

REPORT SUMMARY

REFERENCE NO - 17/504428/FULL			
APPLICATION PROPOSAL Creation of a new 48 space public car park, together with 30 flats, a row of 6 semi-detached houses, and two terraced rows providing 11 houses (total 47 units), together with a new estate road, allocated parking and soft landscaping.			
ADDRESS Maidstone Borough Council Car Park, Corner of Union Street & Queen Anne Road, Maidstone, Kent.			
RECOMMENDATION - APPROVE			
SUMMARY OF REASONS FOR RECOMMENDATION The development is considered to be fundamentally in accordance with the Development Plan and there are no overriding material considerations to indicate a refusal of planning permission.			
REASON FOR REFERRAL TO COMMITTEE Maidstone Borough Council is the applicant			
WARD High Street	PARISH/TOWN N/A	COUNCIL	APPLICANT MBC Regeneration & Economic Development AGENT Calfordseaden LLP
DECISION DUE DATE 23/11/17	PUBLICITY EXPIRY DATE 02/10/17	OFFICER SITE VISIT DATE 06/12/17	
RELEVANT PLANNING HISTORY			
App No	Proposal	Decision	Date
15/508437	Outline application for the demolition of existing buildings and the erection of up to 44 dwellings with access to be considered (all other matters of appearance, layout, scale and landscaping reserved for future consideration).	Withdrawn	26/05/16

MAIN REPORT

1.0 DESCRIPTION OF SITE

- 1.01 The application site is to the south of Union Street, and turns the corner to Queen Anne Road which is to the east and southeast and is a one-way road running northwards. The eastern part of the site includes a 48 space MBC public car park and a 44 space car park reserved to NHS Staff and is set approximately 1m higher than the road. The larger western part is a former NHS site that had a number of low level buildings which have been cleared. There is a ragstone wall along the northern (Union Street) frontage and western (Tufton Street) boundaries of the site. Land levels fall towards the south in excess of 2m, and there are a small number of trees within the site.
- 1.02 Union Street to the north is predominantly characterised by semi-detached Victorian/Edwardian houses with front gardens; to the east, Queen Anne Road features rear car parking areas of office buildings fronting onto Albion Place and the Queen Anne Public House is located at the northern end of this road; and to the south there is 'Friars Court' (sheltered accommodation) that is at a lower level than the site but 4 storeys in height.

- 1.03 The vast majority of the site (apart from the north eastern corner) is allocated in the Local Plan for housing under policy H1(12), which will be discussed in more detail below. Otherwise the site has no specific designations. There are two trees along the frontage to Union Street protected by TPO No. 8 of 1997. These lime and horse chestnut trees are replacements for the two original copper beech trees that were removed because of disease/decay. There is a Conservation Area around 50m to the south.

2.0 PROPOSAL

- 2.01 Full permission is sought for a total of 47 dwellings at the site. This would be in the form of 30 flats within a 4 storey stepped apartment block, which would wrap around the Queen Anne Road frontage. Along Union Street would be 3 pairs of semi-detached properties of 3 storey height, and within the site would be two rows of 3 storey terrace buildings providing 11 units. Access to the flats and terrace properties would be via the existing access to the car park off Union Street, and the semi-detached properties would have their own accesses.
- 2.02 The design would be of a contemporary style with flat roofs to all buildings and top floors recessed, large amounts of glazing and juliet balconies. Materials would include cladding panels, face-brickwork, ragstone infill panels, render and standing seam cladding. The design will be discussed in more detail in the assessment below.
- 2.03 Permission is also sought to create a new public car park at the western end of the site. This would provide 48 spaces in a rectangular space adjacent to Tufton Street, with vehicular access off Union Street using an existing access.

