

## REPORT SUMMARY

<b>REFERENCE NO - 16/506490/FULL</b>		
<b>APPLICATION PROPOSAL</b> Erection of 4 no. one bedroom single storey dwellings on residential garden land.		
<b>ADDRESS</b> 37 - 39 West Street Harrietsham Kent ME17 1HX		
<b>RECOMMENDATION</b> GRANT PLANNING PERMISSION - Subject to planning conditions		
<b>SUMMARY OF REASONS FOR RECOMMENDATION</b> <p>The proposed development complies with the policies of the Maidstone Borough-Wide Local Plan 2000, the Submission Version of the Maidstone Borough Local Plan, and the National Planning Policy Framework and there are no overriding material considerations to indicate a refusal of planning permission</p>		
<b>REASON FOR REFERRAL TO COMMITTEE</b> <p>Harrietsham Parish Council requested that the application be determined by the planning committee if the case officer was minded to recommend approval.</p>		
<b>WARD</b> Harrietsham And Lenham	<b>PARISH/TOWN COUNCIL</b> Harrietsham	<b>APPLICANT</b> Fairclough Residential <b>AGENT</b> Lloyd Hunt Associates
<b>DECISION DUE DATE</b> 11/10/16	<b>PUBLICITY EXPIRY DATE</b> 16/09/16	<b>OFFICER SITE VISIT DATE</b> 20/05/2017
<b>RELEVANT PLANNING HISTORY (including appeals and history on adjoining sites):</b> <p>MA/08/1091 Demolition of existing bakery and erection of 3 (no) two bed houses and 5 (no) three bed houses in two terrace blocks with ancillary car parking and private gardens with vehicular access from West Street and Forge Meadows.</p>		

## MAIN REPORT

### 1.0 DESCRIPTION OF SITE

- 1.01 The application site is a rectangular shaped plot taken from the rear gardens of no's 37-39 West Street, with a site frontage on to Forge Meadow. Whilst it appears to be unused with no crossover provided on to Forge Meadow a single storey garage building is located at the end of the garden of 37 West Street. A gate provides access from Forge Meadow to Bakers Yard which is a private street. For the purposes of the adopted Local Plan, the application site is within the defined village boundary of Harrietsham.
- 1.02 The site measures 24 metres in length from what will be the relocated rear boundaries of the properties at 37-39 West Street to the corner of the junction of Forge Meadow and Bakers Yard. The site has a depth of 12 metres (width of the two gardens). The red line application site boundary covers a total area of 0.05 hectares, including the area proposed for car parking.
- 1.03 The western boundary of the main part of the site currently has a two metre high hedge which screens it from view from Forge Meadow. There is a close boarded fence running along the eastern boundary, which separates the site from the rear

garden of no.41 West Street, with Bakers Yard to the south. The retained gardens of the properties at 37 and 39 West Street are approximately 10.5 metres in length measured from the existing rear elevation wall to the newly formed boundary with the application site. There are four fir trees currently on the site.

- 1.04 The character of Forge Meadow varies in terms of the design, appearance and size of residential properties. The general pattern of development within the vicinity of the site comprises semi-detached and terraced properties with amenity space to the front and rear. A pair of semi-detached single storey dwellings is located immediately to the west of the application site. The ground level on the application site is generally flat.
- 1.05 To the west of the frontage of the application site across Forge Meadow is a private off street car park with 6 parking spaces. The car park is used in connection with two pairs of semi-detached bungalows dwellings located opposite the site frontage in Forge Meadow. The stretch of road kerb along the frontage of the site in Forge Meadow is currently used as car parking by residents with vehicles straddling the pavement kerb. Listed buildings (all grade II) are located at 27 West Street (55 metres to the north west) 30 and 32 West Street (61 metres to the north east) and The Roebuck, West Street (76 metres to the east).

