

Application No: 15/0971N

Location: Land to the rear of 11 Eastern Road, Willaston, CW5 7HT

Proposal: Reserved Matters for erection of 40 two storey dwellings, parking, landscaping and associated works (re-submission of 13/4462N)

Applicant: Dilwyn Lloyd, Anwyl Homes

Expiry Date: 29-May-2015

### **SUMMARY**

The NPPF requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The acceptability of the proposal with regards to sustainability is dependent on the scheme meeting these requirements.

The principle of the development and the associated access arrangements have already been established with the approval of the associated outline permission.

It is considered that the layout, scale, appearance and landscaping of the scheme are also acceptable.

The development would not have a detrimental impact upon neighbouring amenity, ecology or trees subject to conditions.

### **RECOMMENDATION**

**APPROVE subject to conditions**

### **DETAILS OF PROPOSAL**

This reserved matters application seeks approval of the appearance, landscaping, layout and scale. The matter of the main point of access into the site was approved on appeal as part of outline application 13/4462N.

The proposal is for 40 dwellings.

A revised layout and house types have been submitted during the application process in order to address concerns raised by the Head of Strategic Infrastructure and the Planning Case Officer.

### **SITE DESCRIPTION**

The site is located outside of the Crewe Settlement Boundary. It measures approximately 1.67 hectares and comprises of the residential curtilage of 11 Eastern Road and paddocks to the rear of residential properties fronting Eastern Road on the south eastern edge of Willaston.

The main body of the site is roughly triangular in shape and is generally low lying, rough grazing land, subdivided into three fields with boundaries delineated by hedgerows and fencing. The existing vehicular access to the main body of the site is currently via a field access off Eastern Road to the west of No.57.

The site is bounded to the south and west by the rear gardens of residential properties fronting onto Eastern Road. The northern boundary is marked by the Crewe to Nantwich rail line. The eastern boundary is delineated by an established hedgerow buffer with open fields beyond. The house within the site's Eastern Road frontage (No.11) comprises a two storey detached house and extensive curtilage containing numerous outbuildings. The application site lies within the Green Gap.

## **RELEVANT HISTORY**

**13/4462N** – Re-submission of 13/3058N for residential development of 40 houses – Approved 3<sup>rd</sup> June 2014

**13/3058N** - Residential Development of 40 houses (Outline) – Refused 17<sup>th</sup> October 2013

**7/13384** – Extension to dwelling (11 Eastern Road) – Approved 18<sup>th</sup> August 1986

**7/07269** – Two detached houses (Rear of 45/55 Eastern Road) – Refused 30<sup>th</sup> October 1980

## **NATIONAL & LOCAL POLICIES**

### **National policy**

The National Planning Policy Framework (NPPF) establishes a presumption in favour of sustainable development.

Of particular relevance to this application are paragraphs  
17 (Core planning principles)  
56-68 (Good design)

### **Development Plan**

The Development Plan for this area is the Borough of Crewe and Nantwich Replacement Local Plan 2011.

The relevant Saved Policies are:

NE.2 (Open Countryside),  
NE.4 (Green Gap),  
NE.5 (Nature Conservation & Habitats),  
NE.9 (Protected Species),  
NE.12 (Agricultural Land Quality),  
NE.20 (Flood Prevention),  
BE.1 (Amenity),  
BE.2 (Design Standards),

BE.3 (Access and Parking),  
BE.4 (Drainage),  
BE.5 (Infrastructure),  
BE.6 (Development on potentially contaminated land),  
RES.3 (Housing densities),  
RES.5 (Housing in the Open Countryside),  
TRAN.1 (Public Transport), TRAN.5 (Provision for cyclists),  
TRAN.9 (Car Parking Standards)  
RT.3 (Provision of recreational open space and children's play space in new housing developments).

The saved Local Plan policies are consistent with the NPPF and should be given full weight.

### **Cheshire East Local Plan Strategy – Submission Version (CELP)**

The following are considered relevant material considerations as indications of the emerging strategy:

PG5 (Open Countryside),  
SD1 (Sustainable Development in Cheshire East),  
SD2 (Sustainable Development Principles),  
SE1 (Design), SE2 (Efficient Use of Land),  
SE3 (Biodiversity and Geodiversity),  
SE4 (The Landscape),  
SE5 (Trees, Hedgerows and Woodland),  
SE6 (Green Infrastructure)  
CO1 (Sustainable Travel and Transport).

