

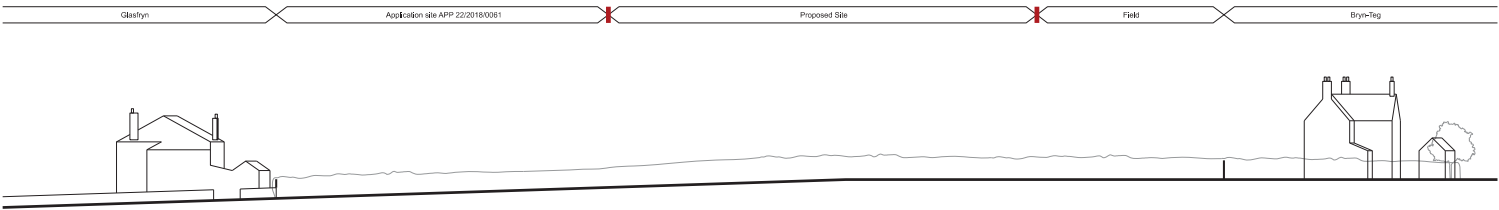
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22/2020/1022

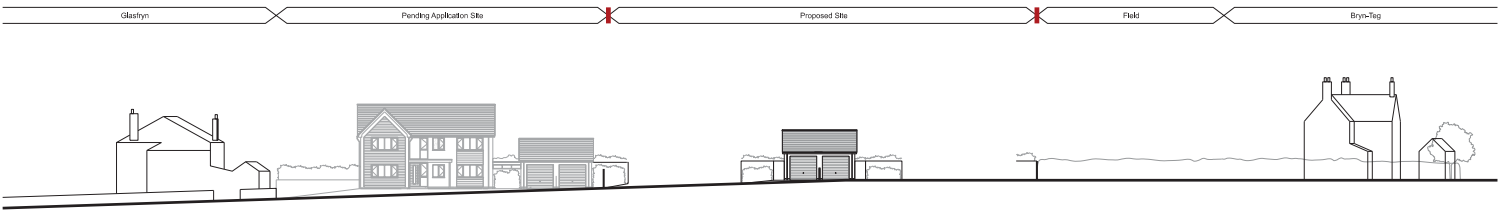
Scale: 1:1250

Printed on: 23/2/2021 at 9:55 AM

Existing Site Elevation (AA)



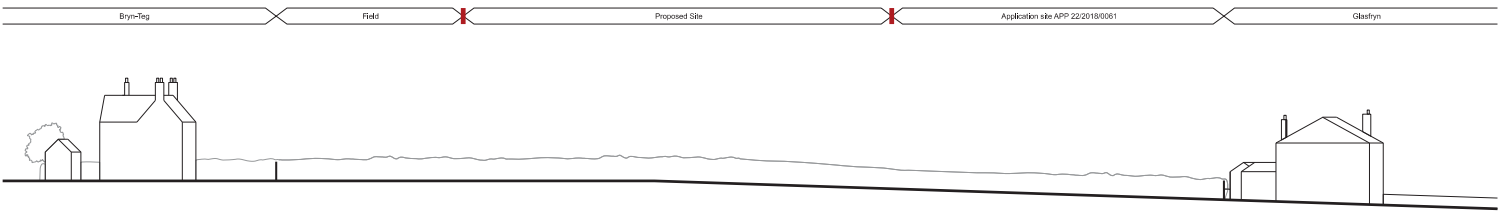
Proposed Site Section (AA)



Proposed Site Elevation (AA)



Existing Site Elevation (BB)

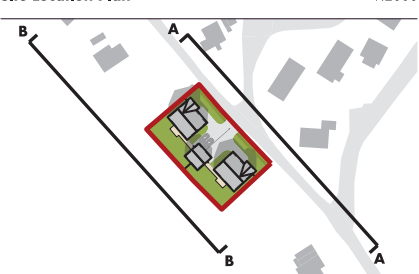


Proposed Site Elevation (BB)



Site Location Plan

1:2000



The Building Plot

Unit 4, Ffordd yr Onnen
Llan Parcw Industrial Estate
Ruthin, North Wales, LL15 1NJ

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mail@thebuildingplot.com
www.thebuildingplot.com

