

Parish:	Gayton	
Proposal:	Reserved Matters Application: Proposed residential development	
Location:	Land E of Rosemary Lane W of Hills Crescent And S of Rampant Horse Cottage Lynn Road Gayton Norfolk	
Applicant:	Freebridge Community Housing	
Case No:	19/01046/RMM (Reserved Matters - Major Development)	
Case Officer:	Mrs N Osler	Date for Determination: 10 September 2019 Extension of Time Expiry Date: 15 November 2019

Reason for Referral to Planning Committee – Called in by Cllr de Whalley and officer recommendation is contrary to Parish Council recommendation

Neighbourhood Plan: No

Case Summary

The application seeks reserved matters (RM) approval for 24 dwellings following the grant of outline planning permission under application 15/01946/OM.

Access was approved at outline stage, so this RM application seeks approval of: layout, appearance, scale and landscaping.

Key Issues

Condition Compliance
Form and Character
Residential Amenity
Highway Safety
Landscaping

Recommendation

APPROVE

THE APPLICATION

The application is for reserved matters in relation to outline permission granted on 3 August 2016. The outline permission was accompanied by a S106 Agreement that defined the number of units (24) and secured affordable housing (5 on-site units), open space provision and management and maintenance thereof, SuDS provision and management and

maintenance thereof, an education contribution (£3,029 / dwelling) and a library contribution (£75 / dwelling).

Conditions on the outline application relate to access provision via Lynn Road and a footpath link to public right of way RB8 (at the southeast corner of the site). Conditions on the outline application also cover: future management and maintenance of the streets within the development, foul and surface water drainage, contamination, tree / hedge protection, archaeology, protected species and fire hydrant provision. These issues do not therefore need consideration under the current application other than to ensure compliance with the proposed scheme where necessary.

The proposal is for 24 two-storey dwellings comprising 8 pairs of semi-detached, 2 terraces of 3, and 2 detached properties. In terms of bedrooms there would be 13 x 2-bed units, 9 x 3-bed units and 2 x 4-bed units.

The dwellings would be constructed from either grey, buff or red brick under a red / orange clay pantile roof with black uPVC rainwater goods and anthracite covered uPVC windows and doors.

Public open space of 430m² is proposed which complies with the requirements of the S106 (not less than 408m²).

SUPPORTING CASE

This application is submitted by Freebridge Community Housing for approval of reserved matters following the grant of outline planning consent ref 15/01946/OM in August 2016 for residential development of the site. That outline application was accompanied by an indicative site layout for 24 dwellings, and the reserved matters now applied for closely resembles that indicative layout.

Freebridge Community Housing is a Registered Provider of Affordable Housing with an ambition to build strong and sustainable communities by providing high quality affordable homes within well designed neighbourhoods across West Norfolk.

The application includes the provision of 10 additional parking space at the request of the parish council who, concerned at the loss of car parking by the closure of the Rampant Horse public house, requested additional parking in the centre of the village and close to the Jubilee Hall. The applicant was happy to make such a provision and 10 parking spaces are provided close to the entrance to the site.

Whilst we note the Parish Council's view that adjacent parking is their preference, the use of tandem parking arrangements has the benefit of going some way to reduce the dominance of parked cars on the street scene.

The outline consent also sought a connection through the land to the public footpath RB8 in the south east corner of the site, which this application provides. It is intended that this footpath will be adopted.

Being an Affordable Housing provider, the applicant has an ambition to deliver as much affordable housing as possible. Two of the plots, (7 & 8) are to be retained by the original landowner and these will inevitably be open market dwellings. 5 dwellings, (1 for sale under a shared ownership scheme, and 4 to be available at affordable rent) are designate as affordable housing in compliance with the Borough Council's affordable housing policy. However it is the intention of the applicant to deliver 9 further shared ownership properties

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and 8 for affordable rent. This would contribute 10 shared ownership and 12 affordable rent properties in total, from a scheme of 24 units.

The development will have sufficient infrastructure provision to install electric vehicle charging points should that become a requirement, and the applicant has indicated he is willing to make provision for play equipment as necessary.