### **Supplementary Planning Documents**

Interim Planning Statement: Affordable Housing  
Strategic Market Housing Assessment (SHMA)  
Relevant legislation also includes the EC Habitats Directive and the Conservation (Natural Habitats &c.) Regulations 1994

### **CONSULTATIONS**

**Head of Strategic Infrastructure (HSI) – No objections**

**Environmental Protection** – No objections, subject to conditions relating to; The prior submission of an Environmental Management Plan, the prior submission of a noise mitigation scheme, the prior submission of bin storage details, the provision of electric vehicle charging points at each property, the prior submission of a travel plan, the prior submission of a dust mitigation scheme and informatives relating to hours of construction and contaminated land.

**United Utilities** – No comments received at time of report

**Flood Risk Manager (Cheshire East Council)** – No objections, subject to a condition that there should be the prior submission of a flood resilience measures and a condition that details of the design, implementation and management of the surface water drainage shall be submitted to the LPA for prior approval.

**Environment Agency** – No objections, subject to the prior submission of a surface water drainage scheme and the prior submission of a scheme to manage the risk of flooding from overland flood flow of surface water.

**Network Rail** – No objections, subject to a number of conditions including; The prior submission of a traffic management plan for construction works, the submission of a risk assessment and method statement (RAMS) on commencement of development, the prior submission of acoustic fence details, the prior submission of scaffolding details, the prior submission of a method and risk assessment for any vibro-impact works on the site, the prior submission of drainage details, the prior submission of ground levels, earthworks and excavations. In addition, a number of informatives are sought.

**ANSA (Cheshire East Council)** – No comments received at time of report

**Education (Cheshire East Council)** – No comments received at time of report

**Housing (Cheshire East Council)** – No objections

**Public Rights of Way (Cheshire East Council)** – No objections, subject to the legal status, maintenance and specification of the proposed paths on site would need the agreement of the Council as the Highway Authority. If the routes are not adopted as public highway or Public Rights of Way with the provision of a commuted maintenance sum, the routes would need to be maintained for use under the arrangements for the management of the open space of the site.

The site should be permeable and accessible to pedestrians and cyclists. Properties should have adequate and best practice cycle storage facilities and all highway designs should incorporate accessibility for cyclists.

The developer should be tasked to provide new residents with information about local walking and cycling routes for both leisure and travel purposes, with key routes signposted.

**Ramblers Association** – No comments received at time of report

**Mid-Cheshire Footpath Society** - No comments received at time of report

**Sustrans** – No comments received at time of report

**Rope Parish Council** - No comments received at time of report

**Willaston Parish Council** – No comments received at time of report

## **OTHER REPRESENTATIONS**

Neighbour notification letters were sent to adjoining occupants and a site notice posted. 9 letters of objection have been received from neighbouring properties. The main areas of objection are;

- Loss of countryside
- Highway safety – Impact of traffic, congestion, pedestrian safety, on-street parking
- Amenity – Impact of noise upon future occupiers, overlooking,

- Impact upon local schools
- Flood risk and drainage
- Locational Sustainability

Other matters have been raised which are not material considerations such as; a suggested name for the new road; suggestions of introducing a one-way road system; advice that the proposed footpath is unnecessary; health concerns given the proximity of the site to a telecommunications mast; that the development will set a precedent; suggestions for boundary treatment; suggest escalations of planning application fees for repeated applications, land ownership conflicts.

## **APPRAISAL**

The key issues are:

- The acceptability of the; Layout, Scale, Appearance and Landscaping
- The impact upon neighbouring amenity
- The impact of the design
- The impact upon trees
- The impact upon highway safety
- The impact upon protected species

## **SUSTAINABILITY**

This application shall consider the sustainability of the proposed development in the context of the reserved matters.

In this instance, consideration of the design, landscaping and impact upon neighbouring amenity are the principal considerations.

### **Layout and Access**

The layout plan shows that the development would be erected in a tilted 'T-shape' to the rear of the properties on Eastern Road, following the shape of the proposed new access road. The layout shows that the properties on the site would overlook the highway and parking areas.

The properties would respect the pattern of development within the nearby area which includes singular roads to the rear of main roads that provide housing (e.g. Circle Avenue off Eastern Road and Ashlea Drive off Green Lane).

A footpath link is proposed to the south-east corner of the site.

Access would be onto Eastern Road on the site of No.11. This was approved as part of the outline application. Indeed, the proposed layout largely conforms with the indicative layout presented at outline stage.

