

## REPORT OUTLINE FOR AREA PLANNING COMMITTEES

<b>Date of Meeting</b>	18 February 2015
<b>Application Number</b>	14/08305/REM
<b>Site Address</b>	Marden Farm, Calne, Wiltshire, SN11 0LJ
<b>Proposal</b>	Residential Development Comprising of 125 Units with Affordable Housing, Associated Parking, Gardens, Amenity Space and Public Open Space, Community Orchard, Allotments, Ecological Enhancements, Sustainable Drainage
<b>Applicant</b>	Miss Jessica Barnes
<b>Town/Parish Council</b>	CALNE WITHOUT
<b>Ward</b>	CALNE RURAL- Cllr Crisp
<b>Grid Ref</b>	400380 169434
<b>Type of application</b>	Full Planning
<b>Case Officer</b>	Chris Marsh

### Reason for the application being considered by Committee

The application has been called in to Committee by the Cllr Crisp, in order to consider the layout and design of the scheme.

#### 1. Purpose of Report

To consider the proposal and recommend that the application is APPROVED, subject to conditions.

#### 2. Report Summary

The relevant points for consideration are as follows:

- Impact of the proposed layout on the character and appearance of the site and local area
- Impact of the individual and collective design character on the site and local area
- Impact of the proposed landscaping on the site and local area
- Sufficiency of ecological measures incorporated into the scheme
- Sufficiency of internal access arrangements, car parking and secondary access control

#### 3. Site Description

The application site comprises 14 hectares of land on the south western edge of the existing urban area of Calne. It is bounded by agricultural land to the south and west, existing residential development to the east and the playing fields of John Bentley School to the north. Currently, access to the site is obtained exclusively via The Rise, a

low-density estate characterised by bungalows with a prevalence of render and concrete tile finishes.

The site includes a group of four existing residential dwellings, currently in the course of demolition, together with open agricultural farmland and associated buildings and hard-standings. Within the site are existing mature hedgerows and trees, which divide it into smaller parcels. The land falls gently away to the north, east, south east and south from the locally higher ground in proximity to the redundant farm buildings, toward Stockley Lane, which at this point accommodates a linear series of houses and a cul-de-sac, which also back on to the site. One of these dwellings is to be demolished to create the principal access to the site. To the west the land rises very gently to a low ridge.

Planning permission was granted in outline on appeal in April 2014, in respect of the erection of up to 125 houses. All matters were reserved, bar the details of the aforementioned new access onto Stockley Lane to the southeast. At the time, the outline application formed part of a hybrid application that also included a full planning application for a 75-bed dementia care home situated on the intervening land between the site of the current application and the new access. In the course of the Inspector's decision, however, these two separate elements became de-coupled and therefore the latter scheme is relevant to this application only insofar as one should have regard for existing and permitted development within the context of the application site.

#### 4. Planning History

N/12/04038/FUL	A Hybrid Application Comprising: A Full Planning Application for a Specialist Dementia Care Facility Comprising of 75 Dementia Care Beds and a 10 Bed Palliative Care Unit with Associated Service Building, Visitor and Staff Parking and Associated Service Access and Landscaping. Outline Proposal for Residential Development Comprising of up to 125 Units with Affordable Housing, Associated Parking, Gardens, Amenity Space and Public Open Space, Community Orchard, Allotments, Ecological Enhancements, Sustainable Drainage and Vehicular Access Off Stockley Lane. All Matters Except for Access Reserved for Future Consideration.
N/88/02949/FUL	EXTENSIONS TO DWELLING
N/96/01923/FUL	EXTENSION TO DWELLING EXTENSION
N/90/00387/FUL	EXTENSION TO DWELLING
N/01/01330/FUL	ERECTION OF 24 DWELLINGS AFTER DEMOLITION OF 3 HOUSES AND 2 FLATS
N/08/01621/FUL	Change of Use and Alterations to Existing Barn to Ancillary Accommodation and Erection of New Outbuilding as Garage and Store
N/08/00850/OUT	Redevelopment of Former Pig Production Unit for Employment Use (Class B1B8)
N/08/00849/FUL	Replacement of Existing Office Building (Retrospective)
N/08/00162/FUL	Tennis Court with Surround Fencing
N/08/02041/OUT	Erection Of Thirteen Dwellings After Demolition Of Existing Semi-

