

APPLICATION REPORT – 21/00734/FUL

Validation Date: 10 June 2021

Ward: Chorley North And Astley

Type of Application: Full Planning

Proposal: Erection of two storey building comprising 8no. apartments with associated parking and infrastructure following demolition of existing building (resubmission of planning application ref: 19/00339/FULMAJ)

Location: 2 Oak Drive Chorley PR6 7BY

Case Officer: Chris Smith

Applicant: Mrs Judith Rhind

Agent: Mr Bob Margerison, Lmp Ltd

Consultation expiry: 2 August 2021

Decision due by: 10 September 2021 (Extension of time agreed)

RECOMMENDATION

1. It is recommended that planning permission is granted, subject to conditions.

SITE DESCRIPTION

2. The application site is located in the settlement area of Chorley and is occupied by a vacant building that has previously been granted planning permission to be used as a care home (ref: 87/00266/FUL). The site occupies a relatively secluded and concealed position towards the western end of Oak Drive.
3. The site bounds with detached dwellinghouses located on either side and with a dwellinghouse located to the south on Rowan Grove. To the north of Oak Drive is the A674 Millennium Way which is a well-used highway connecting Junction 8 of the M61 to the settlement area of Chorley. The application site is largely screened from this highway by mature and well-established foliage and trees that sit between the highway verge and Oak Drive. The immediate wider locality is predominantly residential in character.

DESCRIPTION OF PROPOSED DEVELOPMENT

4. The application seeks planning permission for the erection of a two storey building comprising 8no. single bedroom apartments along with associated curtilage, car parking, refuse and recycling space, cycle shelter and landscaping. There would be access to the proposed parking area from Oak Drive.
5. The proposed apartments would be split across two floors and would face towards Oak Drive to the north and dwellings located on Rowan Grove to the south. The proposed building would have a relatively standard modern appearance and would be faced in brick with a pitched roof over a rectangular footprint. In terms of layout it would occupy broadly the same footprint as the existing building, which would be demolished.

6. 14no. car parking spaces would be located to the front (north) elevation of the proposed building on both sides of Oak Drive. A bin store would be positioned to the side (west) of the building and a cycle store to the rear.
7. The application is a resubmission of planning application 19/00339/FULMAJ which sought planning permission for the erection of a two storey building comprising 10no. apartments with associated parking and infrastructure following demolition of existing building. Members will recall that application was refused contrary to officer recommendation at the committee meeting on 23rd March this year for the following reason:
 - the proposed building by reason of its size, scale and massing would result in over development of the site and would be out of character with surrounding development to the detriment of the appearance of the locality.

REPRESENTATIONS

8. 10no. representations have been received citing the following grounds of objection:
 - There is no material difference between this application to the previous one other than two fewer dwellings
 - Too many dwellings which would not be in keeping with the character of the area
 - There is no access for a turning circle and not enough space for emergency services
 - Lack of parking space
 - Traffic and highway safety
 - Loss of privacy
 - Loss of light
 - Development would be out of character with the area
 - Removal of trees
 - Too much traffic for the road surface to cope with
9. Councillor Adrian Lowe has commented that the proposed development is just an attempt to reduce the number of dwellings proposed by two and he objects on the basis that it would be inappropriate given that too many dwellings are proposed which would be out of character with the area which is a private cul-de-sac with two single dwellings. He also objects on the basis of the potential traffic and highways impacts and impacts on properties located at Rowan Grove.

CONSULTATIONS

10. Lancashire County Council Highway Services (LCC Highways) – Have no objections subject to conditions.
11. Greater Manchester Ecology Unit (GMEU) – Recommend conditions.
12. United Utilities (UU) – Recommend conditions.

