Parish:	**Docking**	
Proposal:	**Proposed construction of 1 no. residential dwelling following sub-division of site.**	
Location:	**Land W of Oaklands Little Lane Docking Norfolk PE31 8NT**	
Applicant:	**Norfolk Signature Homes Ltd.**	
Case No:	**25/00184/F (Full Application)**	
Case Officer:	**Lucy Smith**	**Date for Determination:** **29 April 2025**

Reason for Referral to Planning Committee — Referred by Sifting Panel as the officer recommendation is contrary to the views of the Parish Council.

Neighbourhood Plan: No

Case Summary

The proposal seeks full planning permission for the construction of a new dwelling on land west of Oaklands, Little Lane Docking.

The application site comprises an area of residential curtilage to the west of the donor dwelling known as Oaklands. The site consists of a gravel parking/turning area and various ancillary buildings and structures.

An application to extend/alter the donor dwelling to create a larger two storey dwelling was approved under application reference 24/00520/F and those works are currently taking place on site.

The application site is within the Docking Conservation Area and within the Nutrient Neutrality Catchment.

Key Issues

Principle of Development
Design and Impact on the Conservation Area
Impacts on Neighbours
Highway Safety
Nutrient Neutrality
Any other matters requiring consideration prior to the determination of the application

Recommendation

APPROVE

THE APPLICATION

The proposal seeks full planning permission for the construction of a new dwelling on land west of Oaklands, Little Lane Docking.

The application site comprises an area of residential curtilage to the west of the donor dwelling known as Oaklands. The site as existing consists of a gravel parking/turning area and various ancillary buildings and structures. An application to extend/alter the donor dwelling to create a larger two storey dwelling was approved under application reference 24/00520/F and those works are currently taking place on site.

To the west is a strip of land which is understood, through third party submissions, to be utilised as garden land and parking area for a terraced dwelling on the opposite side of Little Lane. This land adjoins a neighbouring two storey dwelling known as Woodside Cottage. Woodside Cottage is contemporary however has elements of traditional detailing including flint infill panels and catslide dormer windows.

The houses immediately opposite the site are more traditional in character and of some age, including Carstone infill panels and more traditional proportions than the development on the south side of Little Lane.

The proposed plans indicate the construction of a two-storey dwelling with a ridge height of approx. 7.15m, eaves at approx. 4.3m and with an overall character similar to that of the approved application on the donor dwelling, with the front and rear elevations proposed to include areas of traditional flintwork. Dormer windows and feature gable ends are proposed both on the front and rear elevations of the dwelling.

SUPPORTING CASE

This application seeks to attain planning approval for a new-build dwelling following the sub-division of the existing site at Oaklands, Little Lane, Docking. The existing dwelling is currently undergoing extensions and refurbishments as per planning approval 24/00520/F. The proposed dwelling is to match the aesthetic of the refurbished dwelling in the form of two-storey family dwelling of a traditional design and appearance befitting for the vernacular of the conservation area.

Pre-application Advice (ref. 24/00044/PREAPP) was sought prior to this formal application with a similar previous design and limited supporting documents. The advice was ‘LIKELY TO REFUSE’ but upon addressing the concerns raised by both the Local Planning Authority and the Local Highways Authority, the formal application is recommended for APPROVAL. This is intrinsic of the value of the Pre-application service and the evident change in stance should not be taken lightly nor should the applicant’s resource to provide solutions appeasing the guidance set out.

The scale of the proposed dwelling, as a two-storey structure, featuring ‘wall dormers’ is considered to be in-keeping with the surrounding properties of which there is a mixture of two-storey dwellings, chalets and bungalows. Due to distances from neighbouring structures the proposals will not cause undue overbearing or overshadowing upon other properties. The notable gap (3.1m) between the donor dwelling and the proposed dwelling doesn’t detract from the rural setting, or cause meaningful harm to the conservation street scene.

The Conservation Officer concluded that the scheme "would have very little impact on the character and setting of the conservation area, or the street scene, as this has already been altered in the past."
Precedent for the development of a single dwelling of very similar mass, scale, density and layout was set opposite on the prominent corner of Little Lane (16/00960/F), (18/02028/F) & at Land W of Grove Cottage. Whilst policy has changed very little in this context, there was no objection from the Docking Parish – although assurance on highways safety was requested. There was a single public objection and 4 supporting public comments.

In contrast, as of writing, this application has received 9 public comments of objection and an objection from the Parish. In response to the Parish objections;

Points 1 & 3.