The Head of Strategic Infrastructure (HSI) originally had concerns regarding the scheme with specific reference to visibility splays, concerns about the width of the internal road carriageway, location of bin collection points, the width of the proposed pedestrian/cycle pathway.

The layout has subsequently been tweaked in an attempt to overcome these concerns. In response the HSI has advised that he now raises no objections to the proposed development.

As a result of the above, it is considered that the proposed layout of the scheme is acceptable.

### **Scale**

The proposal would comprise of 40 two-storey dwellings, comprising of a mixture of 9 house types and an apartment block.

The heights of the 9 dwelling types would range between 7.3 (The Dolwen house type) and 8.2 metres in height (The Alwyn and The Glyn house type). The apartment block would measure 8.4 metres in height.

A planning history search of the nearby properties on Eastern Road show that the closest properties generally comprise of heights between 7 and 8 metres.

As such, the proposed heights of the dwellings would generally reflect the heights of the surrounding properties.

The taller apartment block is proposed towards the middle of the site, and as such would not appear incongruous.

It should be noted that the range of house types and subsequently the range of heights of the dwellings proposed would create a degree of interest.

The proposed footprints of the dwellings would largely reflect the scale of the footprints of the surrounding units.

As such, the scale of the proposed dwellings is considered to be acceptable.

### **Appearance**

The proposal would comprise 9 different house types and an apartment block. Of the 9 different dwellings, 32 will be detached and 8 shall be demi-detached. The apartment block will also be detached.

Of the 32 detached dwellings, these shall comprise of 7 different house types which would range between 7.3 and 8.2 metres in height.

All 7 would comprise of a mixture of rectangular or 'L-shaped' footprints. Of the 'L-shaped' footprint dwellings, the 'L' is predominantly created by gable features.

All 32 of the detached dwellings would be two-storey's in height and comprise of a mixture of dual pitched and hipped roofs. Some comprise of half dual-pitched dormers within the principal elevations, others comprise of ground-floor bay windows. Some comprise of porches, others conservatories.

Of the 8 semi-detached units, these would range in height between 7.8 and 8.1 metres and have rectangular footprints. They would all be two-storey's in height and have dual-pitched roofs. Half dual-pitched dormers and porches are also proposed.

It is advised within the Design and Access Statement that the dwellings would comprise of red facing brick walls and a contrast brick, grey roof tiles, white uPVC fenestration and GRP doors. On closer inspection of the house type plans, it also appears as though some dwellings will be rendered.

The closest neighbouring properties on Eastern Road predominantly comprise of two-storey, semi-detached units, with a mixed exposed brick and rendered finish, dual-pitched grey tiled roofs, ground-floor bay window features.

There are also examples of hipped roofed properties and detached properties within the vicinity.

As such, it is considered that the general design of the dwellings would not appear incongruous within this setting.

Notwithstanding the above, concerns were raised regarding the design of the dwellings on plots 1, 4, 12, 22 and 39 given their high visibility within the streetscene.

As a result, revised house-type plans have been submitted during the application process to satisfactorily address this concern. Additional windows and openings have been inserted to provide a degree of interest.

As such, subject to the prior approval of the material detail which is secured via a condition on the outline application, it is considered that the appearance of the proposed dwellings would be acceptable and would adhere with Policy GR2 of the adopted local plan.

### **Landscaping (including trees and hedgerows)**

The submitted Tree Survey is not supported by an Arboricultural Impact Assessment (AIA) of the proposed development but does include a survey schedule identifying trees proposed for removal to accommodate the development. BS56837:2012 Trees in Relation to Design, Demolition and Construction – Recommendations requires that an AIA should be carried out to evaluate the direct and indirect effects of the proposed design on existing trees.

The Design & Access statement advises that existing trees will be retained where possible and that canopies of existing trees will be considered. However the Planning Layout (Revision A) does not appear to indicate which trees are proposed to be removed to accommodate the development, nor does it specifically identify which trees are to be retained.

The proposal will require the loss of a number of Moderate (B) and Low (C) category trees principally for the proposed access of Eastern Road which will require the removal of some semi-mature and early mature Goat Willow, Holly, Cypress, Ash and Cherry within the curtilage of No.11 Eastern Road. A Poplar (T14) and a neighbouring suppressed Lime (T15) located in the northern corner of the site (both B category specimens) will also require removal to accommodate Plot 2.