3.0 POLICY AND OTHER CONSIDERATIONS

- **Maidstone Borough Local Plan (2011-2031):** SS1, SP1, SP19, SP20, SP23, H1, ID1, H1(12), DM1, DM2, DM5, DM6, DM8, DM12, DM19, DM20, DM21, DM23
- **The National Planning Policy Framework (NPPF)**
- **National Planning Practice Guidance (NPPG)**
- **Draft MBC Air Quality Planning Guidance (2017)**

4.0 LOCAL REPRESENTATIONS

- 4.01 **Local Residents:** 12 representations received from local residents raising the following (summarised) issues:
- Overlooking from balconies and in general.
 - Noise and disturbance.
 - Lack of local parking and parking for development.
 - Strain of infrastructure.
 - Car park must be lit.
 - Comments on design issues.
 - Harm to amenity.
 - Over-development.
 - Congestion, traffic and highway safety.
 - Noise and air pollution.
 - Loss of trees.

4.02 **Councillor Harwood:** Has made the following (summarised) observations:

- Lack of landscaping on street frontages and lack of native species.
- Integral ecology enhancements should be provided.
- SuDs should be used.
- Render should be avoided.
- Solar PV and electric charging points should be provided.

5.0 CONSULTATIONS

- 5.01 **KCC Highways:** No objections subject to (matters which pass conditions tests) securing off-site highway improvements on Union Street and Tufton Street; securing vehicle and cycle parking provision; completion and maintenance of the accesses; provision and maintenance of 2 metres x 2 metres pedestrian visibility splays behind the footway on both sides of the accesses with no obstructions over 0.6m above; upgrading the pedestrian crossing on King Street; and provision of a bus shelter on Sittingbourne Road.
- 5.02 **KCC SUDs:** No objection subject to conditions.
- 5.03 **MBC Environmental Health:** No objections re. air quality, noise or contaminated land subject to conditions.
- 5.04 **MBC Parks & Open Spaces:** Request £74,025 towards improvements to access on the north/west side of Brenchley Gardens and improvements at and Brewer Street Graveyard Open Space.
- 5.05 **MBC Housing:** No objections
- 5.06 **MBC Landscape:** No objections to removal of TPO and other trees subject to mitigation, although comment that space for landscaping only allows room for small stature trees.
- 5.07 **KCC:** Request £71,466.00 towards the permanent expansion of East Borough Primary School enhancement; £109,469.40 towards Phase 1 of the new Maidstone Free School – School of Science and Technology, Valley Park; and £2,256.74 towards additional bookstock required to mitigate the impact of the new borrowers from this development.
- 5.08 **NHS:** Request £29,304 towards investment in one or more of Albion Place, Brewer Street, or Bower Mount practices. The healthcare contribution would be directly related to supporting improvements to primary care infrastructure by way of extension, refurbishment and/or upgrade to existing buildings or as a contribution towards the cost of a new primary healthcare facility serving this population
- 5.09 **KCC Ecology:** No objections subject to securing enhancements.
- 5.10 **Southern Water:** Confirm local capacity.
- 5.11 **Kent Police:** Have raised some concerns regarding the new car park and recommended lighting and CCTV.
- 5.12 **UK Power Networks:** No objections

6.0 APPRAISAL

6.01 The majority of the site is allocated for approximately 30 dwellings under policy H1(12) and as such the development needs to be predominantly considered under this policy. For the remainder (which is part of the public car park) policy DM5 supports the development of brownfield sites subject to respecting the character and appearance of the area. For these reasons, the residential development is acceptable in principle and the main issues, in line with the allocation policy and Local Plan, are as follows:

- Design, Layout & Landscaping
- Access, Highways & Parking
- Residential Amenity
- Air Quality
- Infrastructure & Affordable Housing

6.02 The car park would replace existing facilities and is considered acceptable in principle. Detailed issues relating to it will also be discussed below.

Design, Layout & Landscaping

6.03 The layout of the residential development has the building's strongly addressing Union Street and Queen Anne Road, something the site fails to do at present being a car park and vacant site. Amendments have been sought to provide improved landscaping with trees along the Queen Anne Road frontage through siting bin/bike stores to the rear, and removing a parking space. A low ragstone wall would be provided as well to ensure a high quality frontage. On Union Street new semi-detached buildings would be set back with new ragstone wall sections to replace the existing wall. Whilst the allocation policy seeks retention of the existing wall, there would be replacement sections and new low walling to the car park so that there would still remain a strong presence of such walling, which is considered acceptable. New landscaping and trees inside the replacement walling for the houses would be in-keeping with the character of front gardens on the north side of Union. Internally, space is provided for landscaping, parking and circulation space, and it strikes the right balance between these requirements.

