

## **APPLICATION REPORT – 23/01121/REMAJ**

**Validation Date: 28 December 2023**

**Ward: Adlington And Anderton**

**Type of Application: Major Reserved Matters**

**Proposal: Reserved matters application detailing appearance, landscaping, layout, and scale for the erection of 24 dwellings pursuant to outline planning permission ref: 20/01200/OUTMAJ (Outline application (specifying the access point) for the development of up to 25 dwellings and associated infrastructure (including 30% affordable housing))  
Appeal ref: APP/D2320/W/21/3284692**

**Location: Land At Carrington Road Adlington**

**Case Officer: Chris Smith**

**Applicant: Edgefold Homes Ltd**

**Agent: Mr Paul Jeffrey**

**Consultation expiry: 24 January 2024**

**Decision due by: 28 March 2024**

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### **RECOMMENDATION**

1. It is recommended that the reserved matters of appearance, landscaping, layout, and scale are approved subject to conditions.

### **SITE DESCRIPTION**

2. The application site forms part of a wider parcel of land designated as Safeguarded Land under Chorley Local Plan 2012 – 2026 policy BNE3 (BNE3.3 North of Bond's Lane, Adlington) with the north / north-western section of the site falling within the Green Belt. The site is relatively flat, is undeveloped and relatively well contained, being bordered by allotment gardens to the east, residential properties to the south east and south west and there is a sand quarry present off the north western site boundary. A Public Right of Way (FP11) runs along the north western boundary of the site.

### **DESCRIPTION OF PROPOSED DEVELOPMENT**

3. This application seeks reserved matters consent, for details of appearance, landscaping, layout, and scale, for the erection of 24 dwellings and associated infrastructure pursuant to outline planning application permission 20/01200/OUTMAJ.

### **REPRESENTATIONS**

4. 11no. representations have been received citing the following grounds of objection to the proposed development -
  - The development will negatively impact quality of life for existing residents as Stonor Road is a very quiet little cul-de-sac.
  - Why is there a need for an emergency exit for the proposed site?

- What is to stop this emergency exit being used as a rat run for the estate?
- Highway safety.
- Why is there a 'necessity for a pedestrian and cycle link through Stonor Road'? This would directly impact the quiet aspect of living on Stonor Road.
- Flooding.
- The site is home to bats, owls, newts, and hedgehogs.
- Surely there are more suitable places for new builds.
- Lack of school places.
- Lack of shops.
- Poor public transport.
- It had been made clear in previous submissions that no vehicular access was to be permitted to the new site via Stonor Road.
- These plans disregard this issue and attempt to hide the inclusion of vehicular access via obfuscation of descriptions and mentioning pedestrian and cycle access whilst creating a clear roadway for motor vehicles.
- Water, electricity, and telephone lines run over and through the field to be developed.
- Increased footfall over Bonds bridge.
- Loss of habitats – over 100 species of birds.
- Noise
- Loss of property value.

## **CONSULTATIONS**

Adlington Town Council – Have stated that they have no objections to the proposed development.

Canal & River Trust – Have stated that based on the information available, their substantive response is that they have no comment to make.

Chorley Council's Tree Officer – Have stated that the trees proposed to be removed are fairly low quality and don't currently provide an especially high level of amenity value and the tree protection measures for the trees to be retained are adequate.

Chorley Councils Waste & Contaminated Land Officer – Has confirmed that he has no comments to make.

Greater Manchester Ecology Unit (GMEU) – Have stated that the landscaping plans included with the application are broadly in line with the recommendations made in the Ecological Survey and Assessment submitted with the outline application and are acceptable and should be implemented in full.

Lancashire County Council (Education) – Have stated that the developer should inform the County Council within 20 days of the grant of the reserved matters consent.

Lancashire Fire and Rescue Service – No comments have been received.

Lancashire Highway Services (LCC Highways) – Do not have any objections.

Lead Local Flood Authority (LLFA) – Have confirmed that they have no comments to make.

The Coal Authority – Have no objections to the proposed development.

United Utilities (UU) – Have not raised any objections to the proposed development and have stated that the drainage proposals are acceptable in principle.

## **PLANNING CONSIDERATIONS**

Principle of the development

5. The acceptability of the principle of the development has been established by the grant of outline planning permission for up to 25 dwellings including 30% affordable housing, with biodiversity enhancement, public open space, flood attenuation area and a vehicular access point from Carrington Road. This was granted on appeal in March 2022.