	Detached Bungalows
N/12/00066/SCR	Screening Opinion in Respect of Mixed Use Development Including 150 Houses
14/06757/PREAPP	Erection of 125 Dwellings

## 5. The Proposal

The application relates to those matters reserved at outline stage, specifically layout, design and landscaping but also including matters of internal access, parking, ecological mitigation and public open space/play provision. In total 125 dwellings are to be accommodated within the scheme, corresponding to the maximum figure detailed at the outline stage at which point the principle of residential development of the site was fixed (N/12/04038/FUL refers). As such – as with access details and other off-site highway works agreed previously – this is not a matter for consideration under the current application.

The scheme as a whole is laid out on a generally suburban pattern, interspersed by pockets of landscaping often laid out around retained trees, and is similar in general distribution to the indicative layout agreed at outline stage. The built framework, save for the access way that skirts the northeast site boundary to join Stockley Lane, is contained to the northern portion of the site, with the southernmost units addressing an extended area of public open space. This comprises a formal ‘village green’ with equipped play provision, community orchard and more informal meadow. Within the development proper are a series of allotments backing onto the existing properties at The Rise and occasional pocket parks. A substantial swathe of land is to be retained and planted along the northern and eastern boundaries, following the route of the public footpath, which is to be diverted slightly so as to integrate into the buffer, and rear boundary of the rise. This is to act as an ecological buffer and is to accommodate and physically link water bodies for attenuation and ecological purposes.

The proposed street pattern is of medium density suburban housing, for the most part, with a reasonably continuous degree of soft landscaping interspersed with driveway access and parking provision. The proposed units range from terraces of 2-bedroom units through to substantial 4 and 5-bed detached properties and modest blocks of flats. Based on standardised designs but incorporating features such as additional bay windows at prominent corner plots, the units themselves are to be of the housebuilder’s distinctive design and in architectural terms pick up on traditional features not necessarily confined to the immediate locality. Externally, the principal elevations of the buildings are to be finished in a mixture of brick, reconstituted stone and rough-cast chalk render with a fairly even division of brown concrete roof tiles prevalent in the eastern parts of the development and russet equivalents around the north, south and west fringes. Garages are generally to follow the materials of their host dwelling. Whilst the properties’ private amenity spaces are to be divided from one another by close boarded timber fences, those adjacent to prominent frontages are to employ brick walls instead. On open frontages in key locations, 1.2m high railings are to be used, whilst the southernmost units are to be bounded from the public open space by knee rail fencing to prevent intrusion onto the green space by parking.

## 6. Local Planning Policy

At the meeting of full Council on 20 January 2015, Members voted to adopt the Wiltshire Core Strategy, affording the document ‘*Full Weight*’ in terms of the development plan. In the light of this, the following policies are relevant:

- Core Policy 8 (Spatial Strategy – Calne Community Area)
- Core Policy 43 (Providing affordable homes)
- Core Policy 45 (Meeting Wiltshire’s housing needs)
- Core Policy 50 (Biodiversity and geodiversity)
- Core Policy 51 (Landscape)
- Core Policy 52 (Green infrastructure)
- Core Policy 57 (Ensuring high quality design and place shaping)

At present, there is no neighbourhood plan for the Calne or Calne Without areas at a stage of preparation which is sufficiently advanced as to be afforded significant weight.

The content of the National Planning Policy Framework (NPPF) and Guidance (NPPG) is also relevant to the consideration of the application.