The properties are all designed to achieve an Energy Performance Certificate at 'B' rating to provide sustainable, low energy homes to address carbon emissions, comfort and fuel poverty. Depending on the final technical design of the properties, it remains the intention to consider Air Source Heat Pumps as a renewable energy source.

The Dark Sky policy of the Parish Council is acknowledged and lighting on the development will be limited to essential security lighting properly controlled on appropriate sensors.

PLANNING HISTORY

15/01946/OM – proposed residential development – Permitted 3 August 2016 (Committee Decision)

RESPONSE TO CONSULTATION

Parish Council: Gayton Parish Council wishes to **OBJECT** to and recommend refusal of the above planning application. The Parish Council make the following comments:

It was noted that 22 conditions had been set at the approval of the outline planning application, 6 of which have been discharged and 16 remain outstanding, including a bat survey. We have been informed that some of these have now been undertaken, the Council would like total access to all the information regarding these conditions.

Density: Outline planning was approved in August 2016, when the Borough Council did not have a five-year land supply and as such would not have been approved under the Borough Council local plan. The Density of the scheme (24 dwellings / hectare) is not in keeping with the village. The surrounding area of the village is around 8-12 houses per hectare and more recent developments have not been above 20. Unfortunately these properties are cramped and not in keeping and to go to 24/ha, and in a prominent, position has the potential to spoil the whole character of the village. The density also causes problems in several other factors the main one being car parking. We object to the density of this development and would suggest that the density is reduced closer to that of the scheme's surroundings. Reducing the density has other benefits - if the density was reduced then parking could be better accommodated on the development and not overspill into the surrounding area.

Parking: The Parish Council supports and appreciates that the 9-10 space car park is available for village use as well as for visitors to the development. The PC would like to see the 10th space re-instated.

The Parish Council also has concerns that the high density of the development has led to a layout where private parking spaces are 2 or 3 spaces deep on driveways. Reducing the density would give an opportunity for parking spaces to be side by side.

The Parish Council are concerned that parking pressure will lead to overspill. The overspill area would include the carpark that is currently used by the users of the Village Hall. Although this carpark is not part of the application, the Parish Council would like to press for

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its retention. If this carpark was lost to users then the Village Hall would not be viable. The Village Hall has lost several groups since recent development in this area down to loss of car parking and an elderly population. Any reduction jeopardises the sustainability of the Village Hall, which is an important community asset to an expanding village like Gayton.

Footpath: the 'new' footpath shown on the latest site drawing No: 3406.05 used to be an access route to sewage access point and is currently a restricted byway. The Parish Council understands from Freebridge that this footpath is to become a Right of Way, which we support and appreciate – can this be confirmed? Can this footpath be modified to allow for the extra car parking space lost with its development?

Hedges and Fences: the chain link boundary which was previously proposed has been changed to a close-boarded fence. A close boarded fence close to a hedge makes maintenance of the hedge very difficult. Has Freebridge agreed to maintain the hedge once the development has been built or is the intention to remove this wild hedgerow?

The closed boarded fence has been adopted on the advice of the Safer by Design consultees – has a risk analysis been carried out to suggest that this level of security is necessary in a stable rural community like Gayton? The well-developed emerging Neighbourhood Plan has a policy on appropriate boundaries for new developments which this Council would like to be taken into consideration and would like agreement that this risk analysis will be undertaken and the findings taken on board. Softer infrastructure would be supported by the PC to fit in with the village feel and we understand that Freebridge would be open to this.

Housing demographics and 10-year arrangements for affordable housing:

Consultations carried out as part of the Neighbourhood Plan have shown that there is a shortage of affordable housing to buy in Gayton and there is a strong requirement for there to be affordable houses to buy. The development currently does nothing to redress this balance. According to demographics research (third party demographic research), there is a lack of larger affordable houses to either rent or buy. During a recent public meeting the lack of affordable bungalows was also brought to the Council's attention. This might free larger properties. The Council would like to see a local lettings policy with local families benefitting, and significantly more shared ownership. The Council were under the impression that this development was a community one being Freebridge Community Housing. With the density and lack of affordability this is a commercial venture with little regard to the community it is being built into. Has there been any thought that more housing means greater infrastructure, shopping facilities, pavements wide enough for prams and disabled carriages.