#### Design and impact on character and appearance of locality

6. The National Planning Policy Framework (the Framework) attaches considerable importance to the need to achieve good design and a high-quality built environment. It states at paragraph 135 that planning policies and decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting. The importance of high-quality design is reflected in the Central Lancashire Core Strategy (policy 17) and the Chorley Local Plan (policy BNE1).
7. Policy 17 of the Core Strategy seeks to ensure that the design of new buildings takes into account the character and appearance of the local area, including among other things, linking in with surrounding movement patterns and not prejudicing the development of neighbouring land; and protecting existing landscape features and natural assets. The policy is considered to be consistent with the Framework and should be attributed full weight.
8. Policy BNE1 (Design Criteria for New Development) of the Chorley Local Plan 2012 -2026 stipulates that planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that, among other things, the proposal does not have a significantly detrimental impact on the surrounding area by virtue of its density, siting, layout, building to plot ratio, height, scale and massing, design, orientation and use of materials; that the layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and respect the character of the site and local area; and that the proposal would not have a detrimental impact on important natural habitats and landscape features such as historic landscapes, mature trees, hedgerows, ponds and watercourses. In some circumstances where on balance it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site. The policy is considered to be consistent with the Framework and should be attributed full weight.
9. The nearest housing stock to the development comprises two storey detached residential properties to the west at Carington Road as well as several bungalow properties to the south at Stonor Road. The character of this residential development is of a low-density suburban nature and properties are of a relatively traditional and standard design with rectangular footprints and dual pitched roofs. To the north and east the site bounds with open undeveloped rural land and an allotment site to the south east.
10. When considering any development proposal, the Council must be mindful of the Framework, which at paragraph 131 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. It also says that good design is a key aspect of sustainable development. Paragraph 135 of the Framework also states that planning policies and decisions should aim to ensure that developments (amongst other things) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
11. Chorley Council plans positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes and seeks to create well-mixed and integrated developments, which avoid segregation and have well-planned public spaces that bring people together and provide opportunities for physical activity and recreation.
12. In this case, it is considered that the proposed layout has taken into account the natural constraints of the site through the retention of an area of land in the northern portion of the

site which would be retained free from built development as a biodiversity enhancement/open space and as a basin for a sustainable drainage system. A number of existing trees along the boundary of the site would be retained, as would boundary hedgerows along the eastern site boundary which would be supplemented by additional hedge planting. There would also be additional tree planting along the site boundaries and centrally within the site which would ensure that the proposal creates an attractive environment and setting for the dwelling plots, which are arranged in a pattern that reflects the layout of development to the west and south and is at a relatively low density.

13. The layout of the development has been arranged so that two main frontages of dwellings would be formed along a central spine road. This would have the benefit of creating an active street frontage and a general character that is reflective of the current pattern of development to the west of the site along Carrington Road. The continuation of dwellings from Carrington Road would result in a harmonious form of development and the overall layout would be reflective of the street pattern and density to the west and south of the site.
14. The proposed houses would be of a relatively traditional design style and would include design features such as front gables, canopies, brick detailing and dual pitched roofs. While it is acknowledged that the proposed dwellings would not directly match the design detailing of existing properties to the west of the site at Carrington Road, it is considered that they would reflect and complement the general form and style of these properties which are similarly designed detached dwellings with dual pitched roofs. It is also noted that the immediate locality contains a mix of house types with bungalows evident to the south at Stonor Road and it is considered that the proposed development would reflect this mixed architectural context. The proposed materials include brick types, reflective of those evident in the area, which is a suitable approach. The development would incorporate in-curtilage driveways, integral garages and allocated car parking spaces. There would be a variety of house types across the site and a form of development that provides interest and character.
15. It is considered that the proposed dwellings would assimilate with the built form of existing dwellings in the area. In light of the above, the proposal would not be detrimental to the character and appearance of the locality and is considered to accord with Chorley Local Plan policy BNE1 in respect of design matters.