PLANNING CONSIDERATIONS

Principle of the development

13. The National Planning Policy Framework (The Framework) states that housing applications should be considered in the context of the presumption in favour of sustainable development. This means that development proposals that accord with the development plan should be approved without delay.
14. The application site is located in the core settlement area of Chorley. The Core Strategy Policy 1 is concerned with locating growth and identifies Chorley Town as a Key Service Centre under criterion (b), where growth and investment should be concentrated.
15. The site is located within the core settlement area, under policy V2 of the Chorley Local Plan 2012 - 2026. Within the settlement boundary there is a presumption in favour of appropriate

sustainable development, subject to material planning considerations and other policies and proposals.

16. The principle of development is, therefore, considered to be acceptable subject to the material planning considerations detailed below.

Impact on the character and appearance of the locality

17. Policy BNE1 of the Chorley Local Plan 2012 - 2026 outlines the design criteria for new development, stating that a proposal should not have a significant detrimental impact on the streetscene by virtue of its density, siting, layout, building plot ratio, height, scale and massing, design, orientation, and use of materials.
18. The proposal involves the erection of a two storey rectangular building with a dual-pitched roof and flats accommodated over two floors. The proposed building would be of a traditional form with contemporary fenestration and a simple finish comprising red brick facing materials, anthracite grey UPVC windows and door frames and grey roof tiles.
19. Whilst there is a strong degree of uniformity with regards to building design, style and layouts within the residential housing estate to the south of the site, Oak Drive is a private unadopted road set apart from the adjacent housing estate, and not prominent within it. It contains several buildings and property types of varied design, size and scale meaning that there is no prevailing architectural context within the immediate locality of the application site. The proposed development would be viewed within this context and would not detract from the character of the area, particularly given the limited interaction that it would have beyond the immediate area of the site.
20. It is noted that the existing building on the site is of dated design, is somewhat dilapidated and in a poor state of repair and its curtilage is overgrown with dense vegetation. The site in its current state, therefore, is unsightly and suffers a sense of abandonment as the existing building is not currently occupied or being used and this detracts from the character of the area. The proposal would introduce an active use by way of the proposed flats, which would subsequently rejuvenate the site.
21. The proposed building would replace an existing building that would be demolished. It would have a smaller footprint than the existing building, as it would be less wide, and would occupy a more central position within the plot thereby resulting in a reduced building to plot ratio than the existing development. The proposed building would have a ridge height of approximately 7m which would be marginally lower than the ridge height of the existing building.
22. The scale and mass of the proposed building would be broken up by various design features including changes in materials including different brick types, glass balustrades and a stepped front elevation. A grassed communal amenity area would be concealed to the rear and a bin store would be located to the side (west) of the building where it would be screened by an approximately 1.8m high timber panel fence.
23. It is noted that there are neighbouring dwellinghouses on either side of the site and that the relationship with the existing building is already unbalanced. However, it is a relationship that is most readily experienced from Oak Drive, which is a private driveway and not a public thoroughfare. As such it is not considered that the proposed building would have a significantly greater or more adverse visual impact than the existing building to be demolished, which is also a building of relatively significant scale.
24. The application site is located approximately 60m to the west of the public vantage points located along Maple Grove and views of the site from there are filtered by mature trees which line Oak Drive. The site is also partly screened from Maple Grove by the neighbouring residential properties at no.19 Maple Grove and no.1 Oak Drive. It is not considered, therefore, that the proposed development would appear unduly prominent within the streetscene at Maple Grove. Views of the site from the adjacent A674 Millennium Way are also very well screened by the dense landscape buffer of mature trees and vegetation which

sits between Oak Drive and the A674. Whilst there would be a degree of intervisibility between the proposed building and the residential cul-de-sac Rowan Grove to the south of the site, the building would be sited beyond the head of the cul-de-sac in the position of the existing building, where it is set back from the highway behind gardens. Views of the proposed building would be further limited by the mature trees located to the south of the site and would filter views. These factors would have the effect of reducing the presence of the building from Rowan Grove.

