

COMMITTEE REPORT

Date: 4 June 2015 **Ward:** Huntington/New Earswick
Team: Major and Commercial Team **Parish:** Huntington Parish Council

Reference: 15/00473/FULM

Application at: Land Adjacent To And To The Rear Of Windy Ridge And Brecks Lane Huntington York

For: Residential development of 87 dwellings with associated access and public open space (application to revise layout and vary house types previously approved by planning permission 12/02979/FULM dated 27.02.2013)

By: Barratt Development Ltd

Application Type: Major Full Application (13 weeks)

Target Date: 2 July 2015

Recommendation: Approve subject to Section 106 Agreement

1.0 PROPOSAL

1.1 This application seeks planning permission for the erection of 87 new houses in Huntington. The application site is to the east of New Lane, bounded by Portakabin to the south and Brecks Lane to the north. To the east are fields followed by allocated employment land to the north of Monks Cross. A hedge which is maintained just above eye level runs the length of the site adjacent to New Lane. The site was proposed to be allocated as open space within the 2005 Draft Development Control Local Plan, however the site does not have public access. In the emerging local plan, part of the site is unallocated white land with the area shown on the proposed plans as open space shown as being land which is important for nature conservation.

1.2 Planning permission was given in 2013 for 87 houses on this site. Work has commenced on site. The 2013 planning permission is a material consideration, and already establishes the principle of development, in that it is extant. This application only marginally differs from the previous planning permission, it is within the same site and is also for 87 dwellings. The key changes are:

- A reduction in affordable homes from 30 to 26
- A change in some house types
- An increase in the number of four bedroom dwellings primarily replacing three bedroom houses
- Modest changes in the layout of the houses including some additional garages and alternative car parking arrangements

1.3 The proposed development consists of 13 two-bedroom houses, 29 three-bedroom houses, and 45 four-bedroom houses. This contains a mix of detached, semi-detached and short rows of terraced housing. The majority of houses are two-storey in height with four houses being two and a half storey with rooms in the roof space.

1.4 The application site measures approximately 5 ha in area. The proposed development contains two distinct elements. Housing which is predominantly located towards the northern half of the site with open space/nature conservation land to the south.

1.5 Of the 87 houses proposed the applicant is offering for 26 of these to be affordable. The tenure split is 18 for affordable rent and 8 for discount sale.

1.6 It is considered that an Environmental Impact Assessment is not required for this application.

2.0 POLICY CONTEXT

2.1 The National Planning Policy Framework (NPPF) was published in March 2012. It sets out government's planning policies and is material to the determination of planning applications. The sections in the NPPF most relevant to this proposal include:

Para 14 – sustainable development

Chapter 7 – Design

Chapter 4 – Sustainable Transport

Chapter 11 – Conserving and Enhancing the Natural Environment

2.2 The NPPF is the most up-to date representation of key relevant policy issues (other than the Saved RSS Policies relating to the general extent of the York Green Belt) and it is against this policy Framework that the proposal should principally be addressed.

2.3 STATUS OF THE EMERGING YORK LOCAL PLAN PUBLICATION DRAFT (2014)

2.4 Publication Draft York Local Plan (2014); Following the motion agreed at Full Council in October 2014, the publication draft of the York Local Plan is currently not progressing through its statutory consultation; pending further consideration of the Council's housing requirements and how it should meet those requirements.

2.5 The emerging Local Plan policies can only be afforded weight in accordance with paragraph 216 of the NPPF and at the present early stage in the statutory process such weight will be limited. However, the evidence base that underpins the proposed emerging policies is capable of being a material consideration in the determination of the planning application.

STATUS OF THE YORK DEVELOPMENT CONTROL LOCAL PLAN(2005 4th Set of Changes).

2.7 The York Development Control Local Plan was approved for Development Control purposes in April 2005; its policies remain material considerations in respect of Development Management decisions although it is considered that their weight is limited except where in accordance with the National Planning Policy Framework.