## 7. Summary of consultation responses

Calne Without Parish Council – objections [focusing on the safety of access at Stockley Lane, increase in traffic generated and implications for air quality management]

Calne Town Council – Strong objections [these seem to be largely focused on the principle of development, phasing and adequacy of local infrastructure, however]

Highways – no objection, subject to conditions

Urban Design – no objection, subject to conditions

Ecology – no objection

Landscape – no objection, subject to conditions to agree detailed landscaping scheme

Rights of Way – no objection, subject to agreeing suitable diversions/works to footpaths CALW24 and CAWL75

Archaeology – support

Environmental Health – no objection, subject to resolution of matters reserved by condition to outline permission

Environment Agency – no further comments

Highways Agency – no objections, but defer to local Highways Authority for detailed advice

Wiltshire & Swindon Biological Records Centre – great crested newt recorded nearby

Wiltshire Fire & Rescue – provide advice on use of domestic sprinkler systems

## 8. Publicity

The application was advertised by site notice and neighbour notification. 26 objections and 15 general comments were received.

Summary of key relevant points raised:

- Control of secondary access to The Rise;
- Layout and design of the scheme;
- Adoption and maintenance of allotments and public open space;
- Adequacy of drainage arrangements, particularly along rear boundary of The Rise

The most common themes of objection related either to the principle of development (including the loss of countryside); delivery of the permitted care home; capacity of local infrastructure; and inadequacy of access at Stockley Lane and between Stockley Lane and the A4 London Road, however. These matters do not fall within the scope of this application for approval of reserved matters and therefore cannot be taken into account. It is noted that contributions toward local infrastructure and improvements to the A4/Stockley Lane junction are already subject of a legal agreement, as set out below.

## 9. Planning Considerations

### Impact of the proposed layout on the character and appearance of the site and local area

Perhaps most apparent in the proposed layout is the substantial proportion of open space, as indicated at the outline stage and comprising a more structured area that includes specific play provision; a series of allotments to the immediate rear of The Rise; northern ecological buffer; community orchard and also a more wild swathe of meadow to create a gradual transition into the open countryside to the south and west. Additionally, there are several smaller pockets of green space, often centred on retained trees, all of which will contribute to the legibility and quality of public spaces. Subject to timely delivery and proper management, this is considered to be a significant merit of the scheme and appropriate to the site's context at the fringe of the market town of Calne.

Since original receipt of the application, the scheme has been revised significantly in order to take account of the comments of the Council's Landscape and Urban Design consultees in particular, together with comments in respect of the ecological buffer, access and public rights of way. The outcome is a much-improved layout that addresses the key concerns and in particular the creation of un-engaging spaces and streetscapes at certain points within the scheme. A revised house type that 'turns the corner' on prominent plots, plus the re-siting of detached garages between dwellings and open spaces will ensure the built form engages more readily with its wider context to create a pleasant environment in which to live and move around.

The layout has been adjusted to make for greater pedestrian and vehicular accessibility, the latter including refuse vehicles, occasional farm traffic and, in future, a potential bus route. Many of the larger detached dwellings are accessed from private driveways, which will both reduce the reliance on full-width adopted highway and also soften the transition to open space; this is particularly applicable to the units at the southern edge. The area of extended adopted highway includes granite setts interspersed throughout, which slow traffic and reduce the 'urban' feel of the development. Finer points of hard landscaping and engineering layout – lighting, sewerage, street furniture, etc – are to be secured through conditions.

### Impact of the individual and collective design character on the site and local area

It is considered that the scheme is of a reasonably high quality and makes good use of the opportunities and constraints of the site to deliver a coherent pattern of development interspersed with key focal points and open spaces. Where plots occupy prominent positions, either in terms of longer range views or pedestrian footfall, this has been recognised through the use of additional fenestration and higher quality boundary treatments. The configuration of parking provision is such as to minimise the prominence of hard standing and avoid a street frontage dominated by on-street parking of private vehicles. Some effort is made to design out similar detriment to the public open space through the use of modest but effective boundary treatments. The transition from adopted surfacing to less conspicuous private driveways further enhances the general suburban character of the development as a whole.