#### Impact on Neighbour amenity

16. Policy BNE1 of the Chorley Local Plan 2012 - 2026 states that new development must not cause harm to any neighbouring property by virtue of overlooking, overshadowing, or by creating an overbearing impact.
17. The proposed dwellings would be set to the north east of dwellings on Carrington Road and to the north of dwellings on Stonor Road. The proposed dwellings within the north eastern portion of the site at plots 2 to 6 would bound with open rural land and the dwellings in the south east part of the site (plots 7, 8 and 9) would bound with an existing allotment area. It is considered that there would be an adequate degree of separation between these dwellings and the nearest neighbouring residential properties at Carrington Road and Stonor Road to ensure that there would not be any unacceptable adverse impacts on neighbouring residential amenity.
18. Dwellings at plots 1, 23 and 24 would bound with the residential property no. 31 Carrington Road. While plots 23 and 24 would face towards the side elevation of this property, it is noted that the neighbouring property is angled away from the proposed dwellings and also that the first floor windows within the rear elevations of plots 23 and 24 would be in excess of the Council's 12m guideline for habitable room windows from two story gable elevations and the relationship is, therefore, considered to be acceptable.
19. Furthermore, the first floor habitable windows in the proposed dwellings at plots 1, 23 and 24 would be more than 7m away from the boundary with no. 31 Carrington Road and the dwelling at plot 24 would be approximately 16m away from the rear elevation of the neighbouring property itself. It is not considered, therefore, that there would be any

unacceptable adverse impacts upon the levels of amenity currently enjoyed by the occupiers of this neighbouring property as a result of light loss, overlooking or a loss of outlook.

20. The proposed dwellings at plots 14 to 22 would be located in the western portion of the site where they would bound with existing dwellings at Carrington Road. Dwellings at 15 to 29 Carrington Road would, therefore, have rear elevations and gardens backing onto the application site. However, the Council's separation distance of 21m between parallel facing habitable room windows would be complied with and in some cases exceeded resulting in an acceptable relationship typical of a suburban residential setting.
21. Plots 10, 11, 12 and 13 would be approximately 33m away from the facing dwelling to the west at 13 Carrington Road and they would, therefore, be too far distant from this dwelling to have any unacceptable adverse impact upon the amenity of its occupiers. Although the proposed dwellings at plots 10 and 11 would be approximately 11m away from the rear elevation of the dwelling at no. 5 Carrington Road, this dwelling would be angled away from the proposed dwellings so that there would be no direct views towards the site from any windows within the rear elevation of the dwelling. Furthermore, due to the northern orientation of the proposed dwellings in relation to no. 5 Carrington Road it is not considered that there would be any unacceptable adverse impacts on the amenity of the occupiers of this property as a result of light loss.
22. The proposed dwellings have been designed in such a way so as to be compatible with each other without creating any amenity impacts with adjacent plots. There would be an adequate degree of screening around the plots and sufficient private amenity space for future occupiers to carry out day-to-day domestic activities.
23. In light of the above, it is considered that the proposal would be acceptable in terms of amenity impacts and accords with Policy BNE1 in this regard.

#### Impact on Highway safety

24. Policy BNE1 (Design Criteria for New Development) of the Chorley Local Plan 2012 -2026 stipulates that planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that the residual cumulative highways impact of the development is not severe and it would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Site Allocations Policy – Parking Standards, unless there are other material considerations which justify the reduction.
25. Policy ST1 (New provision of Footpaths, Cycleways, Bridleways and their associated facilities in existing networks and new development) stipulates that new development and highways and traffic management schemes will not be permitted unless they include appropriate facilities for pedestrian, cycle parking facilities, and /or cycle routes. The policy requires, among other things, that proposal should provide for facilities for pedestrians and cyclists to facilitate access on foot and by bicycle to nearby residential, commercial, retail, educational and leisure areas, where appropriate; and additional footpaths, bridleways and cycleway routes between the countryside and built up areas where appropriate.
26. The proposed access to the site would be via an access point from Carrington Road towards the north west corner of the site, which has already been determined to be acceptable by the approval of the outline planning permission, which sought detailed consent for access.
27. Parking spaces are proposed to serve the development by way of driveway parking spaces. LCC Highways do not raise any objections in relation to the car parking proposed, although they did raise some concerns in relation to the shared private driveways for plots 10, 11, 12 and 13 and the footway/cycle lane which they advised is acceptable for what is proposed, however, would not meet adoption standards. It is considered that the parking provision is acceptable and accords with the Council's parking standards set out at policy ST4 of the Chorley Local Plan 2012 - 2026.