## **2.0 PROPOSAL**

- 2.01 The application seeks planning permission for the erection of four, one bedroom single storey dwellings, set within a short terrace fronting Forge Meadow. The terrace block running north to south would have a height of 4.9 metres from the natural ground level to the highest part of the roof, with the roof eaves at a height of 2.3 metres. The development has a residential site density of 75 dwellings per hectare.
- 2.02 The new building would provide a gap of between 0.1 and 0.6 metres along the relocated boundary with the rear gardens of the properties at 37 and 39 West Street. The western boundary of the site to Forge Meadow is formed by new hedging as a reference to the existing hedging on this boundary that will be removed. The existing four fir trees would also be removed from the site.
- 2.03 The proposed 4 dwellings would provide internal floor space of between 44 to 45 square metres. The proposed dwellings have external amenity space in the form of patio gardens to the rear.
- 2.04 The application includes the provision of six car parking spaces. These include two spaces sited immediately to the south of the site in the location of the existing garage. A further two spaces are within the parking court at Bakers Yard which is in the applicant's ownership and included within the red line application site boundary.
- 2.05 The applicant also proposes highways works to provide a new layby adjacent to the Forge Meadow site frontage to accommodate a further 2 car parking spaces. This layby replaces the traffic management bollards that were originally proposed as part of this application along the kerb in Forge Meadow.

## **3.0 PLANNING CONSTRAINTS**

- 3.01 It is noted that the application site is not located in an area of planning constraints or restrictions.

#### 4.0 POLICY AND OTHER CONSIDERATIONS

- The National Planning Policy Framework (NPPF)
  - National Planning Practice Guidance (NPPG)
  - Maidstone Borough-Wide Local Plan ENV6 and H27
  - Maidstone Borough Local Plan (submission draft 2016) (see below)
  - Supplementary Planning Documents:
- 4.01 Paragraph 216 of the NPPF states that from the day of publication, decision-takers may give weight to relevant policies in emerging plans. The weight to be attached is relative to the following factors:
- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
  - The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
  - The degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).
- 4.02 A schedule of proposed main modifications to the submission version of the Local Plan were discussed at Local Plan Examination Hearings on 1 December 2016 and 24 January 2017. On both occasions the Inspector went through the schedule of proposed main modifications in detail, indicating where he required adjustments to specific wording and content.
- 4.03 The proposed main modifications constitute the full list of changes which the Inspector thinks at this stage will be needed for him to be able to find the Plan sound. The proposed main modifications are published for public consultation between 31 March and the 19 May without prejudice to the Inspectors final conclusions on the Plan.
- 4.04 In relation to paragraph 216 of the NPPF the Regulation 19 version of the Local Plan already carries significant weight in the determination of planning applications. Whilst the volume and nature of the objections there may be and what the Inspector may recommend in response is not known at this stage, the publication of the proposed main modifications represents a further advancement in the Plan preparation process.
- 4.05 As consistency with national guidance is one of the tests of soundness, it is reasonable to assume that the Inspector considers, at this stage, the proposed main modifications to be consistent with the NPPF. The policies which are subject to proposed main modifications have therefore reached an advanced stage but they could be subject to some change as a result of the current consultation. In these circumstances it is considered reasonable to apply significant weight to the proposed main modifications at this point.
- 4.06 The policies which do not have proposed main modifications are not subject to further public consultation. The implication is that the Inspector does not consider that changes are required to these policies for soundness. Whilst the position will not be certain until the Inspector issues his final report, a reasonable expectation is that these policies will progress unaltered into an adopted Local Plan. In these

circumstances, it is considered that approaching full weight can be afforded to these policies in the determination of planning applications.