There is no discernible impact on neighbouring amenities. The 'garden land' between Oaklands and neighbouring property, is understood, not to be private amenity. It is open to the road and is primarily used as car parking by 1-2 Smallboro Row. This is verified on Google Maps. It is appreciated the owners use the grassed area beyond this for their enjoyment. However, the recognised private amenity is attached to 1-2 Smallboro Row as a hard-surfaced courtyard. Therefore, this parcel cannot be considered to have the same householder rights affecting actual private amenity.

Points 2 & 4.

Given the precedents of previous developments and approvals, this proposal offers nothing of significant difference or concern surrounding parking or highways safety. A traffic survey and report were commissioned in support of the application and concluded "an additional dwelling would not dramatically increase traffic, and any minor increase would go unnoticed."

The similarity of the another sub-division permission adjacent at the Pastures (18/00254/O) is remarked by the Local Authority Highways officer; "…whilst I note the narrow nature of Little Lane, with consideration of the neighbouring approval 18/00254/O, I could find not suitable reason to resist the addition of an additional dwelling within the site."

Point 5

The character and conservation of the area is paramount in the objective of this proposal. The improvement offered in the street scene and rural character by such a high-quality development (including the re-development of the existing dwelling) should be welcomed. This is not a multiple unit estate of which Docking has seen more than its fair share. A single 'infill' dwelling preserving and enhancing the important rural character, as well as maintaining highways safety will have no significant impact on the quality of life in the area.

PLANNING HISTORY

24/00520/F: Application Permitted: 17/09/24 - Proposed extensions and alterations accumulating to a remodel of existing chalet incorporating proposed garage and demolition of flat roof garage conversion, conservatory and bay window - Oaklands - DELEGATED DECISION

RESPONSE TO CONSULTATION

Parish Council: OBJECT on the following grounds:

1. Impact on Neighbouring Residential Amenity: The proposed new dwelling will result in significant overshadowing of a small garden located between Oakland's and the neighbouring property. This garden serves as the only outdoor recreational space for the residents of a terrace cottage directly opposite, who do not have any private garden space attached to their property. The overshadowing caused by this development will severely affect their access to natural light and their quality of life.

2. Overcrowding and Parking Concerns: The plot appears to be overcrowded, particularly in light of the proposed dwelling. The area is located on a narrow lane, and there is already an excessive number of vehicles using this space. The previous plans proposed a shingle area for turning vehicles, but with the current congestion in the area and the narrowness of the lane, this will likely result in hazardous conditions. In particular, the blind bend near the site exacerbates the risk for vehicles attempting to reverse out of the development.

3. Loss of Garden/Recreational Space: The small garden area located adjacent to the proposed dwelling is a vital recreational space for the residents of the terrace cottage opposite. This is their only outdoor space, as they do not have access to a private garden at their property. The development will significantly affect their ability to use and enjoy this space, which will be overbearing and overshadowed by the new dwelling.

4. Impact on Little Lane: Little Lane is a single-track road with no pavement and is widely used by pedestrians, including walkers and dog walkers. With the proposed second dwelling on this plot, there will be an increased risk of congestion and safety hazards. The narrowness of the lane, coupled with the increased vehicular movement, will make the area even more hazardous for pedestrians, especially given the lack of a safe pedestrian walkway.

5. Non-Compliance with Neighbourhood Plan: This amendment does not appear to comply with the provisions outlined in the proposed Neighbourhood Plan. The development contradicts the objectives of the Plan, which aims to maintain the character and quality of life in the area by avoiding overdevelopment and protecting residential amenities.

6. Public Notice: It is noted that the planning application amendment involves the introduction of a completely new dwelling. As such, a new public notice should be posted to reflect the changes in accordance with planning regulations. The current notice displayed on a telegraph pole by the construction site still reflects the old plan and has not been updated to include details of the new proposed dwelling. This raises concerns about the adequacy of public consultation for such a significant change.'

Highways Authority: NO OBJECTION subject to standard conditions relating to access provision, with the following comments:

'Whilst I note the narrow nature of Little Lane, with consideration of the neighbouring approval 18/00254/O, I could find not suitable reason to resist the addition of an additional dwelling within the site.

I am able to comment that in relation to highways issues only, as this proposal does not affect the current traffic patterns or the free flow of traffic, that Norfolk County Council does not wish to resist the grant of consent'

Environmental Health & Housing - Environmental Quality: NO OBJECTION recommended informative relating to burning of fuel given presence of chimney/fireplace on the plans.

