

AGENDA ITEM NO: 8/2(d)

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| Parish: | Walpole Highway | |
| Proposal: | Establishment of plant nursery and associated glasshouses, growing beds, office and staff facilities | |
| Location: | Land at West Drove Walpole Highway Norfolk | |
| Applicant: | Tamar Nurseries Ltd | |
| Case No: | 16/00812/FM (Full Application - Major Development) | |
| Case Officer: | Mrs N Osler | Date for Determination: 4 October 2016 Extension of Time Expiry Date: 10 February 2017 |

Reason for Referral to Planning Committee – The views of Walpole Highway Parish Council is contrary to the Officer recommendation

Case Summary

Full planning permission is sought for a horticultural nursery with associated access, structures and facilities.

The site lies in open countryside adjacent to the A47 and would be accessed via West Drove South.

The site lies within flood zones 2 and 3.

Key Issues

Principle of Development
Form and Character
Highway Safety
Residential Amenity
Flood Risk and Drainage
Other Material Considerations

Recommendation

APPROVE

THE APPLICATION

The site is shown to measure approximately 13.3ha and lies adjacent to the A47 in open countryside in productive agricultural use.

The site is boarded to its north by the A47, to the east by agricultural land and a handful of sporadic residential properties, to the south by an egg production unit and to the west by further agricultural land.

The application seeks permission for a horticultural nursery with associated glasshouses (29.925m²), office and staff facilities (400m²), service yard, staff parking, customer parking (including disabled bays), growing beds, water storage reservoir and a retail area (1500m²).

Tamar Nurseries (the applicant) already own and operate a nursery business from School Road, West Walton, which is less than a mile from the proposed new site. The existing site has been expanded to its limits and the new glasshouses are required to meet the growing needs of the business and the demands of its customers. The proposed development would allow the company to relocate to a new, purpose built, modern facility that would enable the expansion of the business. It is envisaged that the development will require up to 4 additional full-time members of staff and a further 6 seasonal employees.

Residential development of part of the West Walton site (the existing nursery site) is required to finance the relocation of the new nursery, and a separate application is before committee today in relation to this (16/00813/OM).

The site lies within flood zones 2 and 3.

SUPPORTING CASE

The supporting information that accompanied the application suggests:

The business needs to relocate to enable expansion (financial information has been supplied).

In relocating, production can be increased by virtue of having a larger growing area; with a more efficient purpose-designed layout. With a new site turnover can be increased steadily by 7-8 % annually. As can be seen from the accompanying document 'Tamar Business Model' the company is ambitious and voracious in opening up new markets and raising its customer profile which has led to significant and 'high-end' contracts.

An intended consequence of this will be that less will be required to be imported thus further reducing the carbon footprint of the business (and not an increase as is currently occurring - at present the importing of stock accounts for around 15% of our turnover). All the imported stock has to be off loaded, consolidated and reloaded; most of this would be cut out, resulting in a huge saving to the environment and is especially financially more attractive.

Another issue relates to our relationship with our current neighbours. An unfortunate fact is that we now find ourselves as an intensive production unit, at the capacity of our output, surrounded by residential development. It is understandable that some residents have come to resent our presence as a result.

A significant investment will be required to take Tamar Nurseries and it is impossible to sell the existing site as a going concern to fund the relocation. Any relocation must be transitional in order that the business can continue to fulfil contracts. The only means open to achieve this is by part residential development of the current site – this proposal cannot come forwards without a successful proposal to redevelop a considerable proportion of the existing nursery for housing.

The proposed glasshouses would be constructed in phases. Traditional in design, they would consist of an aluminium frame with glass roof and walls, they would be conspicuous on site until such time as a planting and landscaping programme could be fully implemented, however this sight is not an uncommon one and has become part of the vernacular of the Fen landscape.

Landscaping will invariably be a prime consideration both in terms of celebrating and promoting the applicant's business.