- 4.07 The relevant policies are as follows (submission draft references given are subject to change as part of the published main modifications):

Policy SP5: Rural service centres;  
Policy DM1: Principles of good design;  
Policy DM2: Sustainable design;  
Policy DM3: Historic and natural environment;  
Policy DM7: External lighting;  
Policy DM11: Housing mix;  
Policy DM12: Density of housing development;  
Policy DM13: Affordable housing;  
Policy DM22: Open space and recreation;  
Policy DM23: Community facilities;  
Policy DM24: Sustainable transport;  
Policy DM25: Public transport;  
Policy DM27: Parking standards;  
Policy ID1: Infrastructure delivery.

- 4.08 In relation to the weighting set out in paragraphs 3.15 and 3.16 above, there are no major modifications proposed to policies SP5; DM1; DM2; DM22; DM23; DM25; DM27. Major modifications are proposed to policies DM3, DM7 DM11, DM12, DM13, DM24 and ID1. The final inspector's report is due at the end of July with adoption of the plan anticipated in mid September 2017.

## **5.0 LOCAL REPRESENTATIONS**

- 5.01 The owners/occupiers of dwellings at Forge Meadow, West Street and Bakers Yard were notified of this application by letter and a site notice displayed on West Street.
- 5.02 Representations were received from 21 neighbouring occupiers commenting on the application. 3 of the representations are in support of this proposal on grounds that the village has a shortage of one bedroom flats and the proposed provision would improve the availability of one bedroom flats for the elderly.
- 5.03 Objections have been raised to the proposal on grounds that residents of the area have difficulty finding parking and the proposed development would exacerbate the already unacceptable problem with parking.

## **6.0 CONSULTATIONS**

- 6.01 **The Environmental Health Officer.** No objection to this proposal
- 6.02 **KCC Highways and Transport:** Raises a number of concerns regarding parking provision at the site:
1. *I note the offer by the applicant to install low level bollards along the footway of Forge Meadow between the junction of Forge Meadow and West Street to Bakers Yard however the highway authority does not support bollards as a method of traffic management due to ongoing maintenance issues.*

2. *A total of four parking spaces are indicated on Drawing No. P.1.2345 on land adjacent to the development at two locations on Baker Yard. However it is not clear if these are allocated spaces or visitor parking.*
3. *The Design and Access Statement considers that the proposed dwellings will appeal to the "Elderly and Empty Nesters" and infers that vehicle ownership may be low. However, this may not be the case and provision should be made for car parking in accordance with IGN3 guidelines. For dwellings of this size and in this environmental context, I would expect an allocation of 4 parking spaces to be commensurate with a development of 3 no. dwellings.*
4. *The proposed location of two of the parking spaces is remote, especially for the elderly who may have impaired mobility. I also have reservations around the ability to retain these spaces in perpetuity. In summary, the proposal for 4 no. dwellings appears to be over ambitious to the detriment of parking. Should the applicant consider reducing the number of dwellings, in order to create a more convenient and improved car parking area, this highway authority would have no objection to the proposal.*

*KCC Highways comments on the proposed vehicle layby in Forge Meadow*

- The layby is presumably intended to provide additional unallocated visitor parking. It therefore assists in terms of ensuring overall compliance with IGN3 and the kerb realignment works could be secured via a S278.
- The drawing indicates that the layby will vary in width along its length so we would need to be satisfied that its dimensions are satisfactory in their entirety, and that it will be accommodated without narrowing the widths of the main carriageway and footways on Forge Meadow.

- 6.03 **Harrietsham Parish Council:** Wish to see the application refused and reported to Planning Committee for the following reasons;

*Although the application is listed as 37-39 West Street, the frontage of the proposed dwellings will in fact be in Forge Meadow. The Parish Council feels that a planning notice should have been posted up in Forge Meadow to ensure that affected residents are aware of the application. The proposed development will have adverse impacts on the amenities of the properties immediately adjacent to the site. The erection, in advance of the building line of neighbouring properties, is out of character and thereby detrimental to residential amenities.*

*Harrietsham Parish Council has concerns that the site access proposals are not acceptable and would lead to potential safety hazards. The proposed bollards could lead to vehicles overhanging the adopted highway to the detriment of other road users. Insufficient parking spaces will adversely affect the amenity of surrounding properties through roadside parking on this narrow road, which has a busy junction. This development will reduce in number the legitimate car parking in an already challenging area for existing residents. The Parish Council would request that the application be reported to the Planning Committee, if the Officer is of a mind to approve.*

## **7.0 BACKGROUND PAPERS AND PLANS**

- 7.01 The application is accompanied by the following plans and documents  
Drawing P.1.2345 Existing and proposed site location plans (received 16.08.2016 showing red line site boundary).

