

**ROYAL BOROUGH OF WINDSOR & MAIDENHEAD
PLANNING COMMITTEE**

MAIDENHEAD DEVELOPMENT CONTROL PANEL

8 June 2016

Item: 2

Application No.:	16/00325/OUT
Location:	Oakland And Donne Mede Harvest Hill Road Maidenhead
Proposal:	Outline application (access, layout and scale) with some matters reserved for the construction of three detached and two semi-detached dwellings following the demolition of two existing dwellings (Oakland and Donne Mede)
Applicant:	Amberleigh Homes
Agent:	Mr Paul Dickinson
Parish/Ward:	Bray Parish
If you have a question about this report, please contact: Antonia Liu on 01628 796697 or at antonia.liu@rbwm.gov.uk	

1. SUMMARY

- 1.1 This item was deferred at the last Development Control Panel meeting to allow a members site visit to take place. The previous report is as detailed below with the previous panel update report included for completeness.
- 1.2 Outline permission is sought for the construction of 5 dwellings. The three tier form of development is out of keeping with the wider character of the area, while the increase in density and scale would increase urbanisation at this edge, but the resultant harm to local character and openness is not considered to outweigh the clear benefit of the gain in housing. The height and form of the houses have also been designed to minimise bulk and mass at this interface and there is sufficient space for appropriate landscaping to soften the appearance of the built form to improve the transition from the green openness of the Green Belt and the suburban character of the settlement.
- 1.3 The impact on neighbouring amenity is considered to be acceptable. The visual intrusion is not considered to significantly and demonstratively outweigh the benefit of the gain in housing and there would be no unreasonable loss of overlooking or loss of light.
- 1.4 The widening of the access to allow for a width of 4.8 for the first 10m in order to allow two cars to pass safely would result in an incursion into the Root Protection Area of the TPO Oak at this entrance as the incursion is minor (approximately 1-2%) and this is considered acceptable. Acceptable visibility can be achieved at the access in the interest of highway safety.
- 1.5 A general phase 1 ecology assessment has been carried out. Comments from the Council's Ecologist are still pending, therefore a. Any comments received shall be reported in an update

It is recommended the Panel authorises the Borough Planning Manager:	
1.	To grant planning permission subject to an up-to-date ecological appraisal with details and approval of suitable mitigation strategy where appropriate; and with the conditions listed in Section 10 of the main report.
2.	To refuse planning permission if an acceptable up-to-date ecological appraisal has not been received by 08.08.2016, as it has not been demonstrated that the development would not harm protected species.

2. REASON FOR PANEL DETERMINATION

- The Council's Constitution does not give the Borough Planning Manager delegated powers to determine the application in the way recommended as it is for more than 2 dwellings; such

decisions can only be made by the Panel.

3. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

- 3.1 This site lies on the southern side of Harvest Hill Road and the edge of the settlement boundary and Green Belt boundary is sited to the west and south of the site. The site is rectangular in shape and is currently occupied by 2 bungalows sited in a tandem. To the east of the site lies a cul-de-sac of bungalows on Orchard Close, with the surrounding larger context of development consisting of detached houses. To the west of the site lies Grove House. The land gradually rises upwards from the north-east to south-west with Oaklands and Donne Mede sited approximately 0.5m to 1.5m higher than Orchard Close. To the rear of the site lies the Green Belt and open countryside.

4. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

Ref.	Description	Decision and Date
13/03669/OUT	Outline application (with appearance, landscaping and scale reserved) for the construction of 2 detached dwellings and car ports following the demolition of Donne Mede.	Approved – 19.05.2014

- 4.1 The application seeks outline planning permission for the demolition of the existing houses at Oakland and Donne Mede and the construction of 3 x 4-bed detached houses and 2 semi-detached houses, forming 1 x 3-bed house and 1 x 4-bed house. The application is outline with the matters of access, layout and scale put forward for determination with appearance and landscaping all reserved for future consideration.
- 4.2 During the course of this application, revised plans were submitted to address highway and character concerns which included widening the mouth of the entrance and relocation of planting along the south-west boundary.