28. The Inspector considered the highway and traffic impacts of the proposed development at the outline application stage which he considered had been robustly assessed. He stated that the outline planning application was accompanied by Transport Assessment (TA) using accepted methodology which was scrutinised by the local highway authority (LCC Highways) who acknowledged that the site can, subject to mitigation, be accessed satisfactorily. He considered that the level of traffic to be generated by the development, some 13 and 12, 2-way vehicle trips respectively in the AM and PM peaks, would not result in severe cumulative impact and had LCC Highways had any concerns about the robustness of the data this would have been raised.
29. Consequently, it is considered that subject to the implementation of various proposed highway improvements, the cumulative impact of the development on the road network would not be severe and is considered to accord with Chorley Local Plan policy BNE1 in respect of highway safety.

#### Affordable housing

30. The Council's Affordable Housing SPD requires 70% of the dwellings to be social or affordable rent and 30% to be intermediate. The intermediate units are required to be shared ownership. At outline stage the applicant proposed 35% affordable housing which exceeded the requirements of Core Strategy Policy 7.
31. Following the approval of the outline planning application a legal agreement was completed and this contains obligations relating to the provision of affordable housing. It proposes 70% social rented dwellings, and 30% in shared ownership. This meets the requirements of the Council's Affordable Housing SPD.
32. On this basis, the level of provision and tenure split are considered to fulfil the requirements of policy 7.

#### Impact on ecological interests

33. Policy BNE9 (Biodiversity and Nature Conservation) of the Chorley Local Plan 2012 – 2026 stipulates that Biodiversity and Ecological Network resources will be protected, conserved, restored and enhanced; and that priority will be given to, among other things, protecting, safeguarding and enhancing habitats for European, nationally and locally important species.
34. The application site consists of grassland with some trees, shrubs, and hedgerows to the perimeter and pockets of scrub encroaching the field margins. As previously noted, some trees adjacent to the site boundary would be retained as would hedging. Additional tree and hedge planting is proposed along with the retention of an open area of land in the northern portion of the site to be used for biodiversity enhancement and as a sustainable drainage system. It is considered that the tree protection measures, and arboriculture method statement accord with the requirements of condition 5 of the outline planning permission and subject to them being adhered to, retained trees would be appropriately protected.
35. The approved outline planning application was accompanied by a Phase 1 Habitat Study which concluded that the site comprises species-poor, improved grassland of limited biodiversity value and with mitigation, there would be no negative biodiversity impacts. The outline planning application and associated Phase 1 Habitat Study was assessed by the Council's appointed ecology consultants at Greater Manchester Ecology Unit (GMEU) who stated that, subject to the imposition of appropriate conditions relating to construction management and biodiversity enhancement, they had no objections to the proposed development.
36. In terms of proposed landscaping details, extensive hedgerow, tree, and other planting is proposed and the recommendations of a Landscaping and Ecological Management (LEMP) required by condition 7 of the outline permission shall be adhered to in full. The recommendations of an invasive non-native species protocol in respect of Japanese knotweed as required by condition 11 of the outline permission shall also be implemented in full and the details of lighting on the site are required by condition 10 of the outline permission.

37. The proposal is considered to comply with policy BNE9 of the Chorley Local Plan and is acceptable in terms of impacts upon nature conservation and trees.

#### Drainage and flood risk

38. The application site is located with Flood Zone 1 an area at the lowest risk of flooding, and it is not, therefore, located in an area that is at risk of flooding from pluvial or fluvial sources, according to Environment Agency mapping data. In accordance with the Framework and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.
39. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. As such the developer should consider the following drainage options in the following order of priority:
1. into the ground (infiltration);
  2. to a surface water body;
  3. to a surface water sewer, highway drain, or another drainage system;
  4. to a combined sewer.
40. Under the Flood and Water Management Act 2010 the Lead Local Flood Authority at Lancashire County Council (LLFA) is the responsible 'risk management authority' for managing 'local' flood risk, which refers to flooding or flood risk from surface water, groundwater or from ordinary watercourses. The LLFA is a statutory consultee for major developments with surface water drainage, under the Town and Country Planning (Development Management Procedure) (England) Order 2015. In response to the outline application the LLFA confirmed that they have no objections to the proposed development subject to the inclusion of conditions.
41. United Utilities (UU) have advised that a large diameter trunk main crosses the site and it must not be built over or access to the pipeline compromised in any way and the acceptability of any proposal is dependent upon the applicant knowing the exact location (line and depth) of the asset in question, to be confirmed through site specific investigations. Initially UU objected to the proposed development due to the proximity of the proposed development to this asset and they advised that in order to overcome this objection the applicant should contact their Developer Services Team to investigate a satisfactory resolution.
42. Subsequent to this, an amended drainage layout plan was submitted following discussions between the applicant and Developer Services Team at UU. This identifies the exact location of the trunk main. The drainage layout has been reviewed by UU who have now confirmed that they are able to withdraw their earlier objection to the scheme although they did also advise that should the scheme be approved, and it is later discovered that the approved plan is not accurate (in relation to the proximity of the proposed development to United Utilities infrastructure), the proposals may not be acceptable and in these circumstances UU will liaise directly with the developer to find a satisfactory resolution.