Project: Land adjacent to Bryn Teg, Gellifor

Drawing No: 19.010.A005

Revision: P01

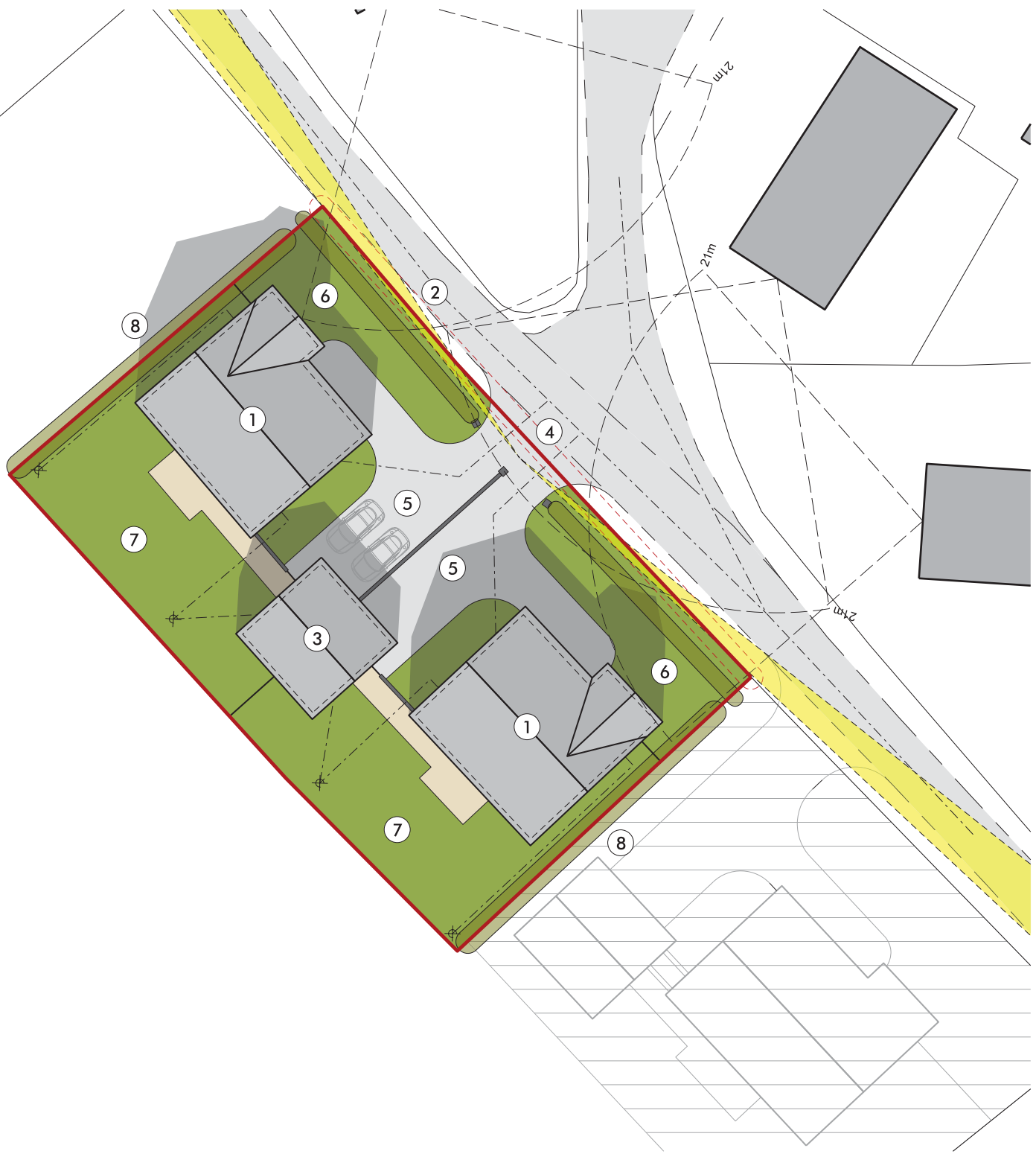
Scale: 1:500

Paper Size: A3

Date: 07.12.20

Proposed Site Elevations

The contractor is requested to check the accuracy of the drawings and dimensions before work is put in hand and report any discrepancies to the architect as soon as is practically possible. For building elements between drawings refer to all applicable for clarification. If in doubt contact the Architect. Survey information provided by Land Survey Wales. The Building Plot are not responsible for the accuracy of this information.



Drawing Key

Site Boundary (1050m ²)	Ownership Boundary
Existing Buildings	Existing Highway
Existing Fence/Boundary	Existing Tree/Hedge
Existing Field	⊕ +m Existing Site Level
Proposed Building	Proposed Driveway/Parking
Proposed Lawn/Garden	Proposed Replanting
⊕ +m Proposed Site Level	Highway Verge
Indicative Drainage and Position of Existing Inspection Chamber	Pending Application Area - 1 x Residential Dwelling
Proposed Visibility Splay - 2.4m from Highway - 30mph Zone - 45m to North - 45m to South	Indicative Soakaway

- Drawing Label Key**
- 01/ Proposed four bedroom dwelling.
 - 02/ Existing hedgerow to highway to be removed and replaced.
 - 03/ Proposed detached double garage.
 - 04/ Proposed vehicular and pedestrian access to highway.
 - 05/ Proposed driveway and turning area (3 spaces per property).
 - 06/ Proposed front garden/lawn area.
 - 07/ Proposed rear garden/lawn area.
 - 08/ Proposed replacement native hedgerow to adjacent land.