5. MAIN RELEVANT STRATEGIES AND POLICIES RELEVANT TO THE DECISION

- 5.1 National Planning Policy Framework, Sections 6 and 7

Royal Borough Local Plan

- 5.2 The main strategic planning considerations applying to the site and the associated policies are:

	Within settlement area	Protected Trees	Highways/Parking issues
Local Plan	DG1, H10, H11	N6	T5, T7, P4

- 5.3 Supplementary planning documents adopted by the Council relevant to the proposal are:

- Sustainable Design and Construction
- Planning for an Ageing Population

More information on these documents can be found at:
http://www.rbwm.gov.uk/web/pp_supplementary_planning.htm

Other Local Strategies or Publications

- 5.4 Other Strategies or publications relevant to the proposal are:

- RBWM Parking Strategy - view at:
http://www.rbwm.gov.uk/web_pp_supplementary_planning.htm

6. EXPLANATION OF RECOMMENDATION

6.1 The key issues for consideration are:

- i Principle of Development;
- ii Impact on neighbouring amenity;
- iii Highway and parking issues;
- iv Other material considerations;

Principle of Development

6.2 The surrounding character of the area generally comprises detached bungalows and houses fronting onto the road, set in medium to large plots and set back from the road with front gardens. The site also abuts the Green Belt. Given this context, effort must be made to assimilate the development successfully with its verdant surroundings and to ensure that the interface with the open land in the Green Belt and the development would be acceptable.

6.3 In this case the three tier layout and small sized plots are uncharacteristic of the area although it is considered that the resultant harm is mitigated by the contained site which could tolerate the difference in character. The access road running along the southwest boundary is as existing. Two storey houses are not considered to be out of keeping with the wider locality. The house on plot 1 would be set back approximately 22m from the site frontage with Harvest Hill and so the development is not considered to significantly impact on the streetscene. The proposed houses on plot 4 and 5 would extend further back into the site than the neighbouring bungalows, but this break in the building line is not read from Harvest Hill. This rearward siting of plot 4 and 5 would introduce built form closer to the edge of settlement than the existing development, while the increase in density would increase urbanisation at this edge, but the harm to the openness of the adjacent Green Belt is not considered to outweigh the benefit of the gain in housing (para. 6.17). The height of the houses has also been limited to approximately 7 to 7.5m, taking into account the changes in ground levels, to minimise bulk and mass at this interface. Details of all finished slab levels in relation to ground level (against OD Newlyn) can be secured by condition 3. It is also considered there is sufficient space for appropriate landscaping to soften the appearance of the built form to improve the transition from the green openness of the Green Belt and the suburban character of the settlement.

Impact on Neighbouring Amenity

6.4 The development's impact on Grove House is not considered to be unduly harmful in terms of loss of light or visual overbearing given the scale of the houses and separation distance. In terms of privacy the garden at Grove House is significantly screened by a row of trees, which are protected by TPO. The main impact will be on the three properties to the north-east that abut the site at no. 6, 7 and 8 Orchard Close.

Impact from Plot 4 and Parking Area

6.5 Plot 4 of the proposed scheme would be sited so that the front elevation would be at an approximate 50 degree angle from the rear elevation of no. 6 Orchard Close at a distance of approximately 14m. This degree of separation and oblique relationship is such that the proposed house on plot 4 would not unacceptably compromise levels light or outlook for this dwelling. Given the westward rise in ground level, which means the houses would be sited higher than those on Orchard Close and the siting and height of the houses the proposed house on plot 4 would have some visual presence when viewed from the garden. However, the visual intrusion is not considered to significantly and demonstratively outweigh the benefit of the gain in housing (para. 6.17). No windows have been proposed on the north-east elevation and so there would be no direct overlooking into their main garden. Condition 5 would ensure no first floor windows are inserted in the future. There would be new views from the front elevation of the proposed house on plot 4, but these would be at a distance, oblique and the closest first floor window would serve

a non-habitable room (a bathroom). Obscured and non-openable glazing with the exception of an opening toplight that is a minimum of 1.7m above the finished internal floor level for this window can be secured by condition 6. Proposed parking and a turning area would abut the shared boundary, but the main garden area for 6 Orchard Close is located to the north-west and so the proposal is not considered to unreasonably harm the amenity of the occupants through noise and disturbance.

Impact from Plot 3

- 6.6 In relation to plot 3, the house would be sited at an angle of approximately 70 degrees and offset by approximately 11m with no. 6 Orchard Close and aligned approximately 90 degrees with no. 7 Orchard Close and offset by approximately 21m. This spatial relationship, together with the scale and form of the proposed house is not considered to result in an unacceptable impact on levels of light or outlook for these neighbouring dwellings. No windows have been proposed on the north-east elevation and so there will be no direct overlooking, and this can be controlled by condition 5. Front and rear windows of the house on plot 3 would introduce new views into the garden at 6 and 7 Orchard Close, but these would be at a distance and oblique. A condition requiring obscure and fixed glazing can be secured by condition 6.