Drawing P.1.2345 Rev A Existing and proposed site location plans (received 24.10.2016 showing new layby).  
Drawing P.2.2345 Rev A Ground Floor Plan (received 24.10.2016)  
Drawing P.3.2345 Roof Plan and Elevations (received 16.08.2016)  
Design and Access Statement

## **8.0 APPRAISAL**

### **Principle of Development**

- 8.01 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that all planning applications must be determined in accordance with the Development Plan unless other material considerations indicate otherwise.
- 8.02 The application site is located within the village of Harrietsham, which is classed as a Rural Service Centre in the emerging development plan. Policy SP5 and SP6 of the emerging Maidstone Borough Local Plan and H27 of the Maidstone Borough-Wide Local Plan (2000) allow minor residential development within the defined Rural Service Centres in the Local Plan. The proposed 4 one bedroom dwellings, constitutes minor residential development within a Rural Service Centre, as designated in Policy SP5 of the emerging Maidstone Borough Local Plan and complies with requirements set out in the NPPF.
- 8.03 The application site is within the Harrietsham settlement boundary. Harrietsham as a rural service centre is second in the sustainable settlement hierarchy as set out in the emerging local plan. Harrietsham has a number of facilities including a school, train station, shop, post office, public house and doctor's surgery. Harrietsham is a highly sustainable location and as such it is considered more appropriate for higher density development in accordance with national policies in NPPF and relevant policies in the Local Plan.
- 8.04 Policy DM 12 of the emerging plan states that all new housing will be developed at a density that is consistent with achieving good design and does not compromise the distinctive character of the area in which it is situated. Policy DM12 states that development within the Maidstone Urban Area should be 45 to 170 dwellings per hectare; in the rural service centres a density of 30 dwellings per hectare is recommended.
- 8.05 The application site area is just over 0.05 hectares in area and the erection of 4 single storey one bedroom dwellings, equates to a density of 75 dwellings per hectare. The surrounding pattern of development is tight knit grain.
- 8.06 Whilst the proposed density is above the indicative minimum of 30 dwellings per hectare set out in emerging Plan, the density is considered acceptable with the location of the application site in a sustainable location and the character of the local area. Other aspects of the development such as the standard of accommodation are considered below.

### **Visual Impact**

- 8.07 The application site is made up by the rear gardens to no.37 and 39 West Street and as a result the proposed development would not be readily visible from any public view in West Street. Whilst fleeting glimpses of the proposed development may be possible between 35 and 37 West Street, the terrace block that would result from the development would not appear out of character or incongruous within the street.

- 8.08 The submitted drawings indicate that dwellings would have a height of approximately 4.9 metres, with an eaves height of 2.25 metres. This height is similar to the height of existing bungalows located opposite the site. The rear bedroom projection closest to nos.37 and 39 West Street would have a much lower ridge height of 3.8 metres. In the context of the existing dwellings within the street the proposed development would not be a dominant feature in the area and would assimilate well within the street.
- 8.09 Whilst the general pattern of development in the vicinity of the site is of buildings fronting West Street and Forge Meadow, there is built development present in the rear gardens of the properties fronting West Street, notably the residential development permitted under MA/08/1091. There are also buildings fronting Forge Meadow adjacent to the application site.
- 8.10 The proposed development would be sufficiently distant from the listed buildings on West Street (closest building is 55 metres away) to not impact on their setting. It is considered that should permission be granted, the new development would not appear out of context within the existing pattern of development. The development would not result in any significant visual impact that would cause harm to the character and appearance of the local area.
- 8.11 Harrietsham Parish Council has objected to the proposals on grounds that the development will be out of character as it will be in advance of the building line of neighbouring. Contrary to this, the proposed buildings are slightly behind the notional building line of nos. 1-8 Forge Meadow to the south and the side wall of no.37 West Street. It is concluded that the siting, scale and massing of the proposed development and its orientation is in keeping with the character of the area. The parish council have also objected to the proposal on the grounds of residential amenity and this is considered below.