2005 Draft Development Plan Allocation:

City Boundary GMS Constraints: York City Boundary 0001

DC Area Teams GMS Constraints: East Area (2) 0005

2005 Draft Policies:

CYGP1- Design, CYGP7 - Open Space, CYGP9 – Landscaping,
CYGP3 - Planning against crime, CYH4A - Housing Windfalls,
CYH5 - Residential densities over 25 per ha, CYL1C - Provision of New
Open Space in Development, CYNE1 - Trees, woodlands, hedgerows,

CYNE7 - Habitat protection and creation, CYNE6 - Species protected by law, CYSP8 - Reducing dependence on the car, CYT4 - Cycle parking standards, CYT7C - Access to Public Transport, CYED4 - Developer contributions towards Educational facilities.

3.0 CONSULTATIONS

INTERNAL

3.1 Housing Development - Support the application. It complies with the council's interim affordable housing approach by providing 30% affordable housing on a greenfield site. The previous application for this scheme (reference 12/02979/FULM) was granted permission in accordance with the affordable housing policy target at the time, which was 35% provision. It is a matter of regret that the level of affordable housing in this application represents a reduction, however since it meets the present policy target it is not possible to object to the application on this basis.

3.2 The affordable housing will be provided based on a split of 70% social rent and 30% for discount sale. Should no buyer be found for the Discount Sale homes they will revert to an intermediate market rent until such time as an eligible buyer is available. The homes are pepper-potted throughout the site in runs of no more than two affordable homes.

3.3 Environmental Protection Unit - No objection to the revised layout and house types. A previously submitted noise assessment indicates that noise from the adjacent land uses and highway will not result in loss of amenity. In addition to this a 3m high acoustic barrier is to be provided between the site boundary and the Portakabin site in order to protect the industrial site from any future complaint. A Construction Environmental Management Plan should be a condition of approval.

3.4 A site survey has shown that there are no elevated levels of contamination on site. A condition should be added to any approval requiring the developer to notify the Local Planning Authority if any contamination is found during development.

3.5 The previous planning permission on this site contained an informative suggesting the use of electric vehicle charging points on all properties. Since this date the Council have adopted a Low Emission Strategy to

transform York into a nationally acclaimed low emission city. The NPPF also states that plans should exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, it is recommended that a condition be added to any approval requiring the development to incorporate facilities for charging plug-in and other ultra low emission vehicles.

3.6 Education - A contribution of £47,937 is required towards providing four additional places at Huntington Primary School.

3.7 Flood Risk Management - No objections subject to conditions.

EXTERNAL

3.8 Huntington Parish Council - No correspondence received.

3.9 Yorkshire Water - If planning permission is to be granted, conditions should be added to any approval requiring drainage details to be agreed, separate systems of foul and surface water drainage, and ensuring that there is no piped discharge from the site prior to the completion of the drainage works.

3.10 Local Residents and other third parties - No correspondence received.

4.0 APPRAISAL

4.1 The key issues are:

- Design and visual appearance
- Proposed open space - quality, quantity and use
- Residential amenity of occupants of the proposed houses
- Neighbouring residential amenity
- Highways impact
- Impact on local education provision

4.2 Whilst there is an extant planning permission in place, this is a stand alone application. The existing permission is a material consideration in the determination of this application.

THE PRINCIPLE OF DEVELOPMENT

4.3 The National Planning Policy Framework has the presumption in favour of sustainable development as the golden thread running through the document. The application site is allocated as open space in the Development Control Local Plan. However, the site was unusual in that despite its allocation as open space, it did not provide any public access. The proposed development includes a significant amount of publicly accessible open space providing benefit to the local community. The principle of residential development on this site was considered acceptable within the previous application and there is no reason to conclude differently for this proposal as has been no material change in circumstances or policy since the previous approval.

DESIGN AND VISUAL APPEARANCE

4.4 2005 Draft Development Control Local Plan Policy GP1 seeks to ensure that developments are designed to be an appropriate density, scale, layout, mass and design which is compatible with neighbouring buildings, spaces and the character of the area. This includes incorporating appropriate landscaping. This accords with the NPPF which states that good design is indivisible from good planning.