Impact from Plot 1

- 6.7 There would be a back -to-back separation distance of over 22m between 8 Orchard Close and the proposed house on plot 1, which is considered sufficient to mitigate any unreasonable loss of light, visual intrusion or privacy to habitable rooms as a result of the proposal. In terms of impact on amenity space, the offset from the shared boundary together with the proposed form, incorporating a stepped elevation, hipped roof and height, is considered to sufficiently mitigate any unreasonable visual intrusion. Two first floor windows are proposed on the north-east elevation but these would serve non-habitable rooms (bathrooms). Obscured and non-openable glazed where necessary can be secured by condition 6.

Noise and Disturbance

- 6.8 Concerns have been raised over noise and disturbance from the increase in traffic to and from the site. Given the scale of the development, the proposal is likely to generate between 22 – 33 additional vehicle movements per day. Given this increase it is not considered to generate significant noise and disturbances as a result. Overall, the proposal is considered to be acceptable in terms of neighbouring amenity, in accordance with the NPPF and Local Plan policy H11.

Highway and Parking Issues

- 6.9 Harvest Hill Road is a Classified Un-numbered (C8754) adopted highway. Harvest Hill Road in the vicinity of the site has a carriageway width of 6.4m with a 1.5m verge nearside (the existing footway on the southern side of the road terminating at Orchard Close to the east). On the opposite side of Harvest Hill Road there is a steep bank wide grass verge providing access up to a 1.5m wide footway via a series of steps.

Access

- 6.10 Concerns have been raised by local residents over highway safety, in particular from an increase in vehicles entering and exiting the site from Harvest Hill Road. The development is likely to generate between 22 – 33 additional vehicle movements per day. However, the revised site plan demonstrates that satisfactory visibility splays of 2.4m by 95m to the west and 2.4m by 120m to the east can be achieved for this section of Harvest Hill Road. This can be secured by condition 11.
- 6.11 The existing access arrangement is currently substandard to allow for the two-way flow of vehicles and therefore, is unsuitable to accommodate the additional traffic that would be generated by the development. A revised site plan, ref: 2230-PL-101 Rev D, shows an increase in access width to 4.8 for the first 10m, which allows 2 cars to pass safely. This is considered to be acceptable. The impact on TPO trees is assessed in paragraph 6.18.

Footway

- 6.12 Concerns were raised over the lack of provision for pedestrians on the south side of the road. However, there are steps opposite the access which provide access to connected footway on the north side of Harvest Hill. As such, the benefit of providing an additional footpath on the south side of the road is considered to be limited. The provision of funds for the Council (as local highway authority) to undertake any such future works is also not considered to fairly relate to the scale of development and would therefore not accord with CIL tests.
- 6.13 In respect of the streetscene, the provision of a footpath would result in the loss of the existing hedge that fronts onto Harvest Hill, which is considered to positively contribute to character of Harvest Hill. The harm to the streetscene as a result of the footpath from the additional hardstanding and loss of greenery is considered to outweigh the limited benefits in respect of highway safety given the existing footpath to the north of the road.

Parking

- 6.14 In relation to parking the proposed development comprising 1 x 3 bed and 4 x 4 bed dwellings with a total of 14 car parking spaces would fully comply with the Council's current parking standards, and can be secured by condition 10. 1.2m high railings for plots 1 and 2, which were originally proposed and which would have impeded visibility have been subsequently removed from the proposal. Each dwelling would also have sufficient cycle parking/storage space, which can be secured by condition 12.

Refuse and Servicing

- 6.15 A bin collection point can be provided within 22m of Harvest Hill Road and can be secured by condition 13. The proposed development would also generate demand for other service vehicles such as home deliveries (internet shopping has increased demand for such deliveries) and drawing no 2230-PL-109 shows that a turning circle in respect of on-site turning for home delivery vehicles can be achieved.
- 6.16 For these reasons the proposal is considered to be acceptable in respect of highways and parking, in accordance with Local Plan policies T5, T7 and P4.