### **Residential Amenity**

- 8.12 The proposed development consists of a single storey building with a pitched roof. The development is orientated to ensure that it would not result in overlooking or loss of privacy to the occupants of adjacent dwellings. All windows openings are orientated to the front elevation facing to the public street in Forge Meadow and as a result there are no significant issues in terms of overlooking or loss of privacy. Whilst bathrooms are not habitable rooms and do not require natural light sun pipes are proposed to the rear roof slope just beneath the ridge to provide natural day light to the bathrooms. A planning condition is recommended removing permitted development rights as this will provide control over any future roof extensions that could impact on amenity.
- 8.13 The separation distance (new flank to existing rear elevation) between the proposed development and dwellings at nos. 37 and 39 West Street would be approximately 10.5 metres. This is a generous distance and with no windows on the flank wall of the proposed building this separation distance will ensure no loss of outlook would arise. Looking east, the rear elevation of the application property would be sited approximately 13 metres away from the flank wall of the terrace block of dwellings within Bakers Yard. Whilst the development would result in a marginal enclosing impact on the rear garden of the neighbouring dwelling at no.41 West Street, it would not overlook this adjacent amenity space and the elevation is broken up by the proposed external amenity spaces.

- 8.14 The application site is of a sufficient size to provide adequate internal and external space for the proposed development, whilst retaining sufficient garden land for the adjacent dwellings at 37 and 39 West Street. The proposed rear patio garden would be just under 5 metres in width and between 3 to 3.5 metres in depth. It is considered that the development would provide adequate internal and external living space for future occupants.
- 8.15 With the scale, design and siting of the proposed development and the separation distance from neighbouring properties, the proposal is acceptable in relation to impact on the amenities of the occupiers of dwellings surrounding the site.

#### **Parking and highway safety**

- 8.16 Car parking standards are found within the SPG 'Kent Vehicle Parking Standards' (2006) and the 'Kent Design Guide Review: Interim Guidance Note 3 (IGN3)(2008) – Residential Parking'. This guidance recommends provision of 1.5 spaces for a new one or two bedroom house in a suburban edge, village or rural setting with in street visitor parking available at 0.2 spaces per unit.
- 8.17 Policy DM27 in the emerging plan states that car parking will take into account the type, size and mix of dwellings and secure an efficient and attractive layout of development whilst ensuring that appropriate provision for vehicle parking is integrated within it. The standards advise provision of 1.5 car parking spaces for each proposed 1 and 2 bedroom house. Policy DM27 advises that 0.2 visitor spaces should be provided per unit with the possibility of this being reduced where main provision is not allocated.
- 8.18 The proposed car parking spaces are provided in three groups. Two car parking spaces are located immediately to the south of the proposed terrace block in place of the existing garage. Whilst still within the application site, two spaces are located 45 metres to south east of the proposed building in the parking court of Bakers Yard.
- 8.19 The final two car parking spaces are provided in a new parking layby adjacent to the site frontage in Forge Meadow. A planning condition is recommended to ensure the layby car parking is provided prior to occupation of the new units and that all of the spaces are permanently retained.
- 8.20 The standard set out in Interim Guidance Note 3 and policy DM27 require the provision of 6 off street allocated car parking spaces and 0.8 on street visitor parking. The proposed development includes the provision of 6 car parking spaces, with 4 allocated off street spaces. The two car parking spaces in the layby will be unallocated and as a result can only be considered as visitor parking.
- 8.21 The site is in close proximity to the village centre, the main A20 (with good bus links) and the train station, therefore, the parking provision in this instance is considered to be sufficient the site is in a sustainable location with access to facilities without the use of a private car and where needed public transport alternatives to the use of the private car.
- 8.22 The proposal would generate a marginal increase in vehicular movement to and from the site. It is considered that these movements can be adequately accommodated on the road network without detriment to highway safety.