Conservation Officer: NO OBJECION subject to conditions relating to materials and a sample panel. With the following comments:

'The land south of Little Lane would have originally been open to the landscape beyond, allowing views from the range of historic cottages, end on to the road. However, in recent years, several properties have been built along this part of Little Lane which have created an end stop to the conservation area and the views beyond. The only remaining view is between the dwelling and the garage of Woodside Cottage when approaching northwards from High Street. All other main views have already been erased.

Therefore, in conservation terms, this proposal will have very little impact on the character and setting of the conservation area, or the street scene, as this has already been changed and altered in the past." If this application is approved, please condition materials and a sample panel.'

Ecologist: NO OBJECTION: subject to standard BNG metric condition, and BNG informative.

Anglian Water: No comment the proposal does not meet the threshold for AW advice.

Natural England: NO OBJECTION - subject to GIRAMS mitigation being secured

REPRESENTATIONS

TEN Letters of **OBJECTION**, summarised as follows:

- Contrary to views of locals and the Neighbourhood Plan
- Impact on Little Lane
- Impacts on neighbours
- Overdevelopment, density and lack of garden space for proposed and existing dwellings
- Disruption and disturbance during construction period
- Proximity to boundary of land used as garden and impact on residential amenity
- Driveways do not allow cars to turn and enter Little Lane in forward gear
- Impact of additional traffic on Little Lane, including pedestrian safety considering lack of footpath provision
- Safety of blind bend with Mill Lane
- No space for visitor parking
- Covenants restricting use of the site *Note - Covenants are a civil matter and not a planning consideration*
- Loss of openness
- Impact on Conservation Area setting

KING'S LYNN AND WEST NORFOLK LOCAL PLAN 2021-2040

LP01 - Spatial Strategy and Settlement Hierarchy Policy (Strategic Policy)

LP02 - Residential Development on Windfall Sites (Strategic Policy)

LP06 - Climate Change (Strategic Policy)

LP13 - Transportation (Strategic Policy)

LP14 - Parking Provision in New Development

LP18 - Design & Sustainable Development (Strategic Policy)

LP19 - Environmental Assets - Green Infrastructure, Landscape Character, Biodiversity and Geodiversity (Strategic Policy)

LP20 - Environmental Assets- Historic Environment (Strategic Policy)

LP21 - Environment, Design and Amenity (Strategic Policy)

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)
National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

Principle of development
Design and Impact on the Conservation Area
Impact on neighbour amenity
Highway safety
Nutrient Neutrality
Any other matters requiring consideration prior to determination of the application

Principle of Development:

Docking is a Tier 4 settlement (a Key Rural Service Centre) for the purposes of the Local Plan 2021-2040. The application site is within the development boundary shown on the Policies Plan and in a position where residential development is supported in principle by Policy LP02 of the Local Plan, subject to assessment of detailed design impacts which takes place throughout this report. The additional single dwelling proposed would be capable of being supported by the infrastructure and services within Docking, and the site's position would allow access to the most local services on foot.

Overall, the principle of development is considered to comply with the aims of the NPPF (2024) and LP02 in regards to the location of new housing.

Design and Impact on Conservation Area:

Policies LP02, LP18, LP20 and LP21 when read as a whole require development to demonstrate good design which respects local character and contributes to place making. Policy LP20 specifically controls development in Conservation Areas and sets out how development proposals should, amongst other things, secure the significance of the heritage

asset through the use of building materials and finishes, by protecting important landscape features, important gaps, or views into and out of the Conservation Area.

Little Lane benefits from a mixed rural character, with a range of different ages of dwellings set within a range of plot sizes. Terraced properties to the north typically have smaller courtyard garden spaces, whereas elsewhere along Little Lane, some detached dwellings have larger more verdant garden areas.

The proposed design is considered to reflect the existing character of the street scene through the use of materials and proportions that respect the general character of dwellings in the wider vicinity, in particular, the proposed dwelling would reinforce the more contemporary character of the dwellings between which it sits. Whilst the dwelling is larger in terms of eaves and ridge height than the traditionally proportioned cottages opposite, the proposed dwelling would assimilate well within its position considering the scale and more modern proportions of the approved Oaklands extension/alteration scheme, and the existing dwelling to the west. From a street scene perspective, the construction of a dwelling in this space is not considered harmful to form and character.

