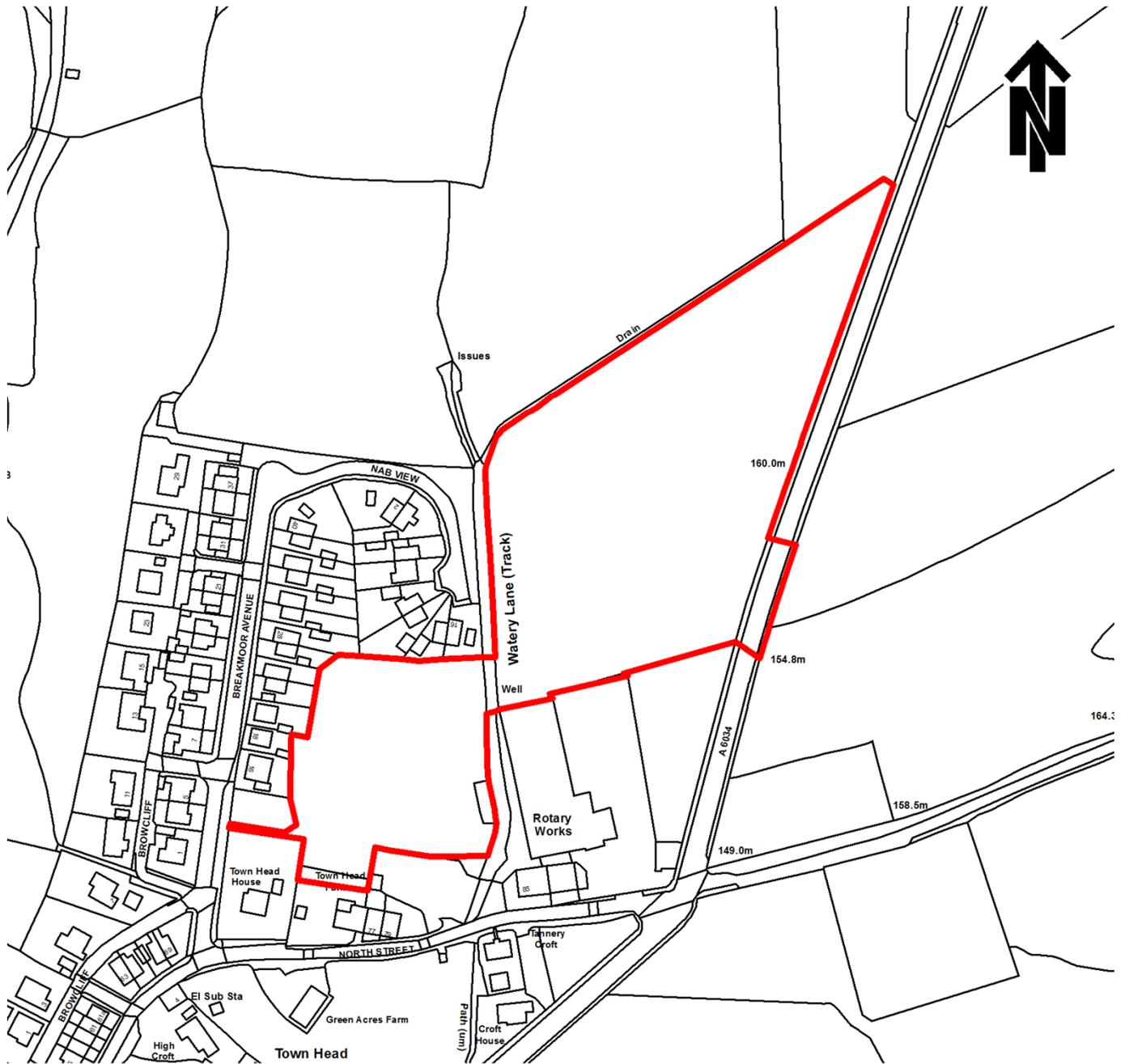
12. BACKGROUND DOCUMENTS

National Planning Policy Framework 2019
Adopted Core Strategy

**Land At Bolton Road
Silsden
West Yorkshire**



City of
BRADFORD
METROPOLITAN DISTRICT COUNCIL



1:2,500

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18/05140/MAR



City of
BRADFORD
METROPOLITAN DISTRICT COUNCIL

APPENDIX 1

Ward

Craven

Recommendation

The application is recommended for approval subject to conditions.