4.5 The proposed development includes eight houses fronting onto New Lane. These houses are set back from New Lane which is consistent with the majority of existing dwellings on New Lane. The proposed frontage houses are two storeys in height which would be similar to existing houses on New Lane. New Lane contains a mix of houses and bungalows, many of which are detached. The proposed houses fronting New Lane are primarily detached with one pair of semi's. The hedgerow along the boundary with New Lane is being retained with the exception of the three proposed access points. The hedge will be reduced to a suitable height, however it is considered that this will provide a green setting to the proposed development and help the proposed houses appear established in the setting. This approach to the frontage design is consistent with the previous planning permission.

4.6 The proposed development includes nine different house types to provide some variety and individuality to the houses. However, there is a consistency of detailing such as windows and doors which aims to give the

proposal a coherent identity. All houses have pitched roofs with traditional proportions.

4.7 The palette of materials selected is designed to complement the existing houses in the area whilst also creating a sense of identity within the development. The vast majority of houses would be constructed of red brick with terracotta coloured double pantiles. Two slightly contrasting red bricks are proposed to add a subtle element of contrast to areas of the development. The surrounding area contains a variety of finish with different brick colours and render being common as well as a mix of pantile and slate roof coverings. The proposed development includes the creation of feature/gateway houses of a contrasting external finish to the red brick with terracotta pantile. These feature houses are generally located at the visible end of the sections of internal spine road and either side of the main site entrance. These houses would be finished in light coloured render with a dark grey tile which would have a similar colour to surrounding slate covered roofs. The feature houses are proposed to add variety and appear as visual bookends to sections of the proposed development.

4.8 83 of the proposed houses would be two storeys in height. The house types have some small variety in height but are generally a little under 5m in height to the eaves and just over 8m in height to the ridge. This is a typical height for a two storey house. 4 of the houses would be two and a half storeys in height with rooms in the roof. These dwellings would be approximately 6m to the eaves and 10m in height to the ridge. These dwellings are located towards the east of the site within a small cluster. Whilst these dwellings would be taller than others in the area, given how far they are set within the site, it is not considered that they will have any adverse impact on the visual appearance or character of the area. The houses on the eastern edge are two storeys in height providing a level of transition between the open fields to the east and the taller houses set in from the eastern boundary. On the previous application these houses were taller being three storeys in height.

4.9 The proposed development includes significant open space and scope for landscaping. An evergreen buffer is proposed along the southern boundary with native planting in the open space green area as well as tree planting along the main entrance road. Suitable tree and shrub planting is proposed around the houses to help to provide a more pleasant living environment for future residents.

4.10 The proposed development follows the design principles set out in the previously approved application. The layout of the site reflects the previous site plan with small variations.

PROPOSED OPEN SPACE

4.11 The development proposed includes on-site open space of approximately 2 hectares. This level of on-site provision is significantly in excess of amounts required under 2005 Draft Policy L1c 'Provision of New Open Space in Developments'. No commuted sum is sought for off-site provision, in recognition of the excess of open space, however it is considered that a commuted sum payment is required through the Section 106 agreement in connection with the on-going maintenance of the land. Such a requirement is considered to be necessary to make the development acceptable in planning terms and fairly and reasonably related in scale and kind to the development.

4.12 The open space would be managed as a Site of Importance for Nature Conservation (SINC) site. This would involve management through use of livestock or careful management through such things as cutting regimes. However, the site would also offer amenity value to future residents of the site as well as local residents. This land would offer opportunities for informal play as well as a green area for walking or relaxation. A pedestrian footpath is proposed to run through the site connecting up New Lane with various parts of the proposed housing development. The proposed footpath also allows for a future connection between New Lane and land to the north of Monks Cross if such an opportunity arises in the future. The open space area will be supplemented by tree and shrub planting along the southern boundary to provide a visual screen from the Portakabin site and giving a greener setting to this space. Ponds would be retained and added to for wildlife interest, including Great Crested Newts. The open space area proposed and its subsequent management as a nature conservation site is considered to be in accordance with the nature conservation objectives set out in Policies NE1 'Trees, Woodlands and Hedgerows', NE6 'Species Protected by Law', and NE7 'Habitat Protection and Creation'.