Existing boundary and offsite trees to the south (Trees T22 – T35 of the Tree Survey Report) provide some benefit of screening for existing dwellings on Eastern Avenue. However in terms of their current public amenity, only appear to confer limited views via glimpses between properties and restricted

views at the junction of Wistaston Road. The relationship /social proximity to proposed dwellings (Plots 3-15) appear to be reasonably defensible in terms of relationship/social proximity. There is some incursion within the Root Protection Area (RPA) of Tree T29 due to the position of the turning head adjacent to Plot 15 however the Council's Tree and Landscape Officer is satisfied that this could be dealt with by a suitably worded method statement.

The Council's Tree and Landscape Officer has advised that the increased views of the trees as a consequence of the site being opened up for development would provide added public amenity benefits to the site and surrounding area. In this regard it is advised that a Tree Preservation Order (TPO) would be deemed appropriate in the interests of maintaining the amenity of the area and duty under Section 197.

The Council's Tree and Landscape Officer has concluded that he has no objections, subject to conditions relating to; Tree Retention (which trees), Tree Protection, the prior submission of a Method Statement/Construction Specification (turning head and footpath adjacent to Plot 15), the prior submission of Landscape Scheme and an associated Landscaping implementation condition.

As such, subject to these conditions; it is considered that there would be no significant impact upon the landscape.

## **Other Matters**

### Affordable Housing

As part of the outline planning application, the affordable housing provision was secured via a S106 agreement.

This agreement secured the following;

- 30% of the total dwellings to be provided as affordable housing
- 65% of the affordable dwellings to be affordable or social rented, 35% to be intermediate
- The affordable dwellings to be pepper-potted across the site
- Affordable homes to meet CFSH Level 3 and to be built in accordance with the Homes & Communities Agency Design & Quality Standards.
- The affordable dwellings to be provided no later than occupation of 50% of the open market dwellings.

In response to this application, the Council's Housing Officer has raised no objections.

### Open Space

The layout plan shows that a degree of Public Open Space (POS) is proposed within the development itself.

This plan shows that this land would be positioned to the north of the site and forms the boundary with the railway line. It would be triangular in shape and largely conforms with that proposed on the indicative layout plan considered as part of the outline application.

Policy RT3 of the Local Plan requires new housing development with more than 20 dwellings to provide a minimum of 15 square metres of shared recreational open space per dwelling. Furthermore,

it is advised that, where the development includes family dwellings, an additional 20 square metres of shared children's play space per family dwelling will be required.

Based on this calculation, a provision of 15sqm x 40 units and a provision of 20sqm x 36 units would be required resulting in a total requirement of 1320sqm

As part of the S106 Agreement secured as part of the outline application, a sum of £56,868 was secured for the provision, enhancement and maintenance of the POS within Willaston and that no less than 600sqm of POS should be provided on site.

The on-site provision adheres to these requirements and as such, is deemed to adhere with Policy RT3 of the Local Plan.

### Infrastructure

Policy BE.5 of the Local Plan advises that the Local Planning Authority may impose conditions and/or seek to negotiate with developers to make adequate provision for any access or other infrastructure requirements and/or community facilities, the need for which arises directly as a consequence of that development. It is advised that such provision may include on site facilities, off site facilities or the payment of a commuted sum.

As part of the outline application, a sum of £86,770 was secured via a S106 to offset the impact such a proposal would have upon the capacity of local primary schools.

The Primary Care Trust (PCT) or NHS England as it is now known did not provide comments at the time of application.

Highway infrastructure has been considered under the Access section of this report.

As such the above has already been considered, the development would adhere with Policy BE.5 of the Local Plan.

### Amenity

Policy BE.1 of the Local Plan advises that proposals for new development shall be permitted so long as the development does not prejudice the amenity of future occupiers or the occupiers of adjacent properties by reason of overshadowing, overlooking visual intrusion, noise and disturbance or in any other way.

The proposed dwellings will need to largely conform to the separation standards detailed within paragraph 3.9 of the The Development on Backland and Gardens SPD. These standards include a 21 metre gap between main windows of directly facing dwellings across both the front and rear gardens and a 13.5 metre gap between the main windows of dwellings directly facing the flank walls of an adjacent dwelling. Paragraph 3.35 of this SPD advises that each garden should have no less than 50 metres squared of private amenity space.

All neighbouring dwellings outside of the development proposal would be over the 21 metre separation standard with regards to front to rear relationships according to the submitted layout plan.

With regards to the front or rear to side 13.5 standard, this only becomes applicable if there are sole windows to principal habitable rooms within either impacted dwelling directly opposing each other in this configuration.