Application No.

18/05140/MAR

Type of application

Reserved matters application for consideration of layout, scale, appearance and landscaping of residential development for 57 dwellings.

Applicant

Skipton Properties Ltd

Agent

Addison Planning Consultants Ltd

Site Description

The application site comprises two areas of land - a 2.3 hectare field bounded by Bolton Road to the east, Watery Lane to the west, industrial properties to the south and fields to the north. This part of the application site is allocated as Safeguarded Land in the RUDP. The second part of the application site is a parcel of land located between Breakmoor Avenue/Nab View and Townhead Farm.

The first part of the site slopes steeply down from the east, towards residential properties on Nab View. This site is enclosed by a number of dry stone walls, with a number of trees protected by Tree Preservation Orders, immediately north of the application site. The second area of the application site is bounded by residential development to the west, south and north.

Townhead Farm and an associated barn are Grade II listed buildings.

The application site lies at the northern edge of Silsden.

Background

The land to the eastern part of the application site is within allocation, K/UR5.39, Safeguarded Land, in the Keighley Constituency Volume of the RUDP. (The substantive part of this Safeguarded Land allocation is to the east of Bolton Road). In the RUDP, the allocation describes the application site as "a Greenfield site on the edge of settlement. Developer contributions towards improved public transport links and recreation open space provision to redress local deficiencies would be required".

An outline planning application for residential development with means of access for consideration was submitted in 2014 and subsequently refused at Committee. Following an appeal, planning permission was granted for up to 62 houses, subject to conditions and a Section 106.

Relevant Site History

14/05170/MAO Outline application for residential development for up to 62 dwellings, refused.

This decision was appealed and the Inspector found that the scheme would meet the sustainability criteria outlined in national and local policy and that the access arrangements would be satisfactory and not compromise highway safety. It was further stated that importantly, the proposed dwellings would contribute to meeting the identified needs for market and affordable housing and any adverse impacts identified would not be sufficient to significantly and demonstrably outweigh the benefits of the scheme. The appeal was upheld and planning permission granted.

14/05170/SUB01 Approval of conditions.

14/05170/SUB02 Approval of conditions.

Core Strategy

There are a number of Core Strategy Policies to be considered in the determination of the application:

P1 Presumption in Favour of Sustainable Development

DS1 Achieving Good Design

Planning decisions should contribute to achieving good design and high quality places

DS2 Working with the Landscape

Development proposals should take advantage of existing features, integrate development into the wider landscape and create new quality spaces.

DS3 Urban Character

Plans and development proposals should create a strong sense of place and be appropriate to their context in terms of layout, scale, density, details and materials.

DS4 Streets and Movement

Plans and development proposals should take the opportunities to encourage people to walk, cycle and use public transport

DS5 Safe and Inclusive Places

Plans and development proposals should make a positive contribution to people's lives through high quality, inclusive design.

EN5 Trees and Woodland

ID7 Community Involvement

The Council will seek to ensure that local community, stakeholders and other interested parties are engaged in an early, meaningful and collaborative way.

The National Planning Policy Framework (NPPF).

The National Planning Policy Framework is a material planning consideration on any development proposal.

Local planning authorities are required to approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development, where possible

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how

these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Parish Council

Silsden Town Council has objected to the application as follows –

There has been no correlation in improvements to local infrastructure to support this new development, serious concerns over access see police report, there is no room for emergency vehicles in some of the streets, there is no alternative escape route should the sole access from the main road become blocked, there are no additional restrictions on North Street which will see an increased traffic flow, entry site onto Bolton Road in dangerous as this is too narrow and in addition there is now in the planning system an application for a relief road directly opposite this site and this needs to be taken into account and for safety a holistic view must be considered.

Appeal conditions relating to the public footpath and overhead cables are not being adhered to. A number of areas appear to be unadopted this is not acceptable in a new build all should be brought up to standard and adopted. The speed camera previously agreed has disappeared off the new drawings and needs to be reinstated. STC strongly request that a condition be the s106 agreements are rigidly adhered to and no reductions should be allowed. They also strongly request input into the agreed European habitat s106 as this should wholly be spent in Silsden and not Ilkley as suggested.

Publicity and Representations

The application was advertised through site notices and in the local press. The publicity period ended on the 13 February 2019. There have been six letters of objection.