RESIDENTIAL AMENITY OF THE OCCUPANTS OF THE PROPOSED HOUSES

4.13 The proposed housing layout is considered to be well designed in terms of creating a pleasant living environment for its occupants. Each dwelling has a private rear garden. Dwellings are sited and designed in such a way as to provide a reasonable level of amenity and natural light within the dwellings.

4.14 A 3m high acoustic barrier is proposed along the entire southern boundary of the site. This is in response to concerns raised by Portakabin regarding the previous planning application. Portakabin were keen to ensure that their operations do not lead to noise complaints from future residents. There is a desire to ensure that the business does not come under pressure to alter working practices or for the future development of the site being constrained. It is important that Portakabin can continue to operate their business in an effective and efficient way, including night work. The NPPF makes it clear that the operations of business uses needs to be considered so that they can continue to function as required. A noise survey was undertaken and submitted in support of the previous planning application. The noise survey was analysed by colleagues in the Environmental Protection unit and there were no concerns that Portakabin would cause any harm to the amenity of future residents of the site. The 3m high acoustic barrier, screened by evergreen landscaping acts as a sound buffer to provide a safeguard against any future changes in working practice at the Portakabin site. The green visual screen would take a period of time to become effective, but long term it is considered that this would provide a better setting to the residential development than a factory site. It also provides comfort that should there be any unexpected change in noise levels from the Portakabin site that future residents of the proposed development would not have their amenity significantly harmed through noise.

NEIGHBOURING AMENITY

4.15 The application site has housing to both its north and west. To the west is New Lane. In line with the previous planning permission, the proposed development achieves front to front separation distances to houses on the opposite side of New Lane of between 26m and 33m. This is considered more than adequate to maintain privacy and outlook from

existing houses and bungalows. The proposed houses facing New Lane are two storeys in height only.

4.16 North of the application site are five dwellings accessed off Brecks Lane and a number of dwellings on the opposite side of Brecks Lane which are served from Woodland Way. Reasonable back to back separation distances have been created to ensure neighbouring amenity is retained. This includes a 23m minimum separation distance from the main rear elevation of bungalows on Woodland Way and a minimum 22m separation distance between the proposed houses and existing dwellings off Brecks Lane. There is no proposed access to the site from Brecks Lane with a hedge along the boundary retained and filled in where there are existing gaps. Overall it is considered that the proposed development has been designed in such a way so as to reasonably protect neighbouring amenity. The proposed alterations within this application have no significant impact on neighbouring residential amenity.

IMPACT ON HIGHWAY NETWORK

4.17 2005 Draft Policy SP8 seeks to reduce dependence on the private car within new developments through, amongst others, accessibility and linking the development with surrounding uses. 2005 Draft Policy T7c seeks to ensure all new developments are within 400m of a frequent bus service. 2005 Draft Policy T4 seeks to promote cycle parking to encourage sustainable transport choice.

4.18 The application site is within a sustainable location close to key services, facilities, shops, and a regular bus service. The development is well connected to existing cycle networks with each dwelling having access to a garage or rear garden area for the storage of bicycles without having to pass through the house. The applicants have offered to fund a free bus pass or cycle for the first occupants of the proposed houses to help encourage sustainable transport choice from the start. Residents of the proposed development would have the choice not to rely on the private car, therefore promoting sustainable transport choice.

4.19 The applicants have offered to provide a signalised pedestrian crossing facility on New Lane between its junctions with Hambleton Way and the proposed site access. This is shown on the proposed layout plan.

4.20 The internal layout of the development has been designed to 'Manual for Streets' specifications. This includes reducing the carriageway width, locating houses close to the carriageway, creating pinch points, and including bends within the road. It is considered that the proposed layout will generally ensure that vehicles travel at no more than 20mph which is considered most appropriate within a residential development.