25. Overall, it is considered that the proposed development would represent a significant visual improvement, which would make a positive contribution to the visual characteristics of the immediate locality. The development would bring back into use a currently vacant site and would be an improvement upon the building that currently exists on the site.
26. Taking the above considerations into account, the proposed development would not have a significant detrimental impact on the surrounding area by virtue of its, siting, layout, building to plot ratio, scale and massing and use of materials. Overall, the proposed development would be of an appropriate scale and design, that would not harm the character of the area but would introduce an improvement in design quality in comparison with the present situation.

Impact on neighbour amenity

27. Policy BNE1 of the Chorley Local Plan 2012 – 2026 states that planning permission will be granted for new development provided that the development would not cause harm to any neighbouring property by virtue of overlooking, overshadowing or by creating overbearing impacts.
28. Given the juxtaposition of the proposed building and the dwellinghouse located to the east, no.1 Oak Drive, it is considered that there would be no unacceptable adverse impact on the outlook from or light to this property. It is also noted that the proposed building would be located adjacent to the single storey attached garage which projects from the side elevation of no.1 Oak Drive and that the facing side elevation of this neighbouring property does not contain any habitable room windows. Furthermore, the incorporation of obscurely glazed windows to the living room of the rear first floor flat within the side (east) elevation of the proposed building would ensure that there would be no loss of privacy.
29. The neighbouring bungalow at no.3 Oak Drive is a relatively large property which almost matches the height of the existing building currently occupying the application site. The existing building is approximately 2.5m away from the boundary with no.3 Oak Drive and approximately 6m away from the property itself. However, due to its smaller footprint, the proposed building would be set further back from the boundary with this property by approximately 4.7m and would be approximately 8m away from the property itself. It is considered that the separation distance to no.3 Oak Drive would be adequate to ensure that there would be no unacceptable adverse impact upon the levels of amenity currently enjoyed by the occupiers of this property. Whilst there would be habitable room windows within the side (west) elevation of the proposed building which would face towards no.3 Oak Drive, these would predominantly enable views towards the driveway at the side of the neighbouring residential property rather than any private intimate amenity spaces.
30. It is noted that there would be above ground level windows and Juliet balconies within the rear elevation of the proposed building facing south. These would be located approximately 7m away from the rear site boundary, which bounds with the residential gardens of nos.18 and 9 Rowan Grove. Although these windows would provide views towards these garden areas the existing building already contains a number of similarly positioned windows at second floor, which are even closer, at approximately 6m from the rear site boundary. Furthermore, the garden areas that would be overlooked are not rear gardens, which are the most private intimate amenity spaces.
31. On this basis it is not considered that there would be a significantly greater or more adverse impact on the amenity of the occupiers of the neighbouring properties at Rowan Grove than that which would have occurred when the existing building was last occupied. Furthermore,

intervisibility between the proposed building and these neighbouring buildings would be interrupted by the mature trees, which delineate the southern boundary of the site. There are no neighbouring residential properties to the north of the site.

32. Overall, it is considered that the proposed development would have no harmful impact on any existing residents or future residents of the proposed scheme. It is also recognised that there are clear benefits to the site being developed which would result in a compatible use when viewed in the context of other residential uses nearby, providing housing in a sustainable location.