Size of the houses: Consultations strongly suggest that the need for affordable houses to buy for families with 3 and 4 children is not being taken into consideration, as evidenced in this development which has a larger proportion of 2-bedroom properties. The Neighbourhood Plan Team has just secured funding to undertake a Houses Needs Survey to identify the housing really required.

Green spaces in the development: Will these be maintained by Freebridge? Is there space for a playground for the children who will live in this development? With the current density and smaller gardens it is important for health and wellbeing that other opportunities are available.

Highway Safety Prevention: The entrance to this development is on a dangerous bend in the road. The Council appreciates that statutory guidelines have been adhered to, but the council would urge NCC Highways to re-evaluate and/or for Freebridge to improve the access anyway. A camera filming this area with the: large lorries, school traffic, buses, etc.

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would give a better picture and prove that road safety for people living and travelling in this area is a real concern.

Energy: The Parish Council are pleased that the development will be energy efficient with the use of air source heat. It would be good for future thinking and putting in the correct wiring etc. to allow for electric car charging points.

Dark Sky Policy: The Parish Council has a policy in place that no new development in the area should have any form of lighting that would affect the dark sky. The Council appreciates that low level lighting would be necessary for the safety and ease of movement within the development and visitor car park and will need to agree comment on the lighting provision bearing in mind its dark sky policy and note that this should be observed by the developer.

The Council are pleased that it has been agreed that this application will be going to committee, and welcome the time given to a representative to get the views of the Council but more importantly current Parishioners and the future Parishioners from this application that the village wishes to share its community feel and spirit.

Housing Enabling Officer: Affordable housing for this site was secured via a s106 agreement. I can confirm from the information provided the affordable units meet our requirements.

Anglian Water: We have reviewed the applicant's submitted surface water drainage information [in relation to the discharge application] and consider that the impacts on Anglian Water's public surface water sewerage network are acceptable and have been adequately addressed at this stage.

We have reviewed the applicant's submitted foul drainage strategy and flood risk documentation [in relation to the discharge application] and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage.

Open Space Team: With reference to the proposed layout, having discussed with my colleagues in Public Open Space, our feedback would be as follows:

- overall open space provision can be seen to be in excess of the 17m² per dwelling policy requirement;
- proposed footpath link to RB8 crosses behind existing Freebridge properties on Hill's Crescent, over Freebridge land. At present, I do not believe this land is publicly accessible; it may be advisable to consult with existing residents and ensure this will not encourage unauthorised access into rear gardens – perhaps providing/reviewing fencing at the rear boundaries of these existing properties;
- the 430m² public open space is located on a bend in the road – with reference to the site constraints, it would be difficult to locate this differently, although it may prove necessary to provide a pedestrian barrier along the roadside edge, in line with pedestrian access points, to prevent children running out into the road;
- the equipped area should be laid out as follows:
 - 1 x item of multi-play, offering multiple play activities suitable for under 8s.
 - play equipment to satisfy BSEN1176;
 - safety surfacing to satisfy BSEN1177, i.e. resin bound rubber mulch (preferable to grass matting with potential issues with shrinking/compacting and raising up to create trip hazards);
 - equipment with wood going into the ground is not appropriate (metal shoes, or another means of mounting must be used where timber is present);
 - at least 1 x bin (crescent style/with lid, i.e. no open top);

- at least 1 x bench (with wear pad underneath);
- 1.2m bow topped fencing to surround – with 1 x pedestrian gate and 1 x combined (partially lockable) pedestrian and maintenance gate – aforementioned pedestrian barriers in line with, as required;
- no soft landscaping, other than grass, within the fenced area (i.e. no trees/shrubs which can conceal items & impair maintenance);
- concrete / hardstanding wear pads covering the full width of both pedestrian and maintenance gates.

Public Right of Way Officer: We have **NO OBJECTION** on Public Rights of Way grounds as although Gayton footpath 2 is in the vicinity, it does not appear to be affected by the proposals. We welcome the inclusion of a pedestrian route to link with Gayton Restricted Byway 8; we would seek clarification as to whether this is to be adopted.