Other Material Considerations

Housing Supply

- 6.17 Paragraphs 7 and 14 of the National Planning Policy Framework (NPPF) set out that there will be a presumption in favour of Sustainable Development. Paragraph 49 of the NPPF states that applications for new homes should be considered in the context of the presumption in favour of sustainable development, and that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites. The Borough Council cannot demonstrate a 5 year housing land supply. It is acknowledged that this scheme would make a contribution to the Borough's housing stock and it is the view of the Local Planning Authority that the adverse impact of the scheme would not significantly and demonstrably outweigh the benefits of the development.

Trees

- 6.18 A TPO covers the south-western boundary of the site and an English Oak and Common Yew at the entrance of the site at the northern section of the site. Alterations are proposed to widen the first 10m of the access to a width of 4.8m to allow two cars to pass. The incursion of the existing access into the root protection area of the trees is approximately 30%. While British Standards advises 20% as an acceptable incursion the existing situation is a material consideration. The increase in incursion would be approximately 1-2% as a result of the access widening which, on balance, is considered marginal and therefore acceptable in this instance. There are no alterations to the access road which runs along the south-west boundary of the site and therefore the trees on the south-southwest boundary will not be affected.

Ecology

- 6.19 A general phase 1 ecology assessment has been carried out. Comments from the Council's Ecologist are still pending. Any comments received shall be reported in an update.

Archaeology

- 6.20 The site falls within an area of high archaeological potential. The footprints of the proposed new dwellings appear to lie on undisturbed ground, but subject to condition 14 relating to a programme of archaeological work in order to mitigate the impacts of the development there are no objections.

7. ASSOCIATED INFRASTRUCTURE IMPROVEMENTS

- 7.1 The Community Infrastructure Levy Regulations 2010 (CIL Regulations) which came in force on the 6 April 2015, allows the Council to raise funds from developers undertaking new building projects in the borough to support and fund new infrastructure that the Council and local communities may require. Planning obligations may still be sought to mitigate local impact if they are still necessary to make the development acceptable in planning terms if directly related to the development and if fairly related to the scale and kind of the development. In this case, there are no relevant projects made necessary by the development.

8. CONSULTATIONS CARRIED OUT

Comments from interested parties

9 occupiers were notified directly of the application and the planning officer posted a statutory notice advertising the application at the site on 15 February 2016.

4 letters were received objecting to the application, summarised as:

Comment	Where in the report this is considered
1. The drop in ground level from the site to Orchard Close is 1-2m. The proposed ridge heights would therefore be visually intrusive and overbearing to Orchard Close.	Para. 6.5.
2. Increase in noise and disturbance on living conditions of neighbours from increase in traffic to the site. The parking area located adjacent to the boundary with 6 Orchard Close would increase noise, light pollution and disturbance to this property.	Para. 6.5.
3. Safety issues arising from the increased vehicles and pedestrian access into Harvest Hill Road which is already a busy road and where there is a history of traffic accidents / near misses.	Para. 6.10-6.14.
4. Siting of proposed house would result in loss of privacy.	Para. 6.5-6.7.

Other consultees and organisations

Consultee	Comment	Where in the report this is considered
Berkshire Archaeology	No objection subject to a condition to secure and implement a programme of archaeological work in order to mitigate the impacts of development.	Para. 6.7 and condition 14.
Environmental Protection	No objections or conditions.	Noted and agreed.

Local Highway Authority	<p>A number of revised drawings were submitted, in order to address the highway concerns, which were raised. The latest plans demonstrate available visibility splays of 2.4m by 95m to the west and 2.4m by 120m to the east, an acceptable turning circle and widened vehicle access which is acceptable from the highway aspect.</p> <p>With regard to any footway extension to Orchard Road, it is accepted that the applicant does not have sufficient land under its control to physically provide a continuous footway at this time. As a way forward it has been suggested that the applicant makes funding provision available (through a separate legal agreement or CIL) for the Council (as local highway authority) to undertake any such future works at a later date.</p>	Para. 6.10-6.14 and conditions 8-13.
Ecology Officer	<p>The submitted Phase 1 habitat survey was undertaken in 2013 by the applicant's ecologist and a re-inspection survey for bats of the buildings and trees has not been provided. It is recommended that an up-to-date ecological appraisal is undertaken prior to the determination of this application to ensure compliance under Regulation 53 (9) (b) of the Conservation of Habitats and Species Regulations 2010 with regards to protected species and in line with National policy and standing advice.</p> <p>The vegetation (hedges, shrubs and trees) and out buildings on site were recorded as having the potential to support breeding birds. Building demolition and tree, shrub and hedgerow removal should be undertaken outside the breeding bird season (which spans from March to August inclusive) or else undertaking vegetation clearance immediately subsequent to checks by a qualified ecologist. It is recommended that this secured by a suitably worded condition.</p> <p>The ecology report submitted as part of this application makes recommendations for biodiversity enhancements including installation of bird and bat boxes within the new development. It is recommended that this secured by a suitably worded condition.</p>	<p>Noted, condition 20 in Section 10.</p> <p>Noted, condition 21 in Section 10.</p>
Parish Council	Recommended for approval with the consideration that Highways be asked to look at the safe entering and exiting of the estate with a potential reduction of the speed limit on Harvest Hill Road to 30mph.	Para. 6.10-6.14 and conditions 8 and 11.