Summary of Representations Received

Despite the fact that access is via Bolton Rd, it is inevitable that residents will use North St as a way of avoiding traffic through Silsden. Traffic jams in and out of Silsden occur every single day and North St is already a rat run. These additional houses will only make matters worse unless the issue of North Street is addressed.

The traffic flow in the lower part of North Street (below Pickard Lane) should be altered to one-way downhill. A solution is needed as this problem will only get worse as more homes are built.

We are concerned about the construction of the garages directly to the rear of Town

Head Farm on North Street. These appear to be constructed immediately on the boundary fence. Our concern is two-fold:

1. The construction of the garages so close to the fence would be extremely difficult to achieve without damaging/undermining the fence.
2. The garages, once constructed could potentially block out light to the north facing windows of our property, depending on the height. They appear to be 5m from the windows.

It is difficult to see on the plans whether there are any windows in buildings 9 and 10 that overlook our property/garden. If there are, it could potentially result in a breach of privacy.

Concerned about the safety of the road junction on Bolton Road, as traffic comes down at high speed. Consideration needs to be given to the safety of cars entering and exiting from the development.

Finally, concerned about further development within this area of Silsden, without additional traffic management away from the town centre. At one point, the local plan stated there should be no development within this area of Silsden without addressing the problem (e.g. through a bypass).

Privacy and Overlooking

Primary concerns at this stage are with overlooking and overshadowing. Our living room is at the rear of our house, so the rear windows of the proposed buildings will directly overlook our garden and our kitchen, living room and bathroom.

Overshadowing of greater concern is that these houses sit from east and south-south-east and for a large proportion of the year will block out the light.

Design

Noted that there are no bungalows in the development. Bungalows are well sought after in Silsden. As the population gets older, many want to downsize and move into something smaller, without stairs so that they can retain their independence. It would make sense to reduce the impact on the surrounding countryside if those dwellings were single storey and the two storey houses were down the slope. For existing houses on Breakmoor Avenue, having bungalows backing onto them would be a big improvement and would reduce the negative impact (overlooking and overshadowing) on existing residents. For the whole estate it would improve the skyline appearance of the development and also help to manage the effects of the very strong south westerly winds that catch this part of Silsden.

Path

There is a path south of 16 Breakmoor Avenue. This links the new dwellings to the unmade and unadopted Breakmoor Avenue. It would lead out onto the narrowest part of the road which is steep, dangerous in winter, is too narrow for two cars to pass and has no footpath. In everyday use, Breakmoor Avenue is busy - especially with delivery and service vehicles. Any pedestrian emerging from the path would emerge straight onto the road – a particular danger for young children. The path provides the sort of 'runaway' escape route used in criminal activity, and police strongly recommend not allowing such routes to be included in new developments.

Layout

The latest layout does not appear to have addressed and been adjusted to respect the existing site drainage previously pointed out.

Scale

Mix is skewed toward larger properties, local demand for smaller properties and bungalows is not being met

My main concern is that the land where the proposed development will be built is at a higher level to our property and I am concerned about run-off water from the new properties and potential flooding. Both our property and a neighbouring property have had flooding problems in the past.

The drains on North Street are not fit for purpose and cannot cope with high volumes of water. Currently the field behind us soaks up a lot of water but if these are paved/tarmac, the water has to go somewhere and we are downhill of them.

I also note that trees were included to shield our listed building from the new development, these have now been removed, providing no visual buffer.

Consultations

Lead Local Flood Authority

The LLFA has no objection to the proposed development, provided that submitted details are secured by condition and implemented.

West Yorkshire Police

There are two public rights of way which lead into the site from Breakmoor Avenue and Watery Lane. The footpath from Breakmoor Avenue does appear to have good natural surveillance from plot windows based in the active rooms (i.e. kitchen and lounge) which overlook the route.

Footpaths should ideally be to a width of 3m to allow pedestrians to pass each other without encroaching into any personal space. There should also be good lighting of the existing route. It would be prudent to include some form of vehicle restriction measure such as bollards which are placed at 1.2m apart and will restrict any vehicles from entering the footpath from this location.

The areas of public space should include a good management and maintenance plan to ensure that they remain tidy over the coming years. The area of land adjacent to plots 17 and 23, should include more trees, planting, or knee rail along the edge and along the perimeter line of the county lane, this will deter any vehicles from accessing or parking along the grassed area.