The Conservation Team raised no objection to the scheme, subject to standard conditions controlling the use of appropriate materials; stating that *'the land south of Little Lane would have originally been open to the landscape beyond, allowing views from the range of historic cottages, end on to the road. However, in recent years, several properties have been built along this part of Little Lane which have created an end stop to the conservation area and the views beyond. The only remaining view is between the dwelling and the garage of Woodside Cottage when approaching northwards from High Street. All other main views have already been erased.*

Therefore, in conservation terms, this proposal will have very little impact on the character and setting of the conservation area, or the street scene, as this has already been changed and altered in the past.'

Comments regarding the loss of a current gap in the street scene are noted. However, considering the lack of objection from the Conservation Team, as well as the existing character of Little Lane, with sporadic housing and varied gaps between dwellings, it is not considered that the infilling of this space would lead to harm to the street scene. The scale and proportions of the proposed dwelling is such that the resultant dwelling would accord with the overarching character of this part of Little Lane without detriment to the rural character of the surroundings.

Various neighbour comments relate to overdevelopment and lack of garden space. It is considered that given the mix of plot sizes in the vicinity, the resulting garden spaces for both the donor dwelling and the proposed dwelling would be acceptable and would provide the dwellings with private amenity spaces commensurate to the scale of accommodation provided within each unit.

Conditions are recommended in relation to details of proposed materials alongside a sample panel of the proposed flintwork, as well as to control proposed landscaping details. Subject to those conditions, the design of the proposal is considered acceptable and would comply with Policies LP18, LP20 and LP21 of the Local Plan.

Impact on Neighbour Amenity:

Whilst not curtilage, it is understood as a result of third party submissions that the area immediately west of the application site is used as garden land/amenity land by the occupants of a nearby dwelling. The proposed dwelling is proposed to be positioned in close proximity to the shared boundary with this land and therefore the proposed development would result in a degree of overshadowing of part of this adjoining land for a certain amount of the day (in the mornings). Whilst comments regarding impact on residential amenity are noted, the dwelling would not be considered to lead to overshadowing of this land to an extent that would warrant refusal and would not significantly overshadow any habitable rooms or result in any adverse privacy impacts on other dwellings in the vicinity. Any overshadowing that does occur would be most likely to impact an area of land to the north of the adjoining plot which as of the date of the site visit appeared to be utilised for car parking, and the remainder of the plot to the south would not be impacted.

Windows on the front elevation of the proposed dwelling will face towards cottages on the opposite side of Little Lane. Given the distances involved (15m front to front), with the proposed dwelling set back from the adjoining highway, would not lead to privacy impacts to an extent that would warrant refusal of this application.

In response to comments on construction impacts, given the location of development and constraints with the width of the highway, a Construction Management Plan condition could control details of working hours and parking of construction vehicles, ensuring that disruption to the nearest properties is minimised as far as is practicable.

Overall, whilst comments from the Parish Council and neighbouring residents are noted, the proposed dwelling is not considered likely to give rise to any significant impacts on adjoining properties or their private amenity spaces and the proposed design is considered to provide a suitable standard of amenity for the future occupiers. The proposal therefore complies with the NPPF (2024) and Policies LP18 and LP21 of the Local Plan.

Highway Safety:

Access is proposed via an improved access (shared with the donor dwelling) directly to Little Lane.

A traffic survey was carried out in support of this application and concludes that the additional vehicle movements associated with a single additional dwelling would not lead to a discernible impact on the local network.

In so far as the proximity to the blind bend in Little Lane, to the west of the site, the highway layout has not drawn objection from the Local Highway Authority. Whilst in proximity to the blind bend, the transport technical note provided in support of this application states that while Little Lane has a legal (maximum) speed limit of 30mph the collected ATC traffic survey data details that vehicular traffic at the 85th percentile is travelling at a much slower speed than the legal speed limit.

Visibility splays have been demonstrated in excess of the requirement for the road network, and it is not considered that the existing layout of Little Lane would justify a refusal of this application.

In regard to pedestrian movements, the traffic study notes an average of 38 vehicles pass the site each day. The scale of traffic along Little Lane is such that pedestrian safety is

unlikely to be compromised as a result of one additional dwelling served by the existing highway.

Whilst Little Lane is of limited width, and has no formal pedestrian footpath provision, the suitability of Little Lane to cater for additional traffic was considered by the Local Highway Authority who raise no objection to the application given the scale of development, the additional dwelling proposed as part of this application would not lead to an unacceptable impact on highway safety to an extent that would warrant refusal under Paragraph 116 of the NPPF (2024).