It is not considered that the scheme would be detrimental to the local environment of residents immediately adjacent, particularly given the proposed landscaping; it is held that the relocation of Tamar Nurseries will actually bring an enhancement in the quality of life for a greater number of people.

The proposal indicates an area of approximately 30,000sqm under glass. Once fully developed the business will have at its disposal over 6 times the glasshouse facility under which it currently operates.

Sitting as it does adjacent the A47 Trunk Road it is well served by slip roads and a fly-over 400m north of the proposed site entrance.

Access would be greatly improved when compared to the existing trading location, in terms of safety, disturbance, inconvenience and practicality. The access to the current Tamar Nurseries Ltd site is not business specific, with the company having grown organically. The entrance would not meet current highway specification standards, particularly in terms of use by articulated lorries – which are further hampered in accessing the site by cars parked along School Road, adjacent and opposite the entrance.

In relation to drainage, the IDB's guidance will be incorporated into any final proposal, and it is the intention to work with the IDB, particularly in respect of the capture and retention of recycled rainwater.

The retail unit (Cash and Carry) was born in May 2002. Originally situated in a small area adjacent to the offices, it became necessary to relocate it around 7 years ago due to expansion. It is now based near the entrance, on a purpose built site, and is now a separate unit trading as 'Rachael's Plant Outlet'. This unit employs 2 full-time and 1 part-time members of staff. The Cash & Carry supplies an extensive range of plants and other growing peripherals to the general public and too many small landscape gardeners, designers and market traders. 'Rachael's' has built up a loyal core of customers, many who have seen their business grow with our own, and it is a core factor within the business plan to extend and promote the retail outlet. Highly profitable it is expected that this aspect of the business will see the most rapid growth in the immediate future.

The NPPF advocates the need to support a prosperous rural economy and it is expected that the LPA will support this proposal to consolidate and secure the current business position of Tamar Nurseries and thus facilitate plans for immediate expansion and future growth. The net result will be not only the retention of rural jobs but increased employment opportunity and local prosperity.

This proposal affords the business wider opportunities to develop and diversify this successful rural business; it is considered that this proposal accords with the 4 strategic objectives of The West Norfolk Economic Strategy, Shaping Norfolk's Future The Vision for 2015, East of England Regional Economic Strategy, Borough Council of King's Lynn & West Norfolk Corporate Business Plan 2015/16-2019/20, and will lead to wider support of the aims and principals of the West Norfolk Tourism Strategy.

In summary, the existing site has been expanded to its limits and the new site is required to meet the growing needs of the business as it expands to meet the demands of its customers.

PLANNING HISTORY

No recent relevant history

RESPONSE TO CONSULTATION

Parish Council: OBJECT - there are still many unresolved matters particularly in relation to the IDB watercourses and surface water disposal.

The transport plan talks of an estimated 150 vehicle movements to and from the site a day along with additional vehicle movements within the site. Is this to be a 24hr operation? If so what will be the disturbance to nearby residents? Should the hours of operation be restricted in the interests of residential amenity?

This is a site in open countryside and the Parish Council are anxious that any lighting should have minimal impact and request that a lighting scheme should be designed so as to have minimal impact on the ecology, night sky and nearby dwellings.

Highways Authority: The amended plans are broadly acceptable to the Highway Authority. However, a number of minor amendments will be required to the off-site highway improvements when the detail design is drawn up – these can be picked up as part of the Section 278 process. In the circumstances I have no objection subject to the following conditions:-

Internal Drainage Board: Although the Board would not entirely agree with the figures / information submitted to date – certainly a storage area as deep as currently indicated is highly likely to be permanently part-full of water – I appreciate why the applicant would wish to retain as much surface water run-off as possible, and see no reason in principle why this should not be achieved with this scheme.