9. APPENDICES TO THIS REPORT

- Appendix A – Site Location Plan
- Appendix B – Proposed Layout
- Appendix C – Street Scenes

This recommendation is made following careful consideration of all the issues raised through the application process and thorough discussion with the applicants. The Case Officer has sought solutions to these issues where possible to secure a development that improves the economic, social and environmental conditions of the area, in accordance with NPFF.

In this case the issues have been successfully resolved.

10. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED

1. An application for the approval of the reserved matters shall be made to the Local Planning Authority within three years of the date of this permission
Reason: To accord with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended).
2. No development shall take place until samples of the materials to be used on the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.
Reason: In the interests of the visual amenities of the area. Relevant Policy DG1, H10, H11
3. No development shall commence until details of all finished slab levels in relation to ground level (against OD Newlyn) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.
Reason: In the interest of the visual amenities of the area. Relevant Policy Local Plan DG1.
4. Irrespective of the provisions of Classes A, B and E of part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no enlargement, improvement or any other alteration (including the erection of any ancillary building within the curtilage) of or to any dwelling house the subject of this permission shall be carried out without planning permission having first been obtained from the Local Planning Authority.
Reason: The prominence of the site requires strict control over the form of any additional development which may be proposed. Relevant Policies - Local Plan H11, DG1.
5. No further window(s) shall be inserted at first floor level in the north-east and south-west elevation(s) of the houses hereby approved without the prior written approval of the Local Planning Authority.
Reason: To prevent overlooking and loss of privacy to neighbouring occupiers. Relevant Policies - Local Plan H11.
6. The first floor window(s) in the north-east elevation(s), in the north-west facing elevations(s) within 7 metres of the boundary with Orchard Close, and in the south-east facing elevation(s) of the house on plot 3 within 7 metres of the boundary with Orchard Close shall be of a permanently fixed, non-opening design, with the exception of an opening toplight that is a minimum of 1.7m above the finished internal floor level, and fitted with obscure glass and the window shall not be altered without the prior written approval of the Local Planning Authority.
Reason: To prevent overlooking and loss of privacy to neighbouring occupiers. Relevant Policies - Local Plan H14 and DG1.
7. No dwelling shall be occupied until details of the location of a water butt of at least 120L internal capacity to be installed to intercept rainwater draining from the roof of each dwelling has been submitted to and approved in writing by the Local Planning Authority and subsequently provided at each dwelling. The approved facilities shall be retained.
Reason: To reduce the risk of flooding and demand for water, increase the level of sustainability of the development and to comply with Requirement 4 of the Royal Borough of Windsor & Maidenhead Sustainable Design & Construction Supplementary Planning Document.
8. No part of the development shall be occupied until the access has been constructed in accordance with the approved drawing 2230-PL-101 Rev.D. The access shall thereafter be retained.
Reason: In the interests of highway safety and the free flow of traffic. Relevant Policies - Local Plan T5, DG1.
9. Prior to the commencement of any works of demolition or construction a management plan showing how demolition and construction traffic, (including cranes), materials storage, facilities for operatives and vehicle parking and manoeuvring will be accommodated during the works period shall be submitted to and approved in writing by the Local Planning Authority. The plan

shall be implemented as approved and maintained for the duration of the works or as may be agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and the free flow of traffic. Relevant Policies - Local Plan T5.