Highway safety

33. Policy BNE1 of the Chorley Local Plan 2012-2026 states that developments must not cause severe residual cumulative highways impact or prejudice highway safety, pedestrian safety, the free flow of traffic, or reduce the number of on-site parking spaces.
34. Policy ST4 of the Chorley Local Plan 2012-2026 requires that proposals for development need to make parking provision in accordance with the standards set out in Appendix A of the Local Plan which sets out the Council's minimum parking standards for 1-bedroom dwellinghouses (Use Class C3) in all other areas outside Chorley Town Centre as being 1 space per bedroom and, therefore, the proposed flats would each require the provision of 1 no. car parking space.
35. The submitted plan indicates that a total of 14no. car parking spaces would be provided including 8no. spaces for occupiers of the proposed apartments and 6no. spaces for visitors and whilst it is acknowledged that the proposed development would generate an increase in the number of journeys to and from the site given that the current building is vacant, it is not considered that there would be an intensification in traffic that would be so severe that it would prejudice highway or pedestrian safety and LCC Highways have confirmed that they have no objections to the proposed development.
36. Details of the design of a secure vertical covered bicycle store to be installed at the rear of the proposed building have been provided, however, this does not indicate the capacity of the store which should be able to accommodate bicycles on a ratio of one to each flat. A condition is recommended, therefore, requiring the provision of a bicycle store with capacity for 8no. bicycles.
37. The proposed development is likely to affect the local highway network during the construction phase. Therefore, a condition is recommended requiring the submission of a Construction Traffic Management Plan (CTMP) prior to the commencement of any development. The Plan should contain information on the number of vehicle trips, hours of operation and suitable means of mitigation of negative impacts. The Plan should also provide details to better manage all types of HGV movements to and from the sites and should identify where safe and legal loading can take place and should provide details of how deliveries are to be proactively managed to reduce the number of vehicle movements to and from the sites.
38. It is considered that the proposed development is acceptable from a highway safety perspective.

Ecology

39. Policy BNE9 of the Chorley Local Plan 2012-2026 sets out how development should safeguard biodiversity. Any adverse impacts on biodiversity should be avoided, and if unavoidable should be reduced or appropriately mitigated and/or compensated.
40. Policy BNE11 of the Chorley Local Plan 2012-2026 states that planning permission will not be granted for development which would have an adverse effect on a priority species, unless the benefits of the development outweigh the need to maintain the population of the species in situ.

41. The application has been supported by the provision of a bat survey and assessment report which states that during the survey on 28 January 2021 no historic evidence of roosting bats was found in any part of the building and due to the good overall condition of the building, it is considered that the likelihood of any significant roosts being established is very unlikely. The Council's appointed ecological consultants the Greater Manchester Ecology Unit (GMEU), advise that there are no significant ecological issues associated with the proposed development and that whilst the building has been assessed as having negligible bat roosting potential, an informative note should be used to remind the applicant that under the Habitat Regulations it is an offence to disturb, harm or kill bats.
42. GMEU also advise that no evidence of nesting birds was identified on the building to be demolished or within the surrounding vegetation. However, the vegetation was assessed as having some bird nesting potential and GMEU recommended that works should not be undertaken in the bird breeding season (March-September inclusive), unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the Local Planning Authority.
43. Taking into consideration the advice of GMEU, it is considered that the applicant has demonstrated that the proposed development would safeguard biodiversity and that habitats close to the site would not be adversely affected by the proposal, subject to the imposition of conditions.

Impact on trees

44. The application site is well screened by mature trees which sit between the site and the adjacent A674 Millennium Way. The site plan submitted with the application (plan ref: 17/054/P03 REVISION C) shows that the trees are to be retained. The plan states that the purpose of their retention would be to provide visual screening and noise attenuation from the adjacent A674.

Public open space

45. Policy HS4 of the Chorley Local 2012 - 2026 requires public open space contributions for new dwellings to be provided in order to overcome the harm of developments being implemented without facilities being provided.
46. Until recently the National Planning Practice Guidance (NPPG) previously set out a threshold for tariff-style contributions, stating that planning obligations should not be sought from developments of 10 or less dwellings and which have a maximum combined floorspace of no more than 1000 square metres. This guidance has been removed from the latest NPPG and has been replaced with a requirement that planning obligations for affordable housing should only be sought for residential developments that are major developments.
47. Specifically, the guidance was derived from the order of the Court of Appeal dated 13 May 2016, which gave legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014 which has not been withdrawn and which should, therefore, clearly still be taken into account as a material consideration in the assessment of planning applications.
48. To this end whilst it would normally be inappropriate to require any affordable housing or social infrastructure contributions on sites below the thresholds stated, local circumstances may justify lower (or no) thresholds as an exception to the national policy. It would then be a matter for the decision-maker to decide how much weight to give to lower thresholds justified by local circumstances.
49. Consequently, the Council must determine what lower thresholds are appropriate based on local circumstances as an exception to national policies and how much weight to give to the benefit of requiring a payment for 10, or fewer, dwellings. The Council has agreed to only seek contributions towards provision for children/young people on developments of 10 dwellings or less.