6.04 In terms of height, the largest apartment block on the east part of the site would be 4 storeys but with the top floor recessed, which would reduce its impact, and it also drops to 3 storeys at the south end (in line with policy H1(12)). Buildings on Queen Anne Road include 4 storeys at 'Friars Court' to the southwest, 4 storeys at the offices/medical centre to south and 3 storeys to the east, and so the building would be in-keeping here. Whilst the block extends towards Union Street where buildings lower generally to 2 storeys, I consider it is important to create a strong presence on this corner, and on balance it is acceptable. On Union Street, where houses are two storey with some rooms in the roofspace, the semi-detached buildings would be 3 storeys, however, the top floor would be recessed thus reducing its impact and houses on the north side are set at a slightly higher level so this height would be acceptable. Overall, the scale of the development is considered to be acceptable.

6.05 With regard to appearance and as outlined above, the buildings would be of modern design with flats roofs. The height and mass of the buildings are broken up by the use of extensive glazing with timber cladding, ragstone sections, brickwork to the lower floors and grey cladding to the top floors. Also, there would be full height

glazed projections and recessed sections on the elevations to provide further interest/breaks. The local area includes a mixture of building design, including more traditional houses to the north and more modern buildings to the east and south. As such, a modern approach is acceptable here, and subject to the specific samples of the materials being provided by condition, the appearance and design is considered to be of a high quality that will improve the appearance of the local area.

- 6.06 Surface materials would include block paving for the access and parking areas divided by granite setts, and resin bonded gravel for paths which would ensure a high quality finish.
- 6.07 Excluding the new car park, the density of the development is approximately 94 dwellings per hectare. This is significantly above the allocation policy which seeks around 56dph. However, for the reasons outlined above the layout, scale and design are considered to be acceptable and so this density is suitable in this case.
- 6.08 All 6 existing trees at the site would be removed including the two protected trees along Union Street. In terms of the protected trees, I agree with the landscape officer's opinion that these trees are not sufficiently mature or of such large stature to pose a constraint to the development proposal, subject to replacement trees being planted to mitigate their loss. Four of the other trees are located towards the rear of the site and their loss would not be unduly harmful to the local area. The London plane tree on the Queen Anne Road frontage would struggle to survive in close proximity to the new building. To compensate, landscaping would be provided around the outside of the site to provide a soft edge to the development, including prominent native/near native planting in the form of hedging and new trees, mixed with shrubs. There would also be tree and shrub planting inside the site. The planting would involve 29 new trees including 7 within the streetscene, which is considered to mitigate the loss of on-site trees in line with the allocation policy. The landscaping scheme will provide an appropriate setting to the development with good interest and colour, and a mix of native/near native and ornamental species appropriate for this urban site.
- 6.09 Overall, the design of the development is considered to be of a high quality in accordance with Local Plan policies.

Access, Highways & Parking

- 6.10 Kent Highways have raised no objections in terms of the safety of the access points or the impact of traffic on the local highway network, which includes taking into account the loss of the 44 space 'NHS' car park. Such parking for NHS staff would potentially be displaced within the local area but it is not considered this would result in any highway safety issues to warrant objection and the area is clearly accessible by public transport. In terms of parking for the new residential units, the maximum standards are 59 spaces including 9 visitor's spaces. The development would provide 32 spaces with 15 for the thirty flats, 1 each for the six semi-detached properties and 1 each for the eleven terrace houses (which would be under-croft). This is below the maximum standards but as this site is near to the town centre and so within walking distance of numerous facilities including public transport links, this provision is considered acceptable. In terms of any impact upon local parking, the applicant has confirmed that they would be willing to accept a planning condition that restricts some residents from applying for parking permits in this area. However, this is not enforceable and so does not pass the conditions tests. If Members wished to pursue this, it would need to be outside of the planning system with the Council's parking section.