Provided that one or more conditions are imposed requiring that full details and supporting information regarding the storage area design and surface water calculations have to be submitted and approved prior to commencement of works on site, and that the condition(s) wording is on the basis of “Notwithstanding the information submitted to date”, I am happy to withdraw the Board’s holding objection. Ideally, the Board would also wish to see that the surface water storage area has to be fully-constructed and operational prior to the erection/construction of any buildings or other impermeable surfaces which will drain to it, if it’s possible for you to condition that.

Environmental Health & Housing – Environmental Quality: No Comments to make in relation to contaminated land or air quality

Environmental Health & Housing – CSNN: NO OBJECTION subject to condition relating to foul and surface water drainage

Lead Local Flood Authority: No Comments to make

Environment Agency: NO OBJECTION subject to condition relating to foul and surface water drainage

Natural England: No Comments to make

REPRESENTATIONS:

OBJECTIONS relating to the impact on **THREE** properties have been received. The objections relate to:

- Unacceptable overlooking and overbearing impacts,
- Impact on wildlife,
- Loss of agricultural land,
- Loss of views,
- Noise,
- Increased traffic,
- Drainage and flooding,
- West Drove South is not capable of accommodating such an increase in vehicular activity and / or type (HGVs),
- Decrease in property values,
- Impact on quality of life,
- Impact on speed of currently poor broadband.

NATIONAL GUIDANCE

National Planning Policy Framework – sets out the Government’s planning policies for England and how these are expected to be applied.

National Planning Practice Guidance - Provides National Planning Practice Guidance, in support of and in addition to the NPPF

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS10 - The Economy

CS11 - Transport

CS12 - Environmental Assets

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

DM17 - Parking Provision in New Development

PLANNING CONSIDERATIONS

The main issues for consideration in the determination of this application are:

- Principle of Development
- Form and Character
- Residential Amenity
- Highway Safety
- Flood Risk and Drainage
- Other Material Considerations

Principle of Development

As can be seen from the supporting case the size of the existing nursery does not have the capacity to meet the current and growing demands of its customers.

The applicant states that the present site measures just under 22 acres with two of these under glass. The business model and projections suggest that the expected capacity needed will be 30 acres of land with eight acres under glass.

To enable relocation, financial evidence has been submitted that suggests that residential development of half of the existing site is necessary to fund the development (this proposal is the subject of a separate application before Committee today (16/00813/OM)). Your officers have no reason to doubt the financial evidence submitted.

The plan is for the business to sell approximately half the present nursery (with outline planning permission for residential development), and to continue growing on the remainder of the site, supplemented by outside suppliers, until the new site is operational.

Paragraph 19 of the NPPF states The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system. It goes on at paragraph 21 to say ...local planning authorities should...support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances....

In relation to the rural economy the NPPF requires the planning system to support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings....

This support is reiterated in Core Strategy Policy CS01 which, amongst other things, seeks to:

- encourage economic growth and inward investment;
- ensure strong, diverse, economic activity, whilst maintaining local character and a high quality environment;
- protect the countryside beyond the villages for its intrinsic character and beauty.

In relation to development in rural areas, Policy CS06 mirrors the aims of Policy CS01 and encourages economic growth whilst protecting the countryside beyond the development boundaries.

In relation to land-use, horticulture (the science and art of growing fruits, vegetables, flowers, or ornamental plants) is defined as agriculture in S336 of the Town and Country Planning Act 1990. It is therefore considered that the use itself is clearly appropriate in this countryside location.

The retail element (1500m²) is large, but well beneath the 2500m² floorspace threshold at which point an impact assessment is required. Furthermore a condition restricting the retail element (to the sale of plants grown on the site and to horticultural paraphernalia) could, and should, be appended to any permission granted.

As such, subject to the impact on the countryside being considered acceptable, and accordance with other relevant planning policy and guidance, it is considered that the principle of the proposed development in this rural location is acceptable.

Form and Character

The site is visible from the A47 and the structures will therefore have a visual impact on the locality. However, also due to the site's location adjacent to the A47, the location cannot be considered tranquil.