Neighbour comments regarding lack of visitor parking and no formal on site turning areas are noted. Whilst additional hardstanding space is provided in excess of the two parking spaces required by policy, given the scale of this application, it is not considered necessary to require formal visitor parking spaces and despite the lack of formal turning provision, no highway safety concerns have been raised by the Local Highway Authority in relation to vehicles manoeuvring to/from the adjoining highway from the private driveway proposed.

Overall, subject to conditions controlling the laying out of the access and future retention, the proposal would comply with the aims of the NPPF (2024) and Policies LP13, LP14 and LP21 in regard to highway safety.

Nutrient Neutrality and Protected Sites:

Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects from nutrient impacts on the Wensum SAC, Broads SAC and Broadland Ramsar.

The site is located within the Wensum hydrological catchment scoped into the Nutrient Neutrality Zone however drains to a Wastewater Treatment Works outside of the catchment and therefore no further assessment or mitigation is not required. Impacts arising from foul or surface water flows would not lead to adverse impacts on protected sites. This approach has been confirmed by Natural England and the GIRAMS strategy and agreed approach by Natural England is sufficient to rule out adverse effects on any nearby protected sites.

The GIRAMS tariff was paid upon submission of this application. The proposal therefore complies with Policy LP19 and LP27 of the Local Plan.

Any other matters requiring consideration prior to the determination of the application:

Biodiversity Net Gain - The reduction in hardstanding and increase in area of vegetated garden within the development results in a 67.62% net gain in area habitats. The 10% net gain has therefore been demonstrated for area habitats. The 10% net gain has not been achieved on site for hedgerow units and therefore the Agent seeks to secure BNG through off-site units via a Habitat Bank. This accords with the relevant legislation.

The Habitat Bank provider would control legal agreements and therefore, no legal agreement is required between the LPA and the applicant in order to secure the Biodiversity Net Gain. A condition is recommended for the avoidance of doubt to ensure the final BNG plan comes forward in line with the metric agreed.

Climate Change - Policy LP06 of the Local Plan sets out that development proposals should recognise and contribute to the mitigation of climate change. Alongside the principle of development resulting in the new development in areas to minimise the need to travel in line

with Para 1 of this Policy, the development's onsite BNG (through reduction in hardstanding and replacement with vegetated garden) would contribute positively towards green infrastructure on site. Soft landscaping could further contribute to green infrastructure and can be controlled by condition. The proposal therefore complies with the aims of Policy LP06.

Contamination/Air Quality – the Environmental Quality team recommend an informative is added to the consent relating to impacts from smoke from the proposed chimney. Whilst a log-burner or similar is shown on the proposed plan and an informative can be added to draw attention to emissions rate standards, this is covered by other legislation and would not be material consideration for this scale of application.

Response to Parish Council and Third Party Objections

The majority of the viewpoints from the Parish Council and third party representations are addressed within the report above. For clarity, the remaining points are discussed as follows.

In relation to references to the Docking Neighbourhood Plan, the Parish Council are currently preparing an initial draft document, however this is not at a stage where any policies would have weight in planning decisions.

The Parish Council raised concern with the Site Notice for this application. This application is entirely separate to the previous application for alterations to the existing dwelling and such, a site notice was displayed on site, on HERAS fencing surrounding the ongoing construction works, throughout the required period. Neighbour consultation letters were also sent out in line with the legislative requirements.

CONCLUSION:

The application seeks full planning permission for the construction of a two storey detached dwelling on garden land to the west of an existing dwelling known as Oaklands. The site is within the development boundary for Docking where the principle of development is supported by Policy LP02 of the Local Plan and the proposed detailed design is considered to accord with the requirements of Policies LP02, LP13, LP14, LP18, LP19, LP20 and LP21.

The Conservation Team do not consider that the proposal would cause harm to the Docking Conservation Area and the requirement to balance harm against public benefits is therefore not engaged. The proposal would preserve the character of the Conservation Area in line with the requirements of LP20.

Whilst the comments from the Parish Council and third parties are noted, it is considered that the scheme would not result in adverse impacts on highway safety and that the proposal pays appropriate regard to the street scene character and the sensitivity of Docking Conservation Area. The proposal also results in the addition of a dwelling in support of the council's supply of housing.

Subject to conditions the proposal is considered to comply with the overarching aims of the NPPF (2024) and Policies LP02, LP06, LP13, LP14, LP18, LP20 and LP21 of the New Local Plan.

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:

*835/24/00 - Location Plan
*835/24/01 B - Proposed Plans, Elevations and Sections
*835/24/02 C - Proposed Site Plan

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

3 Condition: The Biodiversity Net Gain Plan shall be prepared fully in accordance with Metric completed by Vicky Rusby, Dated 20th March 2025, Version 2, submitted by the Agent via email dated 25th March 2025.