Transportation & Highways

Following a revised site layout plan, the proposal is now acceptable (Ref: 1622SPL/THFS-PL01 Rev Gv2, dated 19.03.19).

Lead Local Flood Authority

The LLFA has reviewed the submitted documentation, against the requirements of the National Planning Policy Framework, Local Planning Policy, Planning Practice Guidance and other relevant regulations with regards to flood risk from all sources, and if the following details are implemented and secured by way of a planning condition on any planning permission the LLFA has no objection to the proposed development.

Landscape

Any comments to be reported verbally.

Trees

The agent has stated they can comply with the proposed tree protection which may not be the case. To determine whether they can further details will be required through conditions.

Summary of Main Issues

Principle of development

Trees on adjacent land

Impact on heritage asset

Design

Issues raised by representations

Drainage

Other matters

Appraisal

Principle of development

This is a green field site which was allocated as Safeguarded Land in the Replacement Unitary Development Plan (RUDP). The principle of housing development of this site is considered acceptable and outline planning permission was granted at appeal. The outline permission established the principle of development as a housing site for this scale of development as well as the principle of a point of access to the site from Bolton Road.

Trees on adjacent land

There are a number of trees, subject of preservation orders, along the northern boundary, outside of the application site. A number of these trees have canopies that extend over the application site. However, the trees lie on land outside the control of the applicant. Consequently, any occupier of the new development would need both the landowners consent for a TPO application, and if granted, the Council would consider the TPO application against the usual criteria when considering works on protected trees.

Impact on Heritage Asset

The layout and highways design have been the subject of discussion with the applicant and a number of revisions made. As part of those discussions, the highways and access and internal design have been the subject of detailed consideration. The proposed layout is now considered to relate appropriately to the surrounding housing, topography of the site and provide acceptable highway arrangements.

Paragraph 193 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset (such as a listed building), great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. At the local level Policy EN3 of the Core Strategy seeks to ensure the preservation of heritage assets and their setting.

The proposal has been fully assessed in compliance with the requirements of Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, paragraph 193 of the NPPF and policy EN3 of the Core Strategy. The scheme has been re-planned to ensure the character and setting of the listed buildings to the southern boundary of the application site are not adversely affected.

Design

As part of the application, the relationship between the listed buildings at Townhead Farm has been considered. Subject to appropriate boundary treatment and use of natural stone, it is considered that the character and setting of the listed buildings would not be adversely affected.

As with other residential developments, the option of bungalows being included in the scheme has been considered. This is not a house type that the applicant is promoting at this site. As such, the applicant cannot be compelled to construct a specific house type.

In providing a more convenient connection between the application site and Silsden town centre, the proposed footway to the western side of the application site is supported. This would provide an alternative to essentially walking in the opposite direction from Silsden via Bolton Road, to then walk back towards Silsden town centre. Where the footway connects with Breakmoor Avenue, the highway currently has no footway, but a verge. As an unadopted highway, it would be unreasonable to expect the applicant to bring part of Breakmoor Avenue up to adoptable standard.

In terms of scale and mix of house sizes - 2, 3 and 4-bed, is considered appropriate to this location. Similarly, the design and appearance of the proposed houses, with the inclusion of chimneys and being constructed in stone are believed to reflect the context of the surrounding area.

Issues raised by representations

Silsden Town Council has requested that a condition should ensure that the S106 agreements are rigidly adhered to and no allowance for reductions. The Committee is advised that the S106 Agreement and the clauses contained in it are legally binding on any developer who may implement the outline permission.

Silsden Town Council also requested input into and agreement where the monies on mitigation would be spent i.e. wholly spent in Silsden and not Ilkley. The Committee is advised that the S106 clause is specifically designed to protect the habitats of the Special Protection Area, in accordance with European Law, and monies to be provided through the 106 would be directed to the areas where deemed necessary. This may not be Silsden.

Traffic

The proposed development would result in limited additional traffic on the local network. The scale of proposed development and associated traffic would not adversely affect road safety. It is considered that the proposed highway works to the junction of North Street/Bolton Road would in fact improve highway safety and use of this junction.

An outline planning permission was granted on appeal, with means of access included. The proposed development has been the subject of detailed discussion with Highways and a number of revisions made to the scheme.