Although based on standardised designs, the variety of dwelling types and mixed palette of materials are sufficient to create a suitable range of built form that lends both consistency and navigability to the layout. Although the eastern portion of the site features a higher density of development, the defined terraces of properties will create engaging frontages whereas the pattern of development becomes more piecemeal as one would expect toward the southern and western fringes. Positive steps have been taken since submission of the original application to address plot-specific issues, such that the dwellings as a whole relate well to their surroundings and the public realm. Most significantly, a 'courtyard' style block originally proposed has been broken up to ameliorate what could have been a sterile and unmanaged space close to the centre of the site.

#### Impact of the proposed landscaping on the site and local area

Whilst the relationship of the extensive meadow and community orchard shown on the submitted plans is more pronounced in respect of the surrounding natural/agricultural environment, other elements of landscaping have a substantial impact on the built development itself. Not least, the central 'green' of structured open space is to be addressed by a number of larger dwellings positioned on the southern side of the development, creating a coherence between the two as well as some degree of surveillance. The Council's Landscape Architect is satisfied that the strategic landscape objectives and principles referred to in the outline application and masterplan (based on the recommendations in the submitted LVIA) have been carried through to the detailed reserved matters stage. Whilst some further details may be required – for instance in order to address any potential future conflict between development and existing trees through the use of root barriers – it is considered that these may be dealt with by condition.

The 75-bed care home for which permission remains extant at the land adjoining to the southeast benefits from its own landscaping scheme, which, it is considered, will integrate well with the strategic efforts proposed as part of the housing element here. Whilst no guarantee can be given as to the delivery of the care home, neither can one be given in absolute terms in respect of the housing development, and as the Inspector saw fit to essentially decouple the two, situations of either, neither or both elements coming forward must be accounted for. To this end, it is considered that the open and gently sloping nature of the care home site is such that in remaining undeveloped, this would sit comfortably with the adjacent landscaping currently proposed.

#### Sufficiency of ecological measures incorporated into the scheme

An ecological buffer along the northern site edge forms an integral part of the landscaping to the scheme and further to negotiations between the Council and applicant this now comprises a mixture of planting, wildflower habitats and ponds,

including those required for balancing purposes. With particular regard to the identified great crested newt population resident in the area, it is crucial to secure several smaller aquatic habitats, rather than simply one or two large attenuation basins. It is considered by the County Ecologist that the mixture now proposed is sufficient in this regard.

Such is the fundamental nature of the ecological management of the site, details were reserved by condition at the outline stage. In particular, mitigation measures have been demonstrated in respect of migrating/roosting bats, including the provision of a standalone 'bat house' in the western part of the public open space on site. This and several other key measures proposed in this respect, in the Landscape, Ecological and Arboricultural Management and Monitoring Plan (EAD Ecological Consultants, December 2014) have been reviewed and approved by the County Ecologist.

#### Sufficiency of internal access arrangements, car parking and secondary access control

Following revisions to the layout, with particular attention to turning radii for delivery/refuse vehicles and buses, the internal access road to be offered for adoption is of an acceptable standard. The layout includes a number of traffic calming features including variations to width and surfacing to reduce speeds together with a traffic order limiting maximum speeds to 20mph. In order to account for any situation in the future whereby existing bus routes are redirected through the site, the same S38 agreement through which the speed limit is to be secured should also produce a scheme of waiting restrictions sufficient to enable unobstructed bus access. Further details have also provided suitable reassurance in terms of visibility at junctions, taking into account the limited traffic speeds in the few points where these overlap with third party land. The principal access to the site from Stockley Lane – together with improvements to the A4/Stockley Lane junction – is of course a matter agreed at outline stage and not to be considered here.