- 8.23 With the sustainable location of the site, absence of highway safety issues, off street parking in accordance with policy DM27 the proposal is considered acceptable in relation to parking, traffic and highway safety.

#### **Landscaping and trees**

- 8.24 Policy ENV6 of the Maidstone Borough-wide Local Plan emphasises the retention of existing trees, woodlands, hedgerows and other features which contributes to the character and quality of the area, whilst encouraging planting of trees and hedgerows as appropriate using native species.
- 8.25 The application seeks to replicate the existing 'greenery' along the western boundary of the site in Forge Meadow. This is achieved through provision of hedging 700 mm from the edge of the pavement along the front elevations of nos.2, 3 and 4, to soften the appearance of the development.
- 8.26 The hedging would be complemented by planting boxes beneath the kitchen windows of plots no.2, 3 and 4. The rear patio garden areas would be hard paved with gravel border beds, with soft landscaping in the form of plants in pots set upon the gravel beds.
- 8.27 The proposal will involve the removal of four trees on the application site. Whilst any loss of trees is regrettable, in this case the loss of the trees is considered acceptable on balance due to the average quality of the trees and the benefit of providing new residential accommodation.
- 8.28 In the context of the scale of the site and the location the proposed landscaping is considered adequate. Whilst it would be preferable to maintain the existing hedging, the constraints of the site make this unworkable. A planning condition is recommended to request further information on this landscaping such as spacing and species and to ensure that the landscaping is replaced if it dies within a period of 5 years at the site.

### **9.0 CONCLUSION**

- 9.01 The proposed development, compiles with the policies of the Development Plan (Maidstone Borough-Wide Local Plan 2000) and there are no unacceptable impacts on the character, appearance and visual amenity of the locality generally. The development does not result in any unacceptable impact on the amenities of surrounding occupiers. The proposals do not raise any overriding parking or highway safety issues.
- 9.02 In these circumstances, the proposal is acceptable with regard to the relevant provisions of the Development Plan, the NPPF and all other relevant material considerations. There are no overriding material considerations to indicate a refusal of planning permission and the recommendation is to approve planning permission.

### **10.0 RECOMMENDATION – GRANT PLANNING PERMISSION** - Subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission;

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

Drawing P.1.2345 Existing and proposed site location plans (received 16.08.2016 showing red line site boundary).

Drawing P.1.2345 Rev A Existing and proposed site location plans (received 24.10.2016 showing new layby).

Drawing P.2.2345 Rev A Ground Floor Plan (received 24.10.2016)

Drawing P.3.2345 Roof Plan and Elevations (received 16.08.2016)

Reason: To ensure the quality of the development is maintained and to prevent harm to the residential amenity of neighbouring occupiers

3. The development hereby approved shall not commence above slab level until, written details and samples of the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the local planning authority and the development shall be constructed using the approved materials.

The details of the material shall include sparrow boxes/bricks incorporated into the development.

Reason: To ensure a satisfactory appearance to the development and in the interest of biodiversity.

4. No additional windows, doors, voids or other openings shall be inserted, placed or formed at any time in the south, east or north facing walls of the building hereby permitted;

Reason: To prevent overlooking of adjoining properties and to safeguard the privacy of their occupiers.

5. The development hereby approved shall not commence until details of on-site facilities for the loading, unloading and turning of construction vehicles have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided as approved prior to the commencement of groundworks and shall be retained for the duration of the build works on site.