4.21 The development is considered to be pedestrian friendly, with footpaths following desire lines either through the residential part of the development or through the open space. The footpath through the open space meets the eastern boundary of the open space. It is considered that this could form a key element of an off-road link from New Lane through to allocated employment land to the North of Monks Cross in the future.

EDUCATION

4.22 2005 Draft Development Control Local Plan Policy ED4 states that the impact of new residential developments on local schools needs to be considered. Supplementary Planning Guidance to this policy sets out criteria for assessing the required financial contribution to be sought from residential developments. This contribution is based on need following an assessment of the existing capacity and number of pupils at local schools. Based on this guidance it is the conclusion of the Education Department that sums towards the provision of four primary school places at Huntington Primary are required. No sums are sought towards secondary education due to spare capacity in the local school. Therefore a sum of £47,937 is sought through a Section 106 agreement. The applicant has agreed to pay this sum. It is considered that this sum meets the statutory tests set out at Regulation 122 to the Community Infrastructure Levy Regulations being necessary to make the development acceptable.

5.0 CONCLUSION

5.1 Residential development has commenced on site in line with the previous planning permission. The revised plans allow for relatively modest changes to the previous planning permission. There are no significant changes in the overall layout of the proposal and house numbers are unchanged. The positive aspects achieved through the previous planning permission such as a layout which reduces vehicle speeds, pedestrian priority, substantial publicly accessible open space, a decent range of

house types with some key focal units to provide interest and legibility, and policy compliant affordable housing numbers are brought through to this new proposal.

5.2 For the reasons outlined in this report this application is recommended for approval subject to conditions and completion of a Section 106 agreement. The draft conditions set out below reflect those applied to the previous planning permission with the exception that renewable energy and Code for Sustainable Homes conditions have been removed as this is now consumed into Building Regulations and conditions regarding electric vehicle recharge points as referenced in paragraph 3.2 are included. A Section 106 agreement will be required to secure pedestrian crossing facilities, education contribution, affordable housing, open space nature conservation land delivery and maintenance, and sustainable transport initiatives.

6.0 RECOMMENDATION:

(i) Defer Pending Completion of a Section 106 Legal Agreement to secure pedestrian crossing facilities, education contribution, affordable housing, open space nature conservation land delivery and maintenance, and sustainable transport initiatives.

(ii) Delegate Authority to the Assistant Director (Development, Planning Regeneration) to approve on completion of the agreement subject to the following conditions:

Conditions

1 TIME2 Development start within three years -

2 The development hereby permitted shall be carried out in accordance with the following plans:-

- Planning Layout – 12.1087.01 Revision S
- Woodbridge house type – 6037/WOO/C/03, 04, 05, and 06
- Type 24 house type – 6037/H324/C/02, 03, and 04
- Tiverton house type – 6037/TIV/V/02, 03, and 04
- Thornbury house type – 6037/THO/C/03, 05, and 07
- Morpeth house type – 2010/MOR/C/02, 04, and 11
- Morpeth detached – 6037/MOR/02, 04, and 11

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- Lincoln house type – 6037/LIN/C/02, 03, and 04
- Finchley house type – 6037/FIN/C/03, 04, 05, and 06
- Falmouth house type – 6037/FAL/C/03, 04, and 06
- Cambridge house type – 6037/CAM/C/02, 03 and 04
- Garage type G4F
- Single detached garage – H6037/G/400
- Twin detached garage – H6037/G/401
- 3000mm high acoustic fence – 27YE:AF:01
- Boundaries – timber gate 27.BT.027, entrance pillar 27.BT.018 and 12:1087:305, screen wall 12:1087:300, wall with timber fence 12:1087:301, close-boarded timber fence 12:1087:302 and 303, timber post and rail fence 12:1087:304 railing type b 12:1087:306 and 307.
- Landscape masterplan – R-1360-1E
- Public open space details R-1360-7B
- Public open space details R-1360-7B
- External Materials Plan - 12:6037:03 Rev C

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

3 Within 3 months of the date of this decision details of foul and surface water drainage works have been submitted to the Local Planning Authority for approval. No dwelling hereby approved shall be occupied until the drainage works have been carried out in accordance with the approved details. The site shall be developed with separate systems of drainage for foul and surface water. The development shall be carried out in complete accordance with these approved details.