Particular attention is paid to the arrangements proposed at the controlled secondary access onto The Rise. As a matter of principle, this entrance is to be used only by farm traffic associated with Rookery Farm, whose right of way is to be maintained across the site, and potentially in future as an extension of the bus route currently using The Rise. It is, however, intended that this route will remain open and inviting to pedestrian and cycle traffic so as to create a permeable and appealing route into the development that is not reliant on sharing the main vehicular access onto Stockley Lane. In practice, this is to be achieved using a removable bollard, physically preventing unauthorised vehicles from using the access. This will be supported by a separate Prohibition of Driving Traffic Order under S38 of the Highways Act, making it illegal for unauthorised vehicles to use this route. This solution is considered to be relatively low-impact in visual terms but clearly more effective in practice than the simple use of signage, which is difficult to enforce.

Upon review, the Council's Highways Officer has confirmed that the parking schedule and arrangements related to the development conforms to the countywide standards, including the provision of allocated visitor parking to an acceptable level. The boundary treatments proposed will limit the intrusion of parked vehicles onto footways, verges and public open space, maintaining the visual amenity and pedestrian/cycle permeability of the development as a whole. The allotment parking, which is to be secured for that purposes only, has been reduced from 15 to 10 parking spaces, partially in order to retain a tree of particularly high quality close to the northeast site access. It is considered that this level of provision is appropriate to the number of allotments and volume of traffic likely to be generated, whilst maintaining the visual amenity of the immediate area.

Further work has been undertaken to enhance existing public rights of way within and around the application site; particularly the route of CAWL75, which is to be re-aligned slightly from its existing route close to the northern site boundary, running a similar route marginally further south so as to run central to the northern ecological buffer. The diverted footpath is to be completed in a hoggin material and is to reinforce its linkage to the controlled access with The Rise (footpath CLAN70) and CAWL20, which follow the western boundary toward the CAWL24 and the John Bentley school and is also to be re-surfaced to match. Necessary details can be secured by condition.

The matter of a right of access associated with the Bowood Estate, has been brought to the Officer's attention, albeit that no information has been presented to prove or disprove its existence. As this concerns a third party's legal rights and is unaffected by any planning decision, no material weight can be attached to this contested issue. It has, however, been brought to the applicant's attention as a matter of courtesy and it is understood that alternative solutions are currently subject of private negotiation between the parties concerned.

### S106 contributions

S106 contributions were agreed at the time of the outline application, the Heads of Terms of which can be summarised as follows:

- 35% on-site affordable housing
- £200k toward improvement of local bus services
- £16,122 toward local cemetery improvements
- £24,278 toward construction of diverted footpath, and
- £2k toward associated footpath diversion order
- £85,983 local leisure contribution
- £33,013 local sports/recreation contribution
- £5k travel plan monitoring contribution
- £10k air quality monitoring contribution

Plus on-site allotment/equipped play/public open space provision. There is also an equation-based contribution toward local education provision.

As these matters have been previously agreed, no further legal agreement is required in relation to the current application.

### Conclusion

The scheme currently proposed is of an acceptable standard, considered sufficient to warrant approval subject to conditions to cover certain detailed elements. Although the concerns raised by both Calne Without Parish Council and Calne Town Council are duly noted, these relate principally back to matters considered, and found to be acceptable, by the Inspector considering hybrid application ref. 12/04038/FUL and cannot be considered in relation to the current application, which relates only to those matters reserved in respect of the outline housing element of the above. Taken with careful regard to the Inspector's previous decision and the limitations of the application itself, it is the Officer's view that the application should be approved.