50. Whilst there is currently a deficit of provision in Chorley North East in relation to this standard, a financial contribution for off-site provision can only be requested if there is an identified scheme for new provision and no schemes are currently identified.

Community infrastructure levy

51. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. The proposed development will be a chargeable development and the charge is subject to indexation in accordance with the Council's Charging Schedule.

CONCLUSION

52. There would be no unacceptable detrimental impact on the character and appearance of the area or the amenity of neighbouring occupiers as a result of the proposed development. In addition, the development is located in a sustainable location and would not have an unacceptable impact on highway safety or ecology. On the basis of the above, it is recommended that planning permission be granted subject to conditions.

RELEVANT POLICIES: In accordance with s.38 (6) Planning and Compulsory Purchase Act (2004), the application is to be determined in accordance with the development plan (the Central Lancashire Core Strategy, the Adopted Chorley Local Plan 2012-2026 and adopted Supplementary Planning Guidance), unless material considerations indicate otherwise. Consideration of the proposal has had regard to guidance contained within the National Planning Policy Framework (the Framework) and the development plan. The specific policies/guidance considerations are contained within the body of the report.

RELEVANT HISTORY OF THE SITE

Ref: 74/00496/OUT **Decision:** REFOPP **Decision Date:** 6 November 1974
Description: Outline application for Pig Fattening Unit

Ref: 74/00497/OUT **Decision:** REFOPP **Decision Date:** 6 November 1974
Description: Outline application for 5 houses/garages

Ref: 74/00498/OUT **Decision:** REFOPP **Decision Date:** 6 November 1974
Description: Outline application for motel

Ref: 74/00499/OUT **Decision:** REFOPP **Decision Date:** 6 November 1974
Description: Outline application for builders store and workshop

Ref: 85/00858/OUT **Decision:** REFOPP **Decision Date:** 29 April 1986
Description: Outline application for erection of rest home

Ref: 87/00266/FUL **Decision:** PERFPP **Decision Date:** 20 July 1987
Description: Erection of rest home

Ref: 04/00125/COU **Decision:** PERFPP **Decision Date:** 31 March 2004
Description: Change of use from rest home to private dwelling

Ref: 19/00339/FULMAJ **Decision:** REFFPP **Decision Date:** 24 March 2021
Description: Erection of two storey building comprising 10no. apartments with associated parking and infrastructure following demolition of existing building

Suggested conditions

1. The proposed development must be begun not later than three years from the date of this permission.

Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The external facing materials, detailed on the approved plans, shall be used and no others substituted unless alternatives are first submitted to and agreed in writing by the Local Planning Authority, when the development shall then be carried out in accordance with the alternatives approved.

Reason: To ensure that the materials used are visually appropriate to the locality.

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

Title	Plan Ref	Received On
Location & Site Plan.	17/054/L01 REVISION B	10 June 2021
Proposed Site Plan.	17/054/P03 REVISION C	10 June 2021
Proposed Plans, Elevations & Roof Plan.	17/054/P04 REVISION D	10 June 2021
Proposed Gate.	17/054/EW02	10 June 2021
1.8m High Vertical Boarded Screen Fence	17/054/EW01	10 June 2021
Vertical Bike Hanger Shelter	N/A	10 June 2021

Reason: For the avoidance of doubt and in the interests of proper planning.

4. Notwithstanding the approved plans, all proposals for external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the development of the superstructure of the building hereby approved.

Reason: To ensure that the materials used are visually appropriate to the locality.

5. Foul and surface water shall be drained on separate systems. Surface water shall be drained in accordance with the hierarchy of drainage options in national planning practice guidance. In the event of surface water discharging to public sewer, the rate of discharge shall be restricted to the lowest possible rate which shall be agreed with the statutory undertaker prior to connection to the public sewer.