- 6.11 To encourage public transport use and promote safety, a bus shelter will be provided on the west side of Sittingbourne Road for northbound journeys, and the pedestrian crossing on King Street will be upgraded. Secure cycle parking would also be provided to promote such use. This is in accordance with policies DM21 and DM23

Residential Amenity

- 6.12 Concerns have been raised regarding overlooking from the development, with some relating to the proposed balconies. With regard to houses on Union Street, the new dwellings and balconies would be 16m from the houses and at this distance, and with the road in between, there would not be any unacceptable overlooking. The distance to 'Friars Court' to the southwest would be a minimum of 20m, which would ensure no harmful impacts. On Queen Anne Road, permission has been granted for flats that would be opposite the proposed apartments. Whilst windows would face one another, the public road would be in between and it is not considered there would be any unacceptable privacy issues. Otherwise the distance to other properties means there would be no harmful impacts upon privacy, light or outlook. For new occupants, sufficient living space, privacy and outdoor space, including gardens for larger properties, would be provided to ensure acceptable living conditions. In terms of noise, the Environmental Health officer recommends a condition to ensure appropriate internal noise levels. This is in accordance with policy DM1.

Air Quality

- 6.13 An assessment has been provided and the Environmental Health officer advises it, *"concludes that the residents of the proposed dwelling will not be affected by poor air quality and the development is unlikely to have a significant impact on the air quality management area. Recent modelling of air quality supports this conclusion, however the holistic impact of emissions caused by the development should be mitigated."* Due to the low impact, a condition can require mitigation to be provided which would include electric vehicle charging points on all semi-detached houses and terrace properties, and this is proportionate in this case and in accordance with the site policy and DM6.

Infrastructure & Affordable Housing (Heads of Terms)

- 6.14 In line with policy DM20 major residential development will put pressure on existing services and requests for monies to mitigate the impact of the development towards health, primary and secondary education, public open space, and libraries have been requested (see consultation section above). I have assessed these requests and consider them to be necessary to mitigate the impact of the development due to the additional pressure future occupants would place upon these services, and consider them to pass the legal tests for securing financial contributions.
- 6.15 Affordable housing would be provided at 30% (14 units) which is in accordance with the Local Plan for urban area sites. All of the affordable would be for affordable rental whereas policy SP20 seeks a target of 30% being shared ownership. However, the housing section has raised no objection stating this is welcomed in a town centre location, and I consider this is acceptable.
- 6.16 As the Council is the applicant the KCC contributions would be provided via a unilateral undertaking to KCC. As the public open space, NHS monies, and affordable housing would be dealt with by the Council (and the Council owns the site) it is not possible to secure these under a Section 106 Agreement under the Town &

Country Planning Act. The mechanism to secure this is a Memorandum of Understanding between the Directors of Housing and Planning to provide the necessary monies and affordable housing.

Car Park

- 6.17 Whilst the provision of a car park is not in line with policy H1(12), through using the NHS car park area in the northeast corner outside the allocation, housing numbers in line/above the allocation can be achieved, and for this reason the car park element is considered to be acceptable. The car park would be in the west part of the site and enclosed by the existing ragstone wall on Tufton Street which would be retained in accordance with the site policy. Lower ragstone walling would be provided on the Union Street frontage. Whilst a car park is not aesthetically pleasing, there was/are the presence of others in the area and it would be enclosed by ragstone walling. Concerns have been raised by Kent Police regarding the safety of the car park and so additional windows have been provided on the dwellings to provide more surveillance, and conditions will ensure lighting and an option for CCTV if necessary.