Lead Local Flood Authority: No comments to make

Arboricultural Officer: **NO OBJECTION**

Highways Authority: **NO OBJECTION** subject to conditions

Environment Agency: No comments to make

CSNN: NO OBJECTION– conditions requested relating to air source heat pumps (ASHP), lighting and construction management.

Norfolk Constabulary: Considers the overall layout is well laid out in relation to crime prevention.

Comments were made in relation to the originally proposed boundary treatments not being robust enough in some instances.

Clarification was sought on the provision of the visitor car parking; in particular why it is needed as it seems disproportionate for the size of the development.

Norfolk Fire Service: Reiterate requirement to provide 1 fire hydrant

REPRESENTATIONS

22 letters of **objection** have been received from occupiers of 18 properties, two of which are not within the borough.

The following issues are not material considerations in the determination of the current application as they relate to issues of principle or issues already covered and secured by condition on the outline approval:

- Density is too high
- Lack of services and facilities to cope with the number of dwellings proposed (schools, doctors, etc.)
- Loss of open space / grazing land
- Impact on protected species
- Increase in traffic
- Inappropriate location for access
- Loss of trees

- Houses recently built in the village are not selling
- The following issues are material to the current application and can be summarised as:
- Loss of privacy
- A wall should be provided along the western boundary of the site
- Access for maintenance is needed for neighbouring property to the west
- Noise and disturbance both during construction and as a result of the completed development
- The private track [Rosemary lane] should not be used for access
- Devalue adjacent properties
- Loss of car park
- The proposed fencing prohibits the movement of small animals such as hedgehogs and is not in character with the rural setting of the site
- The 9 parking spaces are not nearly enough and the lack of lighting to the parking area means it will not be safe to use at night.

LDF CORE STRATEGY POLICIES

CS08 - Sustainable Development

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM15 – Environment, Design and Amenity

DM16 – Provision of Recreational Open Space for Residential Developments

DM17 - Parking Provision in New Development

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

PLANNING CONSIDERATIONS

The principle of residential development of the site along with access has been established by extant outline planning permission 15/01946/OM.

This application is for the determination of Layout, Scale, Appearance and Landscaping (Reserved Matters). The main issues for consideration in the determination of this application are therefore:

Condition Compliance
Form and Character
Residential Amenity
Highway Safety
Landscaping

Condition Compliance

Conditions on the outline permission that are pertinent to this reserved matters application (i.e. that could affect the layout) are primarily: foul and surface water drainage and tree and hedge protection. The layout of the current RM application is in accordance with the details approved under the recent discharge of conditions application on the outline permission in regard to these issues.

Form and Character

The outline permission was for 24 dwellings (not 'up to' 24 or 'at least' 24); this RM application cannot therefore be used as a vehicle to amend the housing numbers / density. This issue is therefore not a consideration in the determination of this application.

The proposed dwellings comprise two-storey units in pairs of semis, terraces of three and two detached units with main ridge and eaves heights of 8.4m and 5.2m respectively. Such dwelling types are not uncommon within Gayton and the scale, mass and design of the dwellings is therefore considered appropriate for the site and its wider setting.

The proposed materials comprise:

- a mixture of grey, buff and red bricks
- red / orange clay pantile roof
- black uPVC rainwater goods
- anthracite foil-covered uPVC frames and
- a mixture of timber and composite doors

The materials are again seen within the settlement of Gayton and therefore considered appropriate for the site and its wider setting.

The current layout is very similar to the indicative layout used at the outline application stage to show that the site could accommodate 24 dwellings with an acceptable degree of private amenity space, parking / turning and public open space. Cul-de-sac layouts are not uncommon in Gayton and this layout is not considered inappropriate or alien for the settlement of Gayton. Furthermore the rectangular shape of the site largely dictates the layout that development will need to take.

Residential Amenity

The layout is considered to offer acceptable separation distances between new and existing residential development and between proposed dwellings in terms of overlooking, overbearing and overshadowing impacts. The properties to the immediate west of units 9, 10 and 11 are likely to be the most affected given their proximity to the site. However the rear elevations of the proposed units are shown to be c.18m from the shared boundary. These distances, together with the angles involved, are considered sufficient to prevent material overlooking and overshadowing impacts. Furthermore a number of existing trees are to be retained between these properties which will offer softening and screening.