The application site forms a relatively small part of the Safeguarded Land allocation. The principal area of the Safeguarded Land, east of Bolton Road was subject to a planning application for a new road. Whilst this application was refused, the requirements for appropriate highway infrastructure to serve Silsden and emerging development would form part of discussion on future development proposals.

All roads within the proposed development would be to adoptable standards.

The previous application did not include the provision of a speed camera. As outlined in the report there are other measures included to address road safety issues.

Overlooking/loss of privacy

The distances between existing properties and proposed dwellings would meet the guidelines on space used by the Council. Where there are changes in levels, appropriate distances would be maintained between existing and proposed properties to ensure there

would not be any overshadowing or overlooking of properties, detrimental to residential amenity.

The proposal includes a single garage adjacent to the boundary with Townhead Farm. The garage would be some distance from any habitable rooms and is not considered to adversely affect the residential amenity of the occupiers of Townhead Farm.

The application has been fully assessed and it is not considered that the proposal would have an adverse impact on residential amenity by reason of overlooking or overshadowing. A matter has been raised about potential for damage to a neighbour's land/property at the boundary to the site but this is a private matter between the homeowner and the developer.

Drainage

The Lead Local Flood Authority (LLFA) is the statutory consultee on matters relating to surface water management. In considering the proposed scheme, subject to conditions to cover surface water storage & management, no objections on drainage or flood risk to nearby properties have been raised by the LLFA.

Other matters

Appeal conditions relating to the public footpath and overhead cables are not being adhered to. The Inspector did not impose any conditions relating to a public, nor overhead cables when granting outline planning permission.

Community Safety Implications

The West Yorkshire Police Architectural Liaison Officer has commented that provided the proposed footway is an appropriate width, with good surveillance, lighting and is relatively straight in length, this should help reduce any potential risk of crime or anti-social behaviour problems and restrictors/bollards would prevent vehicles/off road bikes from using the route.

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.

Not for publication documents

None

Reason for Approval

In granting permission for this development the Council has taken into account all material planning considerations including those arising from the comments of statutory and other consultees and public representations about the application.

Approval is recommended, subject to the conditions below.

Section 106

For information

A number of planning obligations were agreed as part of the outline planning permission, through a S106. The applicant would still be liable to meet these obligations in full when the development proceeds.

- 20% affordable housing (2 and 3 bedroom units) on-site;
- education contribution of £66,191 towards primary facilities in Craven ward or the adjacent wards;

- a contribution of £115,589 to mitigate impacts on habitats by improvements on routes leading to and at the South Pennine Moors.;
- a contribution of £90,000, £39,496 for the provision of a bus shelter and Metro Cards; the remaining monies £50,503 to provide a raised kerb at the bus stop and relocation of the 'gateway' feature on Bolton Road.

Conditions of Approval

The development hereby approved shall only be carried out in accordance with the following drawings and documents:-

1622SPL-THFS-PL01H Site Layout

Sections B

GL0969 01A

GL0969 02A

1622SPL/THFS/HT/AS01

1622SPL/THFS/HT/AS02

1622SPL/THFS/HT/AS03

1622SPL/THFS/HT/CR01

1622SPL/THFS/HT/E01

1622SPL/THFS/HT/EA01

1622SPL/THFS/HT/ER01

1622SPL/THFS/HT/FS01

1622SPL/THFS/HT/HF02

1622SPL/THFS/HT/HF03

1622SPL/THFS/HT/LX01

1622PL/THFS/HT/PT01

1622SPL/THFS/HT/PT02

1622SPL/THFS/HT/RE01

1622SPL/THFS/HT/RS01

1622SPL/THFS/HT/RS02

1622SPL/THFS/HT/RS03

1622SPL/THFS/HT/SP01

1622SPL/THFS/HT/SI01

1622SPL/THFS/HT/SI02

1622SPL/THFS/HT/WF01

1622SPL/THFS/HT/WT01

Construction work shall only be carried out between the hours of 0730 and 1800 on Mondays to Fridays, 0730 and 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays, unless specifically agreed otherwise in writing by the Local Planning Authority.

Reason: To protect the amenity of the occupants of nearby dwellings and to accord with Policy UR3 of the Replacement Unitary Development Plan.