#### Community Infrastructure Levy

43. 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 would be a chargeable development and the charge is subject to indexation in accordance with the Council's Charging Schedule.

### **CONCLUSION**

44. The submitted details of reserved matters are considered to be acceptable and the application is recommended for approval, subject to conditions.

### **RELEVANT HISTORY OF THE SITE**

**Ref:** 5/2/00365 **Decision:** REFUSE **Decision Date:** 18 June 1965  
**Description:** Residential development

**Ref:** 74/00418/FUL **Decision:** PERRES **Decision Date:** 6 November 1974  
**Description:** 85 dwellings

**Ref:** 79/01327/FUL **Decision:** PERFPP **Decision Date:** 17 March 1980  
**Description:** 11 bungalows and 55 houses (amended details)

**Ref:** 80/01226/FUL **Decision:** REFFPP **Decision Date:** 5 January 1981  
**Description:** Change of house types from previously approved layout

**Ref:** 80/01080/FUL **Decision:** PERFPP **Decision Date:** 5 January 1981  
**Description:** Revision of previously approved layout to include 8 single person flats

**Ref:** 81/00114/FUL **Decision:** PERFPP **Decision Date:** 10 March 1981  
**Description:** Amended house types

**Ref:** 89/00935/FUL **Decision:** PERFPP **Decision Date:** 28 November 1989  
**Description:** Erection of two detached houses

**Ref:** 17/00411/OUTMAJ **Decision:** REFOPP **Decision Date:** 13 September 2017  
**Description:** Outline application for residential development for up to 25 dwellings with all matters reserved save for access from Carrington Road.

**Ref:** 17/00411/OUTMAJ **Decision:** REFOPP **Decision Date:** 13 September 2017  
**Description:** Outline application for residential development for up to 25 dwellings with all matters reserved save for access from Carrington Road.

**Ref:** 18/00863/OUTMAJ **Decision:** REFOPP **Decision Date:** 6 November 2018  
**Description:** Outline application for residential development for up to 25 dwellings with all matters reserved save for access from Carrington Road.

**Ref:** 20/01200/OUTMAJ **Decision:** REFOPP **Decision Date:** 13 April 2021  
**Description:** Outline application (specifying the access point) for the development of up to 25 dwellings and associated infrastructure (including 35% affordable housing)

**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.

Suggested Conditions

1. The proposed development must be begun not later than two 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 development hereby permitted shall be carried out in accordance with the approved plans below:

Title	Plan Ref	Received On
Location Plan	1000 A	28 December 2023



Landscaping Proposal Hard and Soft Scheme	7335.01 A	28 December 2023
External Levels Layout	ELL-23159-C-140	28 December 2023
Plot 1 - Proposed Elevations	1200 C	28 December 2023
Plot 2 - Proposed Elevations	1201 C	28 December 2023
Plot 3 - Proposed Elevations	1202 D	28 December 2023
Plot 4 - Proposed Elevations	1203 D	28 December 2023
Plot 5 - Proposed Elevations	1204 C	28 December 2023
Plot 6 - Proposed Elevations	1205 C	28 December 2023
Plot 7 - Proposed Elevations	1206 C	28 December 2023
Plot 8 - Proposed Elevations	1207 C	28 December 2023
Plot 9 - Proposed Elevations	1208 C	28 December 2023
Plots 10, 11, 12 and 13 - Proposed Elevations	1209 C	28 December 2023
Plots 14, 15 and 16 - Proposed Elevations	1210 C	28 December 2023
Plot 17 - Proposed Elevations	1211 C	28 December 2023
Plot 18 - Proposed Elevations	1212 C	28 December 2023
Plot 19 - Proposed Elevations	1213 C	28 December 2023
Plot 20 - Proposed Elevations	1214 C	28 December 2023
Plot 21 - Proposed Elevations	1215 C	28 December 2023
Plot 22 - Proposed Elevations	1216 C	28 December 2023
Plot 23 - Proposed Elevations	1217 C	28 December 2023
Plot 24 - Proposed Elevations	1218 C	28 December 2023
Plot 1 - Proposed Floor Plans	1100 C	28 December 2023
Plot 2 - Proposed Floor Plans	1101 B	28 December 2023
Plot 3 - Proposed Floor Plans	1102 C	28 December 2023
Plot 4 - Proposed Floor Plans	1103 C	28 December 2023
Plot 5 - Proposed Floor Plans	1104 B	28 December 2023
Plot 6 - Proposed Floor Plans	1105 B	28 December 2023
Plot 7 - Proposed Floor Plans	1106 B	28 December 2023
Plot 8 - Proposed Floor Plans	1107 B	28 December 2023
Plot 9 - Proposed Floor Plans	1108 B	28 December 2023
Plot 10, 11, 12 and 13 - Proposed Floor Plans	1109 B	28 December 2023
Plots 14, 15 and 16 - Proposed Floor Plans	1110 B	28 December 2023
Plot 17 - Proposed Floor Plans	1111 B	28 December 2023
Plot 18 - Proposed Floor Plans	1112 B	28 December 2023
Plot 19 - Proposed Floor Plans	1113 B	28 December 2023
Plot 20 - Proposed Floor Plans	1114 B	28 December 2023
Plot 21 - Proposed Floor Plans	1115 B	28 December 2023
Plot 22 - Proposed Floor Plans	1116 B	28 December 2023
Plot 23 - Proposed Floor Plans	1117 B	28 December 2023
Plot 24 - Proposed Floor Plans	1118 C	28 December 2023
Proposed Waste Management Plan	1010 A	28 December 2023
Proposed Brick Type Layout	1009 A	28 December 2023
Proposed EV Layout	1008 A	28 December 2023
Proposed Boundary Treatment	1006 A	28 December 2023
Proposed EV Layout	1008 A	28 December 2023
Proposed Boundary Treatment	1006 A	28 December 2023
Proposed Roof Plan	1004 A	28 December 2023
Drainage Layout	ELL-23159-C-100 Rev. D	26 March 2024
External Roofing & Facing Materials	N/A	28 December 2023
Tree Protection Plan	Arbtech TPP 01 A	28 December 2023
Proposed Site Plan	1003 G	22 March 2024
Proposed Affordable Layout	1005 D	13 May 2024

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

3. The external facing materials, detailed on the approved Landscape Proposal Hard and Soft Scheme (ref. 7335.01 Rev. A) and the document titled 'external roofing and facing materials' received on 28.12.2023 shall be used and no others substituted unless alternatives are first

submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

4. All planting, seeding or turfing identified on the approved Landscape Proposal Hard and Soft Scheme (ref. 7335.01 Rev A) shall be carried out in the first planting and seeding season following the completion of the development, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

*Reason: In the interest of the appearance of the locality and for the avoidance of doubt.*

5. No dwelling shall be occupied until all fences and walls shown in the approved details to bound its plot, have been erected in conformity with the approved details. Other fences and walls shown in the approved details shall have been erected in conformity with the approved details prior to substantial completion of the development.

*Reason: To ensure a visually satisfactory form of development and to provide reasonable standards of privacy to residents.*

6. The private car parking and manoeuvring areas shall be marked out in accordance with the approved plan, before occupation of the associated dwelling and permanently maintained thereafter.

*Reasons: To allow for the effective use of the parking areas.*

7. During the construction period, all trees and hedges to be retained within and adjacent to the application site shall be protected in accordance with the Tree Protection Plan (ref. Arbtech TPP 01 Rev: A) received 28 December 2023, and notwithstanding this in accordance with British Standard BS 5837:2012 or any subsequent amendment to the British Standards.

*Reason: To safeguard the trees to be retained.*

8. The development hereby permitted shall only be carried out in conformity with the proposed ground and building slab levels shown on the approved External Levels Layout (ref. ELL-23159-C-140 Rev. A).

*Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.*