10. No part of the development shall be occupied until vehicle parking and turning space has been provided, surfaced and marked out in accordance with the approved drawing 2230-PL-109. The space approved shall be kept available for parking and turning in association with the development.
Reason: To ensure that the development is provided with adequate parking facilities in order to reduce the likelihood of roadside parking which could be detrimental to the free flow of traffic and to highway safety, and to facilitate vehicles entering and leaving the highway in forward gear. Relevant Policies - Local Plan P4, DG1.
11. No part of the development shall be commenced until visibility splays (shown to each tangent point) have been provided at 2.4m x 95m to the west by 2.4m x 120m to the east. All dimensions are to be measured along the edge of the driveway and the back of footway from their point of intersection. The areas within these splays shall be kept free of all obstructions to visibility over a height of 0.6 metres above carriageway level.
Reason: In the interests of highway safety. Relevant Policies - Local Plan T5.
12. No part of the development shall be occupied until covered and secure cycle parking facilities have been provided in accordance with the approved drawing. These facilities shall thereafter be kept available for the parking of cycles in association with the development at all times.
Reason: To ensure that the development is provided with adequate cycle parking facilities in order to encourage the use of alternative modes of transport. Relevant Policies - Local Plan T7, DG1.
13. No part of the development shall be occupied until the refuse bin storage area and recycling facilities have been provided in accordance with the approved drawing. These facilities shall be kept available for use in association with the development at all times.
Reason: To ensure that the development is provided with adequate facilities that allow it to be serviced in a manner which would not adversely affect the free flow of traffic and highway safety and to ensure the sustainability of the development. Relevant Policies - Local Plan T5, DG1.
14. Prior to the submission of reserved matters or any detailed planning applications, the applicant, or their agents or successors in title, will secure and implement a programme of archaeological work (which may comprise one or more phases of work), in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the planning authority.
Reason: The site lies within an area of archaeological potential, specifically within an area where significant prehistoric remains are known and recorded. The Condition will ensure the satisfactory mitigation of any impacts upon buried archaeological remains in accordance with national and local planning policy.
15. No development shall take place until full details of both hard and soft landscape works, have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved within the first planting season following the substantial completion of the development and retained in accordance with the approved details. If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity, unless the Local Planning Authority gives its prior written consent to any variation.
Reason: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area. Relevant Policies - Local Plan DG1.
16. Prior to the commencement of development a landscape management plan including long-term design objectives, management responsibilities and maintenance schedules for a minimum period of 5 years shall be submitted to and approved in writing by the Local Planning Authority. The plan shall cover any areas of existing landscaping, including woodlands, and all areas of

proposed landscaping other than private domestic gardens.

Reason: To ensure the long term management of the landscaped setting of the development and to ensure it contributes positively to the visual amenities of the area. Relevant Policies - Local Plan DG1.

17. No development shall commence until details of the siting and design of all walls, fencing or any other means of enclosure (including any retaining walls) have been submitted to and approved in writing by the Local Planning Authority. Such walls, fencing or other means of enclosure as may be approved shall be erected before first occupation of the development unless the prior written approval of the Local Planning Authority to any variation has been obtained.
Reason: To ensure the satisfactory resultant appearance and standard of amenity of the site and the surrounding area. Relevant Policy - Local Plan DG1.
18. Prior to any equipment, machinery or materials being brought onto the site, details of the measures to protect, during construction, the trees shown to be retained on the approved plan, shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented in full prior to any equipment, machinery or materials being brought onto the site, and thereafter maintained until the completion of all construction work and all equipment, machinery and surplus materials have been permanently removed from the site. These measures shall include fencing in accordance with British Standard 5837. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the prior written approval of the Local Planning Authority.
Reason: To protect trees which contribute to the visual amenities of the site and surrounding area. Relevant Policies - Local Plan DG1, N6.
19. The reserved matters shall consist of 4 x 4-bed and 1 x 3-bed house.
Reason: To ensure that adequate on site parking is provided and the required amount of developer contributions is sought. Relevant Policy - Local Plan DG1, H10, P4 and IMP1.
20. No building demolition, or tree, shrub and hedgerow removal should be undertaken inside the breeding bird season (March to August inclusive) or such works to be undertaken immediately following inspection by a qualified ecologist.
Reason: Reason: To provide for the protection of wildlife at the site. National policy: NPPF 118.
21. No development shall commence until full details of biodiversity enhancements have been submitted to and approved in writing by the council. Biodiversity enhancements shall include but not be limited to details of nest boxes and bat boxes, schedule of native species planting and provision of log piles. The biodiversity enhancements shall be implemented as approved and retained thereafter.
Reason: Reason: To accord with paragraph 109 of the NPPF.
22. The development hereby permitted shall be carried out in accordance with the approved plans listed below.
Reason: To ensure that the development is carried out in accordance with the approved particulars and plans.