Before any part or phase of the development is brought into use, the proposed means of access serving that part or phase of the site shall be laid out and constructed to binder course level in accordance with the approved plan numbered or completed to such other construction specification as has first been approved in writing by the Local Planning Authority. As and when a phase or the whole development is completed, the final road surfacing and the street lighting and drainage infrastructure relating to that phase of the development shall be laid out and the highway drainage and street lighting relevant to that phase shall be installed.

Reason: To ensure that a safe and suitable form of access is made available to serve the development in the interests of highway safety and to accord with Policy DS4 of the Core Strategy Development Plan Document and Paragraph 32 of the National

Planning Policy Framework.

Before any part of the development is brought into use, the visibility splays shown approved plan numbered shall be laid out and there shall be no obstruction to visibility exceeding 900mm in height within the splays so formed above the road level of the adjacent highway.

Reason: To ensure that the site is connected to existing street and path networks, public transport and places and that a safe and suitable form of access is made available to serve the development in accordance with Policy DS4 of the Core Strategy Development Plan Document and Paragraph 32 of the National Planning Policy Framework.

Before the development is brought into use, the associated off street car parking facility shall be laid out, hard surfaced 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: To support the effective regulation of car parking provision serving the development, in the interests of amenity and highway safety, and in accordance with Policy TR2 and Appendix 4 of the Core Strategy Development Plan Document.

Prior to the occupation of the approved development details of lighting, and methods to restrict vehicle access to the footway connecting to Breakmoor Avenue shall be submitted to and approved in writing by the LPA. The development to be carried out in accordance with the approved details and retained as such thereafter.

Reason: To reduce the risk of crime and anti-social behaviour in accordance with policy DS5 of the Core Strategy.

The surface water drainage infrastructure serving the development shall be managed in strict accordance to the terms and agreements, over the lifetime of the development, as set out in a Surface Water Drainage Maintenance and Management document to be submitted to the Lead Local Flood Authority for approval.

Reason: To ensure appropriate surface water drainage maintenance.

The development shall not begin, nor shall there be any demolition, site preparation or ground works, nor shall any materials or machinery be brought on to the site, nor any works carried out to any trees that are to be retained on the site until the tree protection fencing and other tree protection measures have been installed in the locations and in strict accordance with the specifications and details shown on the submitted Arboricultural Impact Assessment and associated drawings JCA Ltd ref 14203-A/AJB dated 25 September 2018.

No ground works, development or demolition shall begin until the Local Planning Authority has inspected and given its written confirmation that the agreed tree protection measures have been installed in accordance with those details.

Reason: To ensure that trees are adequately protected prior to development activity beginning on the site in the interests of amenity and to accord with Policy EN5 of the Core Strategy Development Plan Document.

The agreed tree protection measures, shall remain in place, and shall not be moved, removed or altered for the duration of the development without the prior written consent of the Local Planning Authority. There shall be no excavations or alteration of ground levels within the tree protection areas/construction exclusion zones created on the site, and no engineering or landscaping works, service runs, or installations shall take place and no materials shall be stored within them without the prior written consent of the Local Planning Authority.

Reason: To ensure that trees are adequately protected for the duration of

development activity on the site, in the interests of amenity and to accord with Policy EN5 of the Core Strategy Development Plan Document.

The development shall not begin until tree protection fencing and other tree protection measures have been installed around trees to be retained on or adjoining the site. These measures shall be in strict accordance with an Arboricultural Method Statement or Tree Protection Plan prepared in accordance with recommendations in BS5837:2012, details of which shall be submitted to and approved in writing by the Local Planning Authority before any demolition, site preparation or ground works are begun, and before any materials or machinery are brought on to the site.

The Local Planning Authority shall be informed when the tree protection fencing and other tree protection measures have been installed at the site and shall have given its written confirmation that the measures are acceptable before development proceeds.

Reason: To ensure that trees are adequately protected prior to development activity beginning on the site in the interests of amenity and to accord with Policy EN5 of the Core Strategy Development Plan Document.

The development shall not begin until a plan showing the positions, design, height and materials of boundary treatments to the plot curtilages has been submitted to and approved in writing by the Local Planning Authority. The boundary details so approved shall then be provided in full prior to the first occupation of the development and shall thereafter be retained as long as the development is in use.

Reason: In the interests of amenity and privacy and to accord with Policies DS2, DS3 and DS5 of the Core Strategy Development Plan Document.