Other Matters

- 6.18 As per the national policy requiring major development to incorporate Sustainable Development Urban Systems (SUDS) as an integral part of development, the applicant plans to deal with surface water in a variety of ways. This will be through deep borehole soakaways if feasible but if not, underground storage tanks would be used and water discharged to the nearest surface water sewers (as a last resort). Permeable surfaces would also be used within the scheme. KCC have been consulted and advise that being that this is an existing site with evidence of a drainage system with no surface water sewer in the vicinity they would presume it is currently drained by soakaways within its own curtilage, essentially it has a form of drainage already. As such, they recommend conditions to finalise the detailed drainage system, which shall look to use infiltration first, and its management.
- 6.19 The ecological value of the site is low and the development would have no impact upon protected species. As such, enhancements are proposed through the landscaping scheme, measures such as bird and bat boxes, and integral bird and bat bricks. Solar panels would be provided on all buildings and green roofs on the bike and bin stores and part of the semi-detached properties, which would promote sustainable measures in line with policy DM2.
- 6.20 The development would be visible from the Conservation Area to the south. The proposed apartment block would be seen behind the large 4 storey residential and office buildings to the west and east and would have no harmful impact upon the setting of the Conservation Area.

7.0 CONCLUSION

- 7.01 Whilst there is some conflict with criterion 3 under policy H1(12) regarding retention of the ragstone wall along Union Street, this is considered acceptable for the reasons explained at paragraph 6.03 and not grounds to refuse the application. The density is higher than the allocation policy but the design, layout, and scale are considered acceptable for the reasons outlined above. Otherwise the proposals accord with policy H1(12) and are in accordance with all other relevant policies within the Local Plan. Permission is therefore recommended subject to conditions and a legal agreement to secure monies to necessary infrastructure and affordable housing.

8.0 RECOMMENDATION:

Subject to the prior completion of a legal agreement to provide for the Heads of Terms set out below and subject to the conditions as set out below, the Head of Planning and Development **BE DELEGATED POWERS TO GRANT** to grant planning permission, and to be able to settle or amend any necessary Heads of Terms and planning conditions in line with the matters set out in the recommendation and as resolved by the Planning Committee.

Heads of Terms

1. £29,304 towards extension, refurbishment and/or upgrade to existing buildings at either Albion Place, Brewer Street, or Bower Mount practices or as a contribution towards the cost of a new primary healthcare facility serving this population.
2. £71,466.00 towards the permanent expansion of East Borough Primary School.
3. £109,469.40 towards Phase 1 of the new Maidstone Free School – School of Science and Technology, Valley Park.
4. £2,256.74 towards additional bookstock required to mitigate the impact of the new borrowers from this development.
5. £74,025 towards improvements to access on the north/west side of Brenchley Gardens and improvements to the planting on the north-west and north-east edges of the gardens to improve accessibility, and improvements to the natural open space to make it more accessible for local residents at Brewer Street Graveyard Open Space.
6. 30% affordable Housing (100% affordable rent).

Conditions

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

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

2. No development (excluding the car park development) shall take place until details of the proposed slab levels of the building(s) and the existing site levels have been submitted to and approved in writing by the local planning authority and the development shall be completed strictly in accordance with the approved levels;

Reason: In order to secure a satisfactory form of development having regard to the topography of the site.

3. No development (excluding the car park development) shall commence until the developer has developed a scheme detailing and where possible quantifying what measures or offsetting schemes are to be included in the development which will reduce the transport related air pollution of the development during construction and when in

occupation. The report should be submitted to and approved by the Local Planning Authority, prior to development. [The developer should have regard to the DEFRA guidance from the document Low Emissions Strategy -using the planning system to reduce transport emissions January 2010.]

Reason: In the interests of protecting health.

4. No development shall take place until the following components of a scheme to deal with the risks associated with contamination of the site has been submitted to and approved, in writing, by the local planning authority:

- 1) A remediation method statement (RMS) based on the site investigation results and the detailed risk assessment provided in the Lustre Consulting Site investigation report submitted with the application reference 1626\cw\4-2017\652. This should give full details of the remediation measures required and how they are to be undertaken. The RMS should also include a verification plan to detail the data that will be collected in order to demonstrate that the works set out in the RMS are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

- 2) A Closure Report is submitted upon completion of the works. The closure report shall include full verification details as set out in 3. This should include details of any post remediation sampling and analysis, together with documentation certifying quantities and source/destination of any material brought onto or taken from the site. Any material brought onto the site shall be certified clean;

Any changes to these components require the express consent of the local planning authority. The scheme shall thereafter be implemented as approved.