In relation to the glasshouses and staff building (the size and mass of which are not considered disproportionate), such structures associated with horticulture are a common feature of the Fen landscape. It is therefore considered that the development would not be incongruous in its setting.

As such, whilst clearly the development will have a significant impact on the visual amenity of the locality, your officers do not believe that the impact would be of such detriment to warrant refusal of the application.

Highway Safety

The Transport Assessment (TA) that accompanied the application suggests that whilst pedestrian access to the site is poor (because there is a lack of footways and the need to cross main roads), cycle access is excellent with national cycle network route 1 passing the site and going through West Walton and Walton Highway. However, whilst this may suggest some employees would cycle to work, it is unlikely that those visiting the retail element would do so for practical reasons. It is reasonable therefore to assume that the vast majority of visitors to the site would use a private car.

Vehicular access to the site will be from West Drove South (WDS), a 7.3m wide carriageway that the TA suggests is 'lightly trafficked'. The A47 eastbound has direct access (via an overbridge) to WDS and traffic heading in a westbound direction has direct access onto the A47. However, there is no access from the A47 from those travelling westbound or those leaving the site travelling eastbound at this junction. As such traffic needing to leave the westbound carriageway must either go full circle round a roundabout located approximately 2km to the south of the site or use the junction at Terrington St John (c.4km to the northeast). Traffic using the Terrington St John junction would travel along Main Road through Walpole Highway.

In response to concerns raised by third parties and your officers that the development would lead to an increase in HGV traffic through Walpole Highway further information was submitted.

The addendum to the TA suggests that: With little time difference between the two routes and the higher risk of being delayed by disruptions in traffic flow on a journey through Walpole Highway, it is by no means guaranteed that all HGV traffic to/from the north would prefer the Walpole Highway route, and in any event all such traffic to the site will be instructed not to take this route.

Main Road passing through Walpole Highway is the former trunk road between King's Lynn and Wisbech. Its alignment is relatively straight and the carriageway is of generous proportions and so is able to accommodate HGV traffic without significant issue. The road is certainly of a higher standard than School Road, which currently provides access to Tamar Nurseries in West Walton, and is better able to accommodate and is more suitable for HGV traffic should a proportion of the development's HGV traffic use this route. However the new position open to the company in respect of directing their drivers to take an alternative access route will ensure the number of HGV vehicle movements passing through a residential developed area to access Tamar Nurseries will in fact be reduced.

Thus the impact of the development's traffic on Walpole Highway will be controlled and limited. The company's drivers will be instructed, when travelling to or from the north, to undertake a U-turn at the A47 roundabout rather than use the Terrington St John grade separated junction and travel through Walpole Highway, similar instructions will be directed to all suppliers once operational, and construction related traffic in the interim. The routing of HGV's could be controlled by an appropriately worded planning condition.

In terms of vehicular activity, the TA suggests that a total of 150 daily movements are generated by the current business onto the roads:

Wholesale Business

36 staff & visitor vehicle movements per day (18 arrivals & 18 departures)

30 HGV movements per day (15 arrivals & 15 departures)

Retail Outlet

6 staff & visitor vehicle movements per day (3 arrivals & 3 departures)

80 customer vehicle movements per day (40 arrivals & 40 departures)

The TA suggests The current site is estimated to generate some 150 daily vehicle movements. As described above the volume of traffic will be reduced through greater efficiencies and the substantial reduction in the need to import plants. This will be balanced by the traffic increase associated with the growth of the business. On balance therefore the proposed development's traffic generation is estimated to be broadly similar to the existing i.e. some 150 daily vehicle movements.

The Local Highway Authority has not questioned this projection and has no objection to the proposed development on the grounds of highway safety.

Residential Amenity

There are five dwellings adjacent to the site that will be affected by the proposed development; the main impact being on Ivy Farm.

However, discussion with Community Safety and Neighbourhood Nuisance (CSNN) suggests that because of the existing background noise, due to the proximity of the A47 to Ivy Farm, any noise associated with the proposed development is unlikely to result in a statutory nuisance. CSNN raises no objection to the scheme and does not consider it necessary to restrict the hours of operation.