The property to the immediate west suggests that an area for maintenance should be provided to enable maintenance of their eastern gable wall. However, the site area is wholly within the applicant's ownership and therefore they are under no obligation to 'gift' land to neighbouring properties for maintenance or any other purpose.

Air source heats pumps, sheds and appropriate bin storage areas are proposed.

The two mid-terrace properties have rear access to their gardens.

Highway Safety

Access via Lynn Road has already been established at outline stage and is not a consideration in the current application.

Parking provision, road types and turning heads are all in accordance with required standards / policy.

The Local Highway Authority raises no objections on the grounds of highway safety.

The Parish Council suggests that the parking is sub-standard with tandem and sometimes triplicate parking provision. It should be noted that only the two detached four-bed properties require 3 parking spaces, all the other properties only require two. Half of the properties (12) have tandem parking, which is a common method of parking provision. The fact that the majority of the tandem parking is slightly longer than required for two cars cannot be considered a negative.

A footpath connection to byway 8 to the southeast of the site, as required under the outline permission, has been provided. The exact specification of this footpath is covered by condition appended to the outline permission.

Additionally the proposal is offering 10 visitor parking spaces that will offer a dual purpose: to serve both the housing development itself and parking for services and facilities in the immediate location of the site (such as the village hall, butchers, fish and chip shop, etc.). It should be noted that these spaces are not a policy requirement and are being offered to the community by the applicant.

No lighting is proposed to serve the visitor parking area. However a wider lighting condition will be appended to any permission granted (covering the entire site) and if members consider that lighting of the parking area should be provided it could be considered under this condition.

Landscaping

The southern native hedgerow is to be retained by conditions appended to the outline permission.

Close boarded timber fencing is proposed to enclose the rear gardens of each property. Frontage areas are largely open with black plastic coated chain-link fencing between. Defensive planting is proposed adjacent to the visitor parking area and the public open space where they abut units 22 and 1 respectively. The boundary treatment of the open space area with the street will be considered under the S106 agreement. The hedgerow will continue to constitute the eastern boundary of the site.

There are a number of areas of open space that do not fall within curtilage including around the visitor parking spaces, the area adjacent to the proposed footpath link and the area adjacent to the retained southern hedgerow. These will be managed and maintained by Freebridge Housing Association in accordance with the S106 agreement.

Contrary to third party comments regarding the inappropriateness of the close boarded timber fencing, your officers consider that the proposed landscaping and boundary

treatments are appropriate and serve to both offer suitable security without material detriment to the visual amenity of the wider locality.

Other Material Considerations

There is no Local Plan Policy in force that requires a specific housing mix other than where affordable housing is required. In this regard the Housing Team confirms that the proposal accords with policy in terms of the five required under the S106 Agreement. The five affordable units are to be Plots: 5, 6, 20, 23 and 24.

Plot 5 is a 3-bed semi-detached house – for sale under shared ownership

Plot 6 is 3-bed semi-detached house - affordable rent

Plots 20, 23 and 24 are 2-bed semi-detached houses – affordable rent.

In relation to Parish Council comments not covered above, your officers comment as follows; in this regard the Neighbourhood Plan that the Parish Council refers to is not adopted and is still not in a position to carry any substantial weight:

Consultation on discharge of conditions: Conditions are generally based on technical requirements and only the appropriate statutory consultees would be consulted. Parish Councils are not statutory consultees in this regard and are not consulted on discharge applications. However, all correspondence and documents relating to discharge of conditions is available to view online under the original application reference.

Hedges and Fences: Tree and hedge protection during construction are covered under the outline permission. Their ongoing retention will be conditioned under the current application.

Green Spaces: The public open space area at the entrance to the site will be an equipped play area to serve both the development (primarily) and the wider community. Full details are secured via the S106 Agreement.

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

- A wall should be provided along the western boundary of the site – the proposed close boarded timber fence is considered appropriate.
- Noise and disturbance both during construction and as a result of the completed development – construction management is not a material consideration in relation to a reserved matters application and therefore cannot be conditioned under the current application. In relation to ongoing noise, residential development is not generally considered to be a 'nuisance' neighbour.
- The private track [Rosemary Lane] should not be used for access – it isn't.
- Devalue adjacent properties – this is not a material planning consideration.