Reason: In the interests of protecting the health of future occupants from any below ground pollutants.

5. No development shall take place until a detailed sustainable surface water drainage scheme for the site has been submitted to (and approved in writing by) the local planning authority. The detailed drainage scheme shall demonstrate that due consideration as first been given to the possibility of utilising infiltration techniques and that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm) can be accommodated and disposed of within the curtilage of the site without increase to flood risk on or off-site. Should the use of infiltration prove to beyond being reasonable practical then any surface water leaving site shall not exceed a discharge rate of 29l/s for all rainfall events. The drainage scheme shall also demonstrate that silt and pollutants resulting from the site use and construction can be adequately managed to ensure there is no pollution risk to receiving waters.

Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water and to ensure that the development does not exacerbate the risk of on/off site flooding.

6. No development above slab level (excluding the car park development) shall take place until a scheme to demonstrate that the internal noise levels within the residential units and the external noise levels in back garden and other relevant amenity areas will conform to the standard identified by BS 8233 2014, Sound Insulation and Noise Reduction for Buildings has been submitted to and approved in writing by the Local Planning Authority. The work specified in the approved scheme shall then be carried out

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in accordance with the approved details prior to occupation of the premises and be retained thereafter.

Reason: In the interests of amenity.

7. No development above slab level (excluding the car park development) shall take place until written details and samples of the materials to be used in the construction of the external surfaces of the building(s) hereby permitted have been submitted to and approved in writing by the local planning authority and the development shall be constructed using the approved materials. Materials shall include the use of ragstone on buildings and in walling as shown on the approved plans, stock bricks, (if render is used it must be dark coloured), and timber cladding.

Reason: To ensure a satisfactory appearance to the development.

8. No development above slab level (excluding the car park development) shall take place until a sample panel of the ragstone for the buildings and walls has been submitted to and approved in writing by the Local Planning Authority. Such details as approved shall be fully implemented on site.

Reason: To ensure a high quality design.

9. No development above slab level shall take place until, written details and samples of the surface materials to be used in the construction of the development hereby permitted have been submitted to and approved in writing by the local planning authority and the development shall be constructed using the approved materials. The details shall follow the landscape masterplan (no. TD895_03A) and (excluding the car park) provide block paving for access and parking areas, resin bonded gravel for paths, and granite setts.

Reason: To ensure a satisfactory appearance to the development.

10. No development above slab level shall take place until, details of all fencing, walling and other boundary treatments have been submitted to and approved in writing by the local planning authority and the development shall be carried out in accordance with the approved details before the first occupation of the building(s) or land and maintained thereafter. Details shall include ragstone walling along the Union Street and Queen Anne Road frontages as shown on the approved plans.

Reason: To ensure a satisfactory appearance to the development and to safeguard the enjoyment of their properties by existing and prospective occupiers.

11. No development above slab level (excluding the car park development) shall take place until details of any external meter cupboards, vents, pipes, flues, and guttering have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details. Such features shall be installed to limit their visibility from public view points.

Reason: To secure a high standard of design.

12. No development above slab level shall take place until details of any lighting to be placed or erected within the site have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include, inter alia, details of measures to shield and direct light from the light sources so as to prevent light pollution, illuminance contour plots covering sensitive neighbouring receptors, and lighting of the

car park area. The development shall thereafter be carried out in accordance with the subsequently approved details.

Reason: In the interest of residential amenity and safety.

13. The car park hereby approved shall not be used until details of CCTV or similar measures for the car park have been submitted to and approved in writing by the Local Plan Authority, and subsequently installed and thereafter maintained.

Reason: In the interest of public safety.