## 10. RECOMMENDATION

That the application is APPROVED, 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: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

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

ESD0806 - Free Standing Wall Detail  
ESD0900 - Post and Rail Detail  
ESD0906 - Close Board Fence Detail  
ESD0922 - Ball Top Railing Details

Received 29 August 2014

SS001 rev B - Street Scenes  
SS002 rev B - Street Scenes  
APT\_01 rev A - Apartments Plan 01  
APT\_02 rev A - Apartments Plan 02  
APT\_03 rev A - Apartments Elevation  
BR001 - Bat Roost  
Parking Schedule

Received 19 November 2014

House Type Booklet (C) [unless otherwise superseded]  
EF\_LETC\_S.1.0 rev C - Letchworth (Plan)  
EF\_LETC\_S.1.0 rev A - Letchworth V1 (stone)

Received 6 January 2015

SL001 rev M - Site Layout  
EP001 rev D - Enclosures Plan  
MP001 rev E - Materials Plan  
SH001 rev D - Adoption Plan  
AP001 rev D - Storey Heights Plan  
SL002 rev E - Slab Level Plan  
TP001 rev C - Vehicle Tracking Plan  
TF001 rev B - Indicative Surface Finishes Plan  
394-P-04 rev C - Drainage Strategy  
394-P-07 rev C - Bus Vehicle Tracking  
394-P-06 rev A - Visibility (Planning)

Received 21 January 2015

RED19412-11 rev I - Landscape Proposals 11 (1of6)  
RED19412-11 rev I - Landscape Proposals 11 (2of6)  
RED19412-11 rev I - Landscape Proposals 11 (3of6)  
RED19412-11 rev I - Landscape Proposals 11 (4of6)

RED19412-11 rev I - Landscape Proposals 11 (5of6)  
RED19412-11 rev I - Landscape Proposals 11 (6of6)  
RED19412-13 rev F - Landscape Proposals 13 (1of2)  
RED19412-13 rev F - Landscape Proposals 13 (2of2)  
RED19412-14 rev E - Landscape Proposals 14 (1of2)  
RED19412-14 rev E - Landscape Proposals 14 (2of2)  
RED19412-15 rev F - Landscape Proposals 15 (1of6)  
RED19412-15 rev F - Landscape Proposals 15 (2of6)  
RED19412-15 rev F - Landscape Proposals 15 (3of6)  
RED19412-15 rev F - Landscape Proposals 15 (4of6)  
RED19412-15 rev F - Landscape Proposals 15 (5of6)  
RED19412-15 rev F - Landscape Proposals 15 (6of6)  
RED19412-16 rev B - Landscape Proposals 16  
RED19412-spec rev A - Landscape Specification  
BX01 5500 Removable Bollard Specification

Received 30 January 2015

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

- 3 No development shall commence on site until details and samples of the materials to be used for the external walls and roofs have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: In the interests of visual amenity and the character and appearance of the area.

- 4 No dwelling hereby approved shall be first occupied until the allocated parking area shown on the approved plans (titled 'Site Layout' numbered RHSW.5375.02.SL001 revision L and Parking schedule B) has been consolidated, surfaced and laid out in accordance with the approved details. This area shall be maintained and remain available for this use at all times thereafter.

REASON: To ensure that adequate provision is made for parking within the site in the interests of highway safety.

- 5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting or amending that Order with or without modification), the garages hereby permitted shall not be converted to habitable accommodation.

REASON: To secure the retention of adequate parking provision, in the interests of highway safety.

- 6 The roads, including footpaths and turning spaces, shall be constructed so as to ensure that, before it is occupied, each dwelling has been provided with a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and existing highway.

REASON: To ensure that the development is served by an adequate means of access.

- 7 No development shall commence on site until details of traffic calming features to be

formed on the access road have been submitted to, and approved in writing by, the Local Planning Authority (indicative locations on drawing 'Site Layout' numbered RHSW.5375.02.SL001 revision L). No part of the development shall be occupied or first brought into use until the traffic calming features have been provided in accordance with the approved details. The traffic calming features shall be kept clear of obstruction and available at all times thereafter.

REASON: To enable vehicles to pass/stand clear of the highway in the interests of highway safety.

- 8 No development shall commence on site until details of the footway / (Hogging path) connecting to the bridge to the location of the diverted Public Footpath (CALW 20) have been submitted to, and approved in writing by, the Local Planning Authority. The construction of the footway shall be constructed in accordance with a programme to be agreed with the Local Planning Authority. The footway shall be provided in accordance with the approved details and programme. The footway shall be kept clear of obstructions at all times thereafter.