3 Reason: For the avoidance of doubt and in the interests of proper planning, to ensure measureable net gain in line with the Environment Act (2021), NPPF (2024) and Policy LP19 of the Local Plan.

4 Condition: The development hereby permitted shall be completed and retained in accordance with the drainage details provided within the Nutrient Neutrality Assessment and Mitigation Strategy, Document Ref: NNAMS-ENV24311, Rev 00, Issue Date: 09/09/2024. In particular, the strategy includes:
*The dwelling shall be connected to the Docking waste water treatment works

4 Reason: To prevent any connectivity or pathway between the proposed development's drainage infrastructure and the sensitive designated site interest features (the River Wensum SAC Nutrient Neutrality Catchment), and therefore the nutrients cannot impact the site interest features, in accordance with the NPPF (2024) and Policy LP19 and Policy LP27 of the Local Plan.

5 Condition: Prior to the first occupation/use of the development hereby permitted the vehicular/pedestrian/cyclist access/crossing over the verge/ditch/watercourse/footway shall be constructed in accordance with a detailed scheme to be agreed in writing with the Local Planning Authority in accordance with the highways specification TRAD 4 and thereafter retained at the position shown on the approved plan. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway.

5 Reason: To ensure construction of a satisfactory access and to avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety in accordance with the NPPF (2024) and Policies LP13, LP14 and LP21 of the Local Plan.

6 Condition: Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order (2015), (or any Order revoking, amending or re-

enacting that Order) no gates/bollard/chain/other means of obstruction shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority

6 Reason: In the interests of highway safety in accordance with the NPPF (2024) and Policies LP13, LP14 and LP21 of the Local Plan.

7 Condition: Prior to the first occupation/use of the development hereby permitted the proposed access/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.

7 Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety in accordance with the NPPF (2024) and Policies LP13, LP14 and LP21 of the Local Plan.

8 Condition: No development or other operations shall take place on site until a detailed construction management statement has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include:

(a) the methods to be used and the measures to be undertaken to control the emission of dust, noise, and vibration from the operation of plant and machinery to be used, including the hours of proposed construction works
(b) the location of any temporary buildings and compound areas;
(c) the location of parking areas for construction and other vehicles;
The development shall be carried out in accordance with the approved construction management statement throughout the construction period.

8 Reason: In the interests of the amenities of the locality and to ensure consideration is given to the parking and impacts of construction vehicles for the duration of the construction works, in accordance with Policy LP21 of the Local Plan.

9 Condition: No development shall take place on any external surface of the development hereby permitted until details of the type, colour and texture of all materials to be used for the external surfaces of the building(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

9 Reason: To ensure a satisfactory final external appearance in the interests of the character of the street scene and Conservation Area in line with the NPPF (2024) and Policies LP18, LP20 and LP21 of the Local Plan.

10 Condition: No development shall commence on any external surface of the development until a sample panel of the stonework to be used for the external surfaces of the building hereby permitted has been erected on the site for the inspection and written approval of the Local Planning Authority. The sample panel shall measure at least 1 metre x 1 metre using the proposed materials, mortar type, bond and pointing technique. The development shall be constructed in accordance with the approved details.

10 Reason: To ensure a satisfactory final external appearance in the interests of the character of the street scene and Conservation Area in line with the NPPF (2024) and Policies LP18, LP20 and LP21 of the Local Plan.

11 Condition: Notwithstanding the details shown on the approved plans, prior to the first use/occupation of the development hereby permitted, full details of soft landscape works and proposed frontage boundary treatments shall have been submitted to and approved in writing by the Local Planning Authority. 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. The details shall include measures to provide for compliance with Policy LP06 of the Local Plan in regards to Climate Change and carbon sequestration

11 Reason: In the interests of providing for a satisfactory final external appearance of the site, and to provide for green infrastructure or other mechanisms to recognise and mitigate against the impact of Climate Change, in accordance with the NPPF (2024) and Policies LP06, LP18, LP20 and LP21 of the Local Plan.

12 Condition: The soft landscape works agreed under Condition 11 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.

12 Reason: In the interests of providing for a satisfactory final external appearance of the site, and to provide for green infrastructure or other mechanisms to recognise and mitigate against the impact of Climate Change, in accordance with the NPPF (2024) and Policies LP06, LP18, LP20 and LP21 of the Local Plan.