Reason: To secure proper drainage and to manage the risk of flooding and pollution

6. No development shall commence, other than demolition, until details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority.

Those details shall include, as a minimum:

- a) Information about the lifetime of the development, design storm period and intensity (1 in 30 & 1 in 100 year + allowance for climate change see EA advice Flood risk assessments: climate change allowances'), discharge rates and volumes (both pre and post development), temporary storage facilities, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD;
- b) In accordance standard S3 and S5 of the Non-statutory technical standards for sustainable drainage systems 2015, the drainage strategy should demonstrate that the surface water run-off must be as close as reasonable practicable to greenfield runoff rate from the development. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
- c) A plan showing flood water exceedance routes, both on and off site;
- d) A timetable for implementation, including phasing as applicable;
- e) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
- f) Details of water quality controls, where applicable.

The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

Reasons:

1. *To ensure that the proposed development can be adequately drained.*
2. *To ensure that there is no flood risk on or off the site resulting from the proposed development.*

7. No development shall commence, other than demolition, until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:

- a) The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by Management Company
- b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:
 - i. on-going inspections relating to performance and asset condition assessments
 - ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
- c) Means of access for maintenance and easements where applicable.

The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.

Reasons:

1. *To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development*
2. *To reduce the flood risk to the development as a result of inadequate maintenance*
3. *To identify the responsible organisation/body/company/undertaker for the sustainable drainage system.*

8. A landscape plan shall be submitted to and approved in writing by the LPA, prior to commencement of development. The content of the plan should include new planting of trees and shrubs and provision of bird nesting opportunities. The approved plan will be implemented in accordance with the approved details.

Reason: To ensure that a satisfactory landscaping scheme for the development is carried out to mitigate the impact of the development and secure a high quality design

9. Prior to the development of the superstructure of the building hereby approved, full details of the alignment, height and appearance of all fences and walls to be erected to the site boundaries (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied or land used pursuant to this permission before all walls and fences have been erected in accordance with the approved details. Fences and walls shall thereafter be retained in accordance with the approved details at all times.

Reason: To ensure a visually satisfactory form of development and to protect the amenities of occupiers of nearby property.

10. No works shall take place during the main bird breeding season 1st March and 31st July in any year, unless a competent ecologist has undertaken a careful, detailed check of vegetation

for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no active birds nest are present and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority and agreed in writing.

Reason: Wild birds and their eggs are protected under Part 1 of the Wildlife and Countryside Act 1981, which makes it illegal to kill or injure a bird and destroy its eggs of its nest whilst it is in use of being built.

11. Prior to the commencement of development a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The CTMP to include the following provisions:-

- a) The parking of vehicles of site operatives and visitors;
- b) Loading and unloading of plant and materials used in the construction of the development;
- c) Storage of such plant and materials;
- d) Wheel washing and road sweeping facilities, including details of how, when and where the facilities are to be used;
- e) Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
- f) Routes to be used by vehicles carrying plant and materials to and from the site;
- g) Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.

Reasons: to protect existing road users and to maintain the operation and safety of the local highway network and to minimise the impact of the construction works on the local highway network.

12. Secured cycle storage for twelve bicycles in the position identified on proposed site plan (ref: 17/054/P03 Revision C) hereby approved shall be installed and made available in accordance with the approved plan prior to the occupation of any of the dwellings hereby approved; such facilities shall thereafter be permanently retained for the purposes of secure cycle storage (notwithstanding the Town and Country Planning (General Permitted Development) (England) Order 2015).

Reason: To encourage sustainable transport modes

13. There shall be no direct vehicular access between the site and the A674 Millennium Way. The access shown on the proposed site plan shall be no more than 1.5m wide and limited to pedestrians only use with all vehicular access being obtained from Maple Grove.

Reason: To limit the number of vehicle access points to the highway network as an aid to road safety