It should be noted that no complaints have been received since 1998 in relation to the current operation of the nursery at its West Walton site and the West Walton site is closer to a larger number of residential properties than that proposed under the current application.

Flood Risk and Drainage

The site lies in flood zones 2 and 3. The NPPF states that Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

The proposed development is classed as 'less vulnerable' in Table 2 'Flood risk vulnerability classification' of the NPPG. Table 3 'Flood risk vulnerability and flood zone compatibility' suggests that less vulnerable uses are 'appropriate' in flood zone 3. Table 3 also confirms that the exception test is not required for such development.

In relation to the sequential test the applicant has provided evidence that suggests there are no other available sites at a lower risk of flooding. The LPA has no evidence to the contrary.

The Environment Agency, Internal Drainage Board, Lead Local Flood Authority and CSNN raise no objection to the principle of development on the grounds of flood risk or drainage. However, all require further information to be submitted. This can be suitably conditioned if permission is granted.

Other Material Considerations

Impact on wildlife – The field itself is in agricultural use. The requirement for a 9m easement strip around the edge of the site means, other than the access, the peripheral habitat will remain. It is therefore not considered that the development would have a significant detrimental impact on protected species.

In relation to third party comments not covered above, your officers respond as follows:

- Unacceptable overlooking and overbearing impacts – your officers do not believe there would be any material overlooking or overbearing impacts
- Loss of views – the loss of a private view is not a material planning consideration; the impact on the setting of the countryside is covered above,
- Decrease in property values – this is not a material planning consideration.

Crime and Disorder

There are no specific crime and disorder issues associated with the proposed development.

CONCLUSION

The proposed development is for a rural enterprise, in open countryside, that falls largely under the definition of agriculture in planning law.

Whilst the structures associated with the use will be visible, they are a relatively common site in the Fen landscape and therefore would not appear incongruous after a period (once the landscaping starts to screen the site). On technical grounds there are no objections, and the issues raised by the Parish Council can be dealt with by condition. It is therefore considered that the proposed development is in general accordance with national and local planning policy and guidance and should be approved subject to the following conditions.

RECOMMENDATION:

APPROVE subject to the imposition of the following condition(s):

- 1 Condition The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 1 Reason To comply with Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition The development hereby permitted shall be carried out in accordance with the following approved plans: 15-TN-21 Rev.G, 15-TN-50 Rev.A, 15-TN-51 Rev.B and 15-TN-60.
- 2 Reason For the avoidance of doubt and in the interests of proper planning.
- 3 Condition Notwithstanding the provisions of Part 3 of the Second Schedule of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any order amending or revoking and subsequently re-enacting said Order and the provisions of Class A1 Part A of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or any order revoking and subsequently re-enacting said order the retail element of the development hereby approved shall only be used for selling goods grown on / at the site or goods otherwise associated with horticulture.
- 3 Reason To define the terms of the consent (for the avoidance of doubt and in the interests of proper planning) and to minimise the impact of the development upon the viability of nearby town centres in accordance with the NPPF and Development Plan Policies CS10 and DM10.
- 4 Condition The retail element of the development hereby approved shall not exceed 2500m².
- 4 Reason To minimise the impact of the development upon the viability of nearby town centres in accordance with the NPPF and Development Plan Policies CS10 and DM10.
- 5 Condition Prior to the first occupation of the development hereby permitted a vehicular crossing over the ditch/watercourse shall be constructed in accordance with a detailed scheme to be agreed in writing with the Local Planning Authority.
- 5 Reason To ensure construction of a satisfactory access and in the interests of highway safety in accordance with the NPPF and Development Plan.
- 6 Condition Prior to the first occupation of the development hereby permitted any access gate(s), bollard, chain or other means of obstruction shall be hung to open inwards, set back, and thereafter retained a minimum distance of 8 metres from the near channel edge of the adjacent carriageway.
- 6 Reason To enable vehicles to safely draw off the highway before the gate(s) or obstruction is opened in the interests of highway safety in accordance with the NPPF and Development Plan.
- 7 Condition Prior to the first occupation of the development hereby permitted signs shall be provided and thereafter retained at the means of ingress and egress to the car park as indicated upon drawing 15-TN-60.