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Project: Land adjacent to Bryn Teg, Gellifor		
Drawing No. 19.010.A004	Revision: P01	
Scale: 1:250	Paper Size: A3	Date: 07.12.20

Proposed Site Plan

The contractor is requested to check the accuracy of the drawings and dimensions before work is put in hand and report any discrepancies to the architects for rectification as soon as is practically possible. For building elements between drawings refer to all applicable for clarification. If in doubt contact the Architect. Survey information provided by Land Survey Wales. The Building Plot are not responsible for the accuracy of this information.









WARD : Llanbedr Dyffryn Clwyd / Llangynhafal

WARD MEMBER(S): Cllr Huw O Williams

APPLICATION NO: 22/2020/1022/ PF

PROPOSAL: Erection of 2 No. dwellings, construction of a new vehicular access and associated works (Resubmission)

LOCATION: Land Adj to Bryn Teg Gellifor Ruthin

APPLICANT: Urban Build Northern Ltd

CONSTRAINTS: None

PUBLICITY UNDERTAKEN: Site Notice - No
Press Notice - No
Neighbour letters - Yes

REASON(S) APPLICATION REPORTED TO COMMITTEE:

Scheme of Delegation Part 2

- Recommendation to grant / approve – Town / Community Council objection

CONSULTATION RESPONSES:

LLANGYNHAFAL COMMUNITY COUNCIL

The revised plans relating to land adjacent to Bryn Teg, Gellifor were discussed at a recent meeting of the Community Council when members resolved that the following comments be submitted:-

1. That, as notified previously, the road at this location is narrow and in need of widening. As a result, there is concern regarding access and visibility arrangements particularly as the proposed entrance is on a road junction.
2. In addition, there continues to be concern regarding the overall height and size of the proposed dwellings in relation to the site in question.

NATURAL RESOURCES WALES - No comment to make on the application.

DWR CYMRU / WELSH WATER - request that Condition and Advisory Notes provided are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets.

Condition proposed is to ensure details of foul water drainage scheme as submitted for approval prior to commencement.

DENBIGHSHIRE COUNTY COUNCIL CONSULTEES –

Traffic, Parking and Road Safety

- Highways Officer

The Highways Officer is satisfied that the details are adequate to make a highway assessment and also have considered comments made to the previously scheme under code no: 22/2020/0211 which remain unchanged. Highways Officer therefore has no objection subject to the imposition of conditions to ensure visibility splays are kept free of obstruction and to control the materials for the vehicular access frontage.

The Highway Officer has referred to comments made on the previous application (22/2020/0211) regarding the proposed vehicular access and has confirmed they remain unchanged. Previous comments are as follows:

The agent submitted additional details in order that a full highway assessment could be made on proposals and advised details are now adequate to determine the scheme.

The plans demonstrate that visibility splays of 2.4m x 45m in both directions can be achieved. An independent speed survey has been carried out and the resultant data has been submitted. The visibility splays correspond with the guidelines laid out in TAN 18 Table B.

Having considered the submitted details Highway Officers are satisfied that the proposals will not cause any significant highway related issues and therefore have no objection subject to conditions.

Strategic Housing & Policy Officer – Site lies within the Gellifor development boundary, and therefore no objection subject to contribution to open space being secured.

RESPONSE TO PUBLICITY:

In objection

Representations received from:
Brian McGinty, Arosfa, Gellifor:

Summary of planning based representations in objection:

Visual amenity impacts:

- Out of scale with surrounding properties.
- Materials not in-keeping with the area.
- Vale of Clwyd would be spoiled

Residential amenity impacts:

- Adverse impact on visual amenity enjoyed by neighbouring property on opposite side of road.
- Adverse impact on amenity of neighbours during construction (noise and construction disturbance)

Biodiversity impacts:

- Loss of hedgerow would adversely impact on nesting birds and replacement hedgerow would not satisfactorily mitigate the loss of mature hedge.

EXPIRY DATE OF APPLICATION: 10/02/2021

EXTENSION OF TIME AGREED: 10/03/2021

REASONS FOR DELAY IN DECISION (where applicable):

- awaiting consideration by Committee

PLANNING ASSESSMENT:

1. THE PROPOSAL:

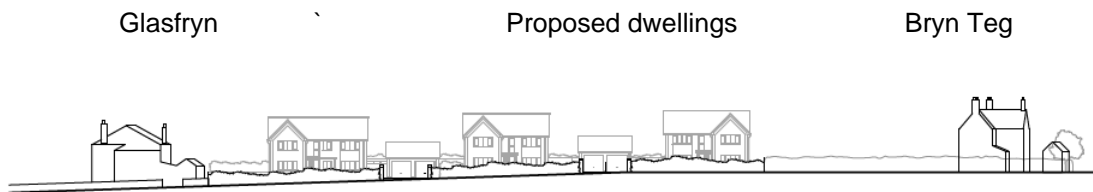
1.1 Summary of proposals

- 1.1.1 The proposal is for 2 no. two storey detached dwellings which are