The layout plan shows an approximate 16.5 metre gap between the rear elevation of No.15 Eastern Road and the side elevation of the closest dwelling to the north, hence adhering with this standard. No first-floor windows are proposed within the side gable elevation of this closest proposed dwelling, eliminating any overlooking concerns.

The layout also shows an approximate 4.5 metre gap between the side elevation of No.7 Eastern Road and the rear elevation closest dwelling to the east.

The submitted plans show that within the rear elevation of this dwelling, a first-floor bathroom window and a ground-floor door to a utility room is proposed. Neither of these are classed as principal rooms. Within the relevant side elevation of No.7 Eastern Road, there are 2 openings. 1 serves as a secondary ground-floor kitchen window, the other, a first-floor bathroom window. As such, none of these windows act as sole windows to principal habitable rooms either. As such, in this instance, the 13.5 metre separation standard does not apply and it is not considered that a development within this proximity to a neighbouring dwelling would create any significant concerns in relation to loss of light or visual intrusion.

With regards to loss of privacy, should the application be approved, it is recommended that the first-floor rear window be obscurely glazed to overcome any overlooking concerns.

In terms of the relationships between the proposed new dwellings themselves, although at some points the relationships fall short of the recommended 21 metre and 13.5 metre separation standards, it is considered that these dwellings are far enough away from each other (generally across the road from), so not to create any significant concerns in relation to loss of light, visual intrusion or loss of privacy for the future occupiers.

However, in order to prevent overlooking, all first-floor side windows proposed, with the exception of the dwelling on plot 1, shall be conditioned to be obscurely glazed.

It is considered that there is enough space within the site for each of the 40 properties now proposed to have an appropriate sized garden.

Environmental Health have advised that they have no objections, subject to conditions relating to; the prior submission of an Environmental Management Plan, the prior submission of a noise mitigation scheme, the prior submission of bin storage details, the provision of electric vehicle charging points at each property, the prior submission of a travel plan, the prior submission of a dust mitigation scheme and informatives relating to hours of construction and contaminated land.

As part of the associated outline planning permission, the above conditions relating to an Environmental Management Plan (EMP) and a noise mitigation scheme were secured.

Although the provision of electric vehicle infrastructure and travel plan conditions were proposed, it was not considered that they were reasonable. A dust mitigation scheme condition was omitted as it was considered that this was covered by the EMP.

As such, the bin storage condition only, shall be added to this decision should the application be approved.

As such, subject to conditions and informatives, it is considered that the proposal would be acceptable in terms of amenity and Policies BE.1 and BE.6 of the Local Plan.

### Ecology

The Council's Nature Conservation Officer was consulted on the outline application and advised that *'There is no ecological appraisal supporting the application, but the site appears to have little nature conservation value. I can find no ponds or hedgerows within or in close proximity to the site. There are trees on the site and overhanging the site, so the usual condition covering breeding bird protection is appropriate if the trees are to be removed.'*

As such, a condition seeking the prior detailing that the trees which would support roosting bats should be retained. In addition, a Breeding birds condition was imposed.

As part of this application, the Council's Nature Conservation Officer has advised that the proposed development will result in the loss of sections of hedgerow from the sites interior and no proposals for replacement planting to compensate for this loss have been submitted in support of the application.

As such, it is recommend that the submitted layout plan be amended to show suitable native species hedgerow planting around the site boundaries to compensate for that lost.

In response, the applicant has submitted and updated layout plan which details the proposed species mix. However, the Council's Nature Conservation Officer has advised that he would require a more specific plan with individual native species.

The applicant has agreed to update the plan accordingly and an update shall be provided to members in the form of a written update.

### Flood Risk and Drainage

The Environment Agency and United Utilities were consulted as part of the outline planning application and advised that they had no objections in principle subject to conditions and informatives. These conditions included; the prior submission of a surface water drainage scheme, the prior submission of a scheme to manage the risk of flooding from surface water.

As such, these were conditioned as part of the outline approval.

As part of this application, the Environment Agency have reiterated their previous comments.

As drainage matters were considered at outline stage and the detail secured via condition, subject to the implementation of these conditions, it is considered that the proposed development would adhere with Policies NE.20 and BE.4 of the Local Plan.

### Footpaths / Public Right of Way

The proposed development would include a pedestrian footpath link access onto Eastern Road between No.55 and No.57 Eastern Road.