REASON: To provide pedestrian and cycle access to local facilities.

- 9 No development shall commence on site until details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture, including the timetable for provision of such works, have been submitted to and approved by the Local Planning Authority. The development shall not be first occupied until the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture have all been constructed and laid out in accordance with the approved details, unless an alternative timetable is agreed in the approved details.

REASON: To ensure that the roads are laid out and constructed in a satisfactory manner.

- 10 The allotment car parking shall be secured by gates. The gates shall open inwards and away from the highway only. The gates shall be locked at all times and only accessible by authorised members related to the allotment (titled 'Site Layout' numbered RHSW.5375.02.SL001 revision M).

REASON: In the interests of highway safety and to prevent abuse by unauthorised car parking.

- 11 No part of the allotment hereby approved shall be first brought into use until the allotment parking area shown on the approved plans (ten car parking spaces) has been consolidated, surfaced and laid out in accordance with the approved details (titled 'Site Layout' numbered RHSW.5375.02.SL001 revision L). This area shall be maintained and remain available for this use at all times thereafter.

REASON: To ensure that adequate provision is made for parking within the site in the interests of highway safety.

- 12 No dwelling within the development hereby permitted shall be first occupied until the controlled access onto The Rise has been completed in accordance with drawing ref

ITB4056-SK-004 ('Pedestrian/Cycle/Emergency Only Access from The Rise, Appendix B to Unilateral Undertaking dated 26 February 2014). The removable bollards shall be secured in situ and removed only to allow access by vehicles as authorised under a Prohibition of Driving Traffic Order under S38 of the Highways Act to be agreed by the Local Highway Authority, after which it shall be replaced and secured. This arrangement shall be maintained as such thereafter in perpetuity, unless otherwise warranted by the extension of bus routes through the site and agreed in writing by the Local Planning Authority.

REASON: To ensure the access between the site and The Rise is not used by vehicles to the detriment of residential amenity.

- 13 No development shall commence on site until a scheme of phasing of landscaping has been approved in writing by the Local Planning Authority. The landscaping shall be carried out in the first planting and seeding season following occupation of the buildings or the completion of the development, whichever is the sooner within that particular phase; any trees or plants which within a period of five years, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development.

- 14 The mitigation measures detailed in the approved Landscape, Ecological and Arboricultural Management and Monitoring Plan (EAD Ecological Consultants, December 2014) shall be carried out in full prior to the first occupation of the development or in accordance with the approved timetable detailed in the Ecological Assessment.

REASON: To mitigate against the loss of existing biodiversity and nature habitats.  
POLICY: National Planning Policy Framework paragraph 118.

- 15 **INFORMATIVE TO APPLICANT:**  
As part of the Section 38 Agreement (Highways Act), the council will require the following legal orders:  
- Prohibition of Driving Traffic Order at the emergency access.  
- A scheme of waiting restrictions in order that a bus can negotiate the site without parked vehicles obstructing access.  
- A traffic order for a 20mph Zone.

- 16 **INFORMATIVE TO APPLICANT:**  
Any alterations to the approved plans, brought about by compliance with Building Regulations or any other reason must first be agreed in writing with the Local Planning Authority before commencement of work.

- 17 **INFORMATIVE TO APPLICANT:**  
The applicant is requested to note that this permission does not affect any private property rights and therefore does not authorise the carrying out of any work on land outside their control. If such works are required it will be necessary for the applicant to obtain the landowners consent before such works commence.

If you intend carrying out works in the vicinity of the site boundary, you are also advised that it may be expedient to seek your own advice with regard to the requirements of the Party Wall Act 1996.

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**INFORMATIVE TO APPLICANT:**

Please note that Council offices do not have the facility to receive material samples. Please deliver material samples to site and inform the Planning Officer where they are to be found.