Reason: To ensure the construction of development does not result in highway safety. The information is required prior to commencement as any on site works has the potential to cause harm to highway safety.

6. The development hereby approved shall not commence above slab level until a landscape scheme designed in accordance with the principles of the Council's landscape character guidance has been submitted to and approved in writing by the local planning authority. The scheme shall provide details of on site replacement planting to mitigate any loss of amenity and biodiversity value together with the location of any habitat piles and include a planting specification, a programme of implementation and a 5 year management plan.

Reason: In the interests of landscape, visual impact and amenity of the area and to ensure a satisfactory appearance to the development.

7. The use or occupation of the development hereby permitted shall not commence until all planting, seeding and turfing specified in the approved plans has been completed. All such landscaping shall be carried out during the planting season (October to February). Any seeding or turfing which fails to establish or any trees or plants which, within five years from the first occupation of a property, commencement of use or adoption of land, die or become so seriously damaged or diseased that their long term amenity value has been adversely affected shall be replaced in the next planting season with plants of the same species and size as detailed in the approved landscape scheme unless the local planning authority gives written consent to any variation.

Reason: In the interests of landscape, visual impact and amenity of the area and to ensure a satisfactory appearance to the development

8. The development shall not be occupied until the parking spaces shown on the approved plans have been provided including the layby in Forge Meadow. They shall be kept available for the parking of vehicles connected to the occupiers of the approved development at all times and permanently retained as such thereafter.

Reason: In the interest of highway safety and the free flow of traffic.

9. Prior to the development proceeding above ground level details of how the vehicle layby in Forge Meadow is to be provided shall have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before first occupation of the dwellings hereby permitted and kept available for the parking of vehicles at all times and permanently retained as such thereafter.

Reason: In the interest of highway safety and the free flow of traffic.

10. Prior to occupation of the proposed units a minimum of two publicly accessible electric vehicle charging points shall be installed and ready for use and in accordance with details that have previously been submitted to and approved in writing by the local planning authority that includes a programme for installation, maintenance and management with the points retained thereafter and maintained in accordance with the approved details.

Reason: To promote the reduction of CO2 emissions through the use of low emissions vehicles in accordance with paragraph 35 of the NPPF.

11. Notwithstanding the provisions 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 development within Schedule 2, Part 1, Classes A, B, C, E and F to that Order shall be carried out without the permission of the Local Planning Authority;

Reason: In the interests of amenity

12. The development shall not commence above slab level until details of how decentralised and renewable or low-carbon sources of energy will be incorporated into the development hereby approved to provide at least 10% of total annual energy requirements of the development, have been submitted to and approved in writing by

the local planning authority. The approved details shall be installed prior to first occupation and maintained thereafter;

Reason: To ensure an energy efficient form of development. Details are required prior to commencements as these methods may impact or influence the overall appearance of development.

#### INFORMATIVES

- (1) The applicants attention is drawn to Sections 60 & 61 of the COPA 1974 and to the Associated British Standard COP BS 5228: 2009 for noise control on construction sites. Statutory requirements are laid down for control of noise during works of construction and demolition and you are advised to contact the EHM regarding noise control requirements.
- (2) The applicant is advised that clearance and burning of existing woodland or rubbish should seek to avoid nuisance from smoke etc. to nearby residential properties. Advice on minimising any potential nuisance is available from the EHM.
- (3) The applicant is advised that measures should seek to restrict that use of plant and machinery used for demolition and construction to between 0800 hours and 1900 hours on Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays and at no time on Sunday and Bank Holidays. It is advised to restrict vehicles arriving, departing, loading or unloading within the general site between the hours of 0800 hours and 1900 Mondays to Fridays and 0800 to 1300 hours on Saturdays and at no time on Sundays and Bank Holidays.

Case Officer: Francis Amekor

NB For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.