14. No development above slab level (excluding the car park development) shall take place until specific details of the location of photovoltaic panels to be installed on all buildings have been submitted to and approved in writing by the local planning authority. The approved details shall be installed prior to first occupation and maintained thereafter;

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

15. The approved details of the access points as shown on drawing no. A(0)103 RevE shall be completed before the commencement of the use of the land or buildings hereby permitted and include the provision and maintenance of 2m x 2m pedestrian visibility splays behind the footway on both sides of the accesses with no obstructions over 0.6m above footway level.

Reason: In the interests of road safety.

16. No building hereby permitted shall be occupied until the following off-site highways works have been fully implemented:

- Provision of a bus shelter at the northbound bus stop on Sittingbourne Road (to the northeast of no. 1 Sittingbourne Road upon the railway bridge).
- Upgrading of the existing pedestrian crossing on King Street to provide additional crossing detectors and reconfiguration of the controller.
- Modifications to the existing footway on Union Street due to the new access points.

Reason: In the interests of highway safety and sustainable transport use.

17. No building hereby permitted shall be occupied until a Verification Report pertaining to the surface water drainage system, carried out by a suitably qualified professional, has been submitted to the Local Planning Authority which demonstrates the suitable operation of the drainage system such that flood risk is appropriately managed, as approved by the Lead Local Flood Authority. The Report shall contain information and evidence (including photographs) of earthworks; details and locations of inlets, outlets and control structures; extent of planting; details of materials utilised in construction including subsoil, topsoil, aggregate and membrane liners; full as built drawings; and topographical survey of 'as constructed' features.

Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems.

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18. No building hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
- a) a timetable for its implementation, and
 - b) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage system throughout its lifetime.

Reason: To ensure that any measures to mitigate flood risk and protect water quality on/off the site are fully implemented and maintained (both during and after construction).

19. The semi-detached and terrace houses hereby approved shall not be occupied until a minimum of one electric vehicle charging point has been installed on each property, and shall thereafter be retained for that purpose.

Reason: To promote the reduction of CO2 emissions through the use of low emissions vehicles.

20. All planting, seeding and turfing specified in the approved landscape details (drawing nos. TD895_01B (sheet1) & TD895_02B (sheet 2)) shall be carried out either before or in the first season (October to February) following the occupation of the building(s) or the completion of the development, whichever is the sooner; and seeding or turfing which fails to establish or any trees or plants which, within five years from the first occupation of a property, commencement of use or adoption of land, die or become so seriously damaged or diseased that their long term amenity value has been adversely affected shall be replaced in the next planting season with plants of the same species and size as detailed in the approved landscape scheme unless the local planning authority gives written consent to any variation.

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

21. The approved details of the vehicle parking/turning and cycle parking areas associated with the residential development shall be completed before the commencement of the use of the land or buildings to which they relate and shall thereafter be kept available for such use. No development, whether permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order, with or without modification) or not, shall be carried out on the areas indicated or in such a position as to preclude vehicular access to them;

Reason: Development without adequate parking/turning provision is likely to lead to parking inconvenient to other road users and in the interests of road safety and sustainability.

22. Where infiltration is to be used to manage the surface water from the development hereby permitted, it will only be allowed within those parts of the site where information is submitted to demonstrate to the Local Planning Authority's satisfaction that there is no resultant unacceptable risk to controlled waters and/or ground stability. The development shall only then be carried out in accordance with the approved details.

Reason: To protect groundwater resources.

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23. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extension of any residential properties or enlargement of any roofs shall be carried out without the permission of the local planning authority;

Reason: To safeguard the character and appearance of the development and the enjoyment of their properties by existing and prospective occupiers.

24. The development hereby permitted shall be carried out in accordance with the approved plans listed on the Drawing Issue Sheet 100 Series, Drawing Issue Sheet 200 Series, and Drawing Issue Sheet 300 received on 07.12.17; and plans TD895, TD895 01B, and TD895 02B received on 24.11.17.

Reason: In the interest of visual and residential amenity and to clarify which plans have been approved.

Case Officer: Richard Timms