The Council's Public Rights Of Way Officer, at outline application stage advised that:

*'...It could be anticipated, given the location of the site in relation to Shavington High School/Leisure Centre and Crewe town centre, that demand for this route would arise from cyclists in addition to pedestrians, and therefore the route should be designed and constructed for both types of user, should the development go ahead. The legal status and future maintenance of this link would require agreement with the Council. The developer should be tasked to provide new residents with information about local routes for both leisure and travel purposes.'*

Sustrans also supported the need for a cycle links and provisions within and to the scheme.

As such, it was concluded that subject to the above detail being agreed at reserved matters stage, it is considered that the development would adhere with Policy BE.5 of the Local Plan.

As part of the current proposal, a more detailed design of this aspect of the proposal was submitted and the Council's Public Rights of Way Officer has subsequently advised that;

*'The legal status, maintenance and specification of the proposed paths on site would need the agreement of the Council as the Highway Authority. If the routes are not adopted as public highway or Public Rights of Way with the provision of a commuted maintenance sum, the routes would need to be maintained for use under the arrangements for the management of the open space of the site. The site should be permeable and accessible to pedestrians and cyclists... The developer should be tasked to provide new residents with information about local walking and cycling routes for both leisure and travel purposes, with key routes signposted.'*

In response, the developer has advised that;

*'The pedestrian route would be maintained by the management company that are appointed to maintain the public open space. The outline application clearly indicated this route as a pedestrian link and as we have commented previously a 3m width is not achievable along the full width of this link due to the constraints present in respect of the site boundaries and we have confirmed that this link will be 2m in width along its full length. This would satisfy the aspirations of the outline application in providing a pedestrian link to eastern Road in this area of the site. On legal hand over of the dwellings the required information on local walking and cycling routes for leisure and travel purposes can be supplied to the occupiers of the dwellings.'*

This conclusion satisfies the Council's Public Rights of Way Officer's concerns. Furthermore, the S106 Agreement linked to the outline application reference: 13/4462N requires the prior submission of a Management Plan for the maintenance of all Public Open space in perpetuity.

### Network Rail

The site is bound to the north by the Crewe - Nantwich rail line. Network Rail reviewed the proposal at outline application stage and advised that they had no objections to the development, subject to the following condition: Prior to commencement of development, the developer should submit a traffic management plan for construction works to be approved by the LPA and Network Rail. As such,

subject to this condition, it was considered that the proposed development would not have a detrimental impact upon the rail line.

As part of the current proposal, Network Rail have once again confirmed that they have no objections. However, they have proposed further conditions that were not sought at outline stage including; The submission of a risk assessment and method statement (RAMS) on commencement of development, the prior submission of acoustic fence details, the prior submission of scaffolding details, the prior submission of a method and risk assessment for any vibro-impact works on the site, the prior submission of drainage details, the prior submission of ground levels, earthworks and excavations. In addition, a number of informatives are sought.

Subject to these additional conditions, it is considered that the proposal's impact upon Network Rail would be minimised.

### **Planning Balance**

The principle of the development has already been approved.

The proposed scheme provides an acceptable design and layout, the dwellings are appropriate to the character of the area and appropriate landscaping is provided.

The scheme therefore represents a sustainable form of development providing sufficient quality of design and landscaping.

It is also considered that the development would not have a detrimental impact upon neighbouring amenity, ecology or trees.

The proposal complies with relevant policies of the Development Plan and is recommended for approval subject to conditions.

### **RECOMMENDATION**

**APPROVE** subject to the following conditions:

- 1. In accordance with Outline**
- 2. Development in accordance with approved plans**
- 3. Prior submission of a tree retention plan**
- 4. Prior submission of a Method Statement/Construction Specification (turning head and footpath adjacent to Plot 15)**
- 5. Landscaping (details)**
- 6. Landscaping (Implementation)**
- 7. Obscure glazing (Plot 1 – First-floor rear elevation and all plots first-floor side windows with the exception of the dwelling on plot 1)**
- 8. Prior submission of bin storage details**
- 9. Prior submission of a risk assessment and method statement (RAMS)**
- 10. The prior submission of acoustic fence details**
- 11. The prior submission of scaffolding details**
- 12. The prior submission of a method and risk assessment for any vibro-impact works on the site**

**13. The prior submission of ground levels, earthworks and excavations.**

**In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Planning (Regulation) has delegated authority to do so in consultation with the Chairman of the Southern Planning Committee, provided that the changes do not exceed the substantive nature of the Committee's decision.**

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