Reason: So that the Local Planning Authority may be satisfied with these details for the proper drainage of the site.

4 Unless otherwise agreed in writing with the Local Planning Authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works and no dwelling shall be occupied until the foul drainage works have been completed.

Reason: To ensure that no foul or surface water discharges take place until proper provision has been made for their disposal.

5 Surface water draining from areas of hardstanding shall be passed through a trapped gully or series of trapped gullies, prior to being discharged into any watercourse, soakaway or surface water sewer. The gully/gullies shall be designed and constructed to have a capacity compatible with the area being drained, shall be installed prior to the occupation of the development and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water shall not pass through the gully/gullies.

Reason: To reduce the risk of pollution to the water environment.

6 Within 3 months of the date of this decision a detailed landscaping scheme shall be submitted to the Local Planning Authority which shall illustrate the number, species, height and position of trees and shrubs to be planted. No dwelling hereby approved shall be occupied until the detailed landscaping scheme has been approved by the Local Planning Authority. This scheme shall be implemented within a period of six months of the completion of the development. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless alternatives are agreed in writing by the Local Planning Authority.

Reason: So that the Local Planning Authority may be satisfied with the variety, suitability and disposition of species within the site.

7 Before and during building operations, adequate measures shall be taken to protect the existing planting on site which is shown as being retained on the approved plans and the area to be used as nature conservation open space. The means of protection shall be agreed in writing with the Local Planning Authority. The development shall be carried out in accordance with these protection measures.

Reason: The existing planting is considered to make a significant contribution to the amenities of this area.

8 Notwithstanding any proposed materials specified on the approved drawings or in the application form submitted with the application, samples of the external materials to be used including bricks, render/painted bricks,

rooftiles, window sills and surrounds, windows and doors, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out using the approved materials.

Reason: So as to achieve a visually cohesive appearance.

9 A vertical cross section through a typical front elevation illustrating eaves detail, window profiles and set back in reveal, window sills, lintels, and feature window surrounds, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in complete accordance with the approved details.

Reason: In the interests of the visual amenity of the street scene.

10 Notwithstanding the information contained on the approved plans, the height of the approved development shall not exceed 9 metres (Plots 1-64 and 68-88) and 10.5 metres (Plots 64-67), as measured from existing ground level. A means of identifying the existing ground level on the site shall be agreed in writing, and any works required on site to mark that ground level accurately during the construction works shall be implemented prior to any disturbance of the existing ground level. Any such physical works or marker shall be retained at all times during the construction period.

Reason: To establish existing ground level and therefore to avoid confusion in measuring the height of the approved development, and to ensure that the approved development does not have an adverse impact on the character of the surrounding area.

11 A full lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall detail the locations, heights, design and lux of all external lighting. The development shall be carried out in accordance with the approved lighting scheme.

Reason: In the interests of the amenities of nearby occupants and visual amenity.

12 Within 3 months of the date of this decision a fully detailed drawings illustrating the design and materials of roads, footpaths and other open spaces shall be submitted to the Local Planning Authority. No dwelling

hereby approved shall be occupied until the details are approved. The development shall be carried out in complete accordance with the approved details.

Reason: In the interests of highway safety and visual amenity.

13 No dwelling to which this planning permission relates shall be occupied unless or until the carriageway basecourse and kerb foundation to the new estate road and footpath to which it fronts, is adjacent to or gains access from, has been constructed. Road and footway wearing courses and street lighting shall be provided within three months of the date of commencement on the construction of the penultimate dwelling of the development.

Reason: To ensure appropriate access and egress to the properties, in the interests of highway safety and the convenience of prospective residents.