- 7 Reason In the interests of highway safety and traffic movement in accordance with the NPPF and Development Plan.
- 8 Condition Prior to the first occupation of the development hereby permitted a 2.4 metre wide parallel visibility splay (as measured back from the near edge of the adjacent highway carriageway) shall be provided across the whole of the site's roadside frontage. The parallel visibility splay shall thereafter be maintained at all times free from any obstruction exceeding 0.6metres above the level of the adjacent highway carriageway.
- 8 Reason In the interests of highway safety in accordance with the NPPF and Development Plan.
- 9 Condition Prior to the first occupation of the development hereby permitted the proposed on-site car and cycle parking / servicing / loading, unloading / turning / waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 9 Reason To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety in accordance with the NPPF and Development Plan.
- 10 Condition Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until a detailed scheme for the off-site highway improvement works shown upon the approved drawings have been submitted to and approved in writing by the Local Planning Authority.
- 10 Reason To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor in accordance with the NPPF and Development Plan.
- 11 Condition Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in condition 10 shall be completed to the written satisfaction of the Local Planning Authority.
- 11 Reason To ensure that the highway network is adequate to cater for the development proposed.
- 12 Condition Notwithstanding the information submitted to date no development shall commence until full details of the foul and surface water drainage arrangements for the site have been submitted to and approved in writing by the Local Planning Authority. The surface water storage area shall be constructed and operational as approved before the erection / construction of any buildings or other impermeable surfaces which will drain into it. The remainder of the drainage details shall be constructed as approved before any part of the development hereby permitted is brought into use.
- 12 Reason To ensure that there is a satisfactory means of drainage in accordance with the NPPF.

This needs to be a pre-commencement condition as drainage is a fundamental issue that needs to be planned for and agreed at the start of the development.

- 13 Condition Prior to commencement of development a HGV Management Plan for the routing of HGVs to and from the site both during construction and in relation to the on-going operation of the site shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall make provision for: -
- Monitoring of the approved arrangements during the life of the site.
 - Ensuring that all drivers of vehicles under the control of the applicant are made aware of the approved arrangements.
 - The disciplinary steps that will be exercised in the event of a default.
 - Appropriate signage, details to be approved in writing by the Local Planning Authority, to be erected advising drivers of the vehicle routes agreed. The Plan shall thereafter be implemented as approved before any development commences on the site.
- 13 Reason In the interests of maintaining highway efficiency and safety in accordance with the NPPF and Development Plan.
- 14 Condition Prior to the installation of any method of external lighting details of the method of lighting and extent of illumination within the site shall be submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be implemented as approved prior to the occupation of the development or any phase of the development to which it relates and thereafter maintained and retained as agreed.
- 14 Reason In the interests of the amenity of the locality in accordance with the NPPF and Development Plan.
- 15 Condition Notwithstanding the information submitted, prior to the first use or occupation of the development hereby approved, full details of both hard and soft landscape works shall have been submitted to and approved in writing by the Local Planning Authority. These details shall include finished levels or contours, hard surface materials, refuse or other storage units, structures and other minor artefacts. Soft landscape works shall include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment) schedules of plants noting species, plant sizes and proposed numbers and densities where appropriate.
- 15 Reason To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with the NPPF.
- 16 Condition All hard and soft landscape works shall be carried out in accordance with the details approved under Condition 15. The works shall be carried out prior to the occupation or use of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority. Any trees or plants that 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 as those originally planted, unless the Local Planning Authority gives written approval to any variation.
- 16 Reason To ensure that the work is carried out within a reasonable period in accordance with the NPPF.