The applicant has decided not to take the advice of the CSNN officer in relation to the internal arrangement of Plots 3 and 4 considering that the properties will have to have appropriate sound insulation via building regulations.

Crime and Disorder

The applicant has addressed the concerns of the Architectural Liaison & Crime Prevention Officer other than in relation to Unit 22 having habitable windows overlooking the parking area. However, a balance is required in this regard and the lack of habitable rooms facing the parking area offers greater amenity to occupiers of that dwelling.

Conclusion

Contrary to the Parish Council and third party views, your officers consider that this reserved matters proposal, which is in accordance with the outline permission, would not result in any material harm to neighbour or visual amenity.

It is therefore recommended that this application 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 carried out in accordance with the following approved plans 3406.02 rev.C, 3406.03 rev.B, 3406.04 rev.C and 3406.05 rev.E.
- 1 Reason: For the avoidance of doubt and in the interests of proper planning.
- 2 Condition: No works shall commence on the site until such time as detailed plans of the roads, footways, foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. All construction works shall be carried out in accordance with the approved plans.
- 2 Reason: To ensure satisfactory development of the site and a satisfactory standard of highway design and construction in the interests of highway safety in accordance with the NPPF and Local Plan. This needs to be a pre-commencement condition given the fundamental details linked to drainage and other infrastructure which needs to be planned for at the earliest stage in the development.
- 3 Condition: Prior to the construction of the final dwelling all works shall be carried out on roads, footways, foul and surface water sewers in accordance with the approved specification to the satisfaction of the Local Planning Authority.
- 3 Reason: To ensure satisfactory development of the site and to ensure estate roads are constructed to a standard suitable for adoption as public highway.
- 4 Condition: Before any dwelling is first occupied the road(s) and footway(s) shall be constructed to binder course surfacing level from the dwelling unit to the adjoining County road in accordance with the details to be approved in writing by the Local Planning Authority.
- 4 Reason: To ensure satisfactory development of the site.
- 5 Condition: Prior to the first occupation of the development hereby permitted the proposed on-site accesses and car parking areas shall be laid out, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 5 Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety.

- 6 Condition: Within three months of the occupation of the last dwelling hereby permitted the visitor parking area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter for that specific use.
- 6 Reason: To ensure satisfactory development of the visitor parking area in the interests of highway and pedestrian safety in accordance with the NPPF and Local Plan.
- 7 Condition: Prior to the installation of any external lighting, a detailed outdoor lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the type of lights, the orientation/angle of the luminaries, the spacing and height of the lighting, the extent/levels of illumination over the site and on adjacent land and the measures to contain light within the curtilage of the site. The scheme shall be implemented in accordance with the approved scheme and thereafter maintained and retained as agreed.
- 7 Reason: In the interests of minimising light pollution and to safeguard the amenities of the locality in accordance with the NPPF.
- 8 Condition: Prior to the installation of any air source heat pumps a detailed scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall specify the make, model and sound power levels of the proposed unit(s), the siting of the units and the distances from the proposed units to the boundaries with neighbouring dwellings, and provide details of anti-vibration mounts and noise attenuation measures. The scheme shall be implemented as approved and thereafter maintained as such.
- 8 Reason: In the interests of the amenities of the locality in accordance with the principles of the NPPF.
- 9 Condition: All hard and soft landscape works shall be carried out in accordance with the approved details. 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.
- 9 Reason: To ensure that the work is carried out within a reasonable period in accordance with the NPPF.
- 10 Condition: No existing trees, shrubs or hedges within the site that are shown as being retained on the approved plans shall be felled, uprooted, willfully damaged or destroyed, cut back in any way or removed without the prior written approval of the Local Planning Authority. Any trees, shrubs or hedges removed without such approval or that die or become severely damaged or seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of a similar size and species in the next available planting season, unless the Local Planning Authority gives written approval to any variation.
- 10 Reason: To ensure that the development is compatible with the amenities of the locality in accordance with the NPPF.