14 Details of the cycle parking areas, including means of enclosure, shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be installed in complete accordance with the approved plans prior to the first occupation of each dwelling.

Reason: To promote use of cycles thereby reducing congestion on the adjacent roads and in the interests of the amenity of neighbours.

15 Each dwelling shall not be occupied until the areas shown on the approved plans for parking and manoeuvring of vehicles have been constructed and laid out in accordance with the approved plans, and thereafter such areas shall be retained solely for such purposes.

Reason: In the interests of highway safety.

16 A detailed method of works statement identifying the programming and management of site clearance/preparatory and construction works shall be submitted to and approved in writing by the Local Planning Authority. Such a statement shall include at least the following information;

- the routing that will be promoted by the contractors to use main arterial routes and avoid the peak network hours
- where contractors will park

- where materials will be stored within the site
- measures employed to ensure no mud/detritus is dragged out over the adjacent highway.

Reason: To ensure that the development can be carried out in a manner that will not be to the detriment of amenity of local residents, free flow of traffic, or safety of highway users.

17 A construction environmental management plan (CEMP) should be submitted and approved in writing by the Local Planning Authority. The CEMP shall identify the steps and procedures that will be implemented to minimise the creation and impact of noise, vibration and dust resulting from the site preparation, demolition, groundwork and construction phases of the development. Once approved, the CEMP shall be adhered to at all times, unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of neighbouring residents during the construction phase of this development.

18 Details of the measures to be employed to prevent the egress of mud, water and other detritus onto the public highway, and details of the measures to be employed to remove any such substance from the public highway shall be submitted to and approved in writing by the Local Planning Authority. Such measures as shall have been approved shall be employed and adhered to at all times during construction works.

Reason: To prevent the egress of water and loose material creating a hazard on the public highway.

19 Details of the security gate to be installed to restrict access to rear gardens areas , shall be submitted to and approved in writing by the Local Planning Authority. The security gate shall be installed in complete accordance with the approved plans prior to the first occupation of a house which it would serve.

Reason: In the interests of crime prevention.

20 All site preparation and construction works and ancillary operations which are audible at the site boundary, including deliveries to and dispatch from the site, shall be confined to the following hours:

Monday to Friday - 08:00 to 18:00
Saturday - 09:00 to 13:00
Not at all on Sundays and Bank Holidays.

Reason: To protect the amenity of local residents

21 Within 3 months of the date of this decision full details of the 3m high acoustic barrier along the south boundary of the site shall be submitted to the Local Planning Authority. Such details shall include its design, appearance, acoustic performance, construction methods, as well as a timescale for its construction. No dwelling hereby approved shall be occupied until the acoustic barrier has been installed in complete accordance with the approved details.

Reason: In the interests of the amenities of occupiers of the proposed houses and taking account of the needs of the adjacent business units in accordance with guidance contained within the National Planning Policy Framework.

22 Details of the communal bin and refuse collection areas, shown on the approved plans, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved plans with the bin stores provided prior to the first occupation of a dwelling which the store would serve.

Reason: In the interests of the visual amenity of the area and highway safety.

23 Prior to the occupation of any dwelling with a garage a three pin 13 amp electrical socket shall have been installed and be fully operational in the garage in a suitable location to enable the charging of an electric vehicle using a 3m length cable. The socket provided shall comply with BS1363 or an equivalent standard, Building Regulations and be suitable for charging electric vehicles. Prior to the occupation of any dwellings with a driveway a three pin 13 amp external electrical socket which is suitable for outdoor use shall have been installed and fully operational. The socket provided shall be located in a suitable position to enable the charging of an electric vehicle on the driveway using a 3m length cable. Any socket provided must comply with BS1363, or an equivalent standard, Building

Regulations and be suitable for charging electric vehicles. It shall have a weatherproof cover and an internal switch to enable the socket to be turned off.

Reason: To promote sustainable transport through the provision of recharging facilities for electric vehicles

7.0 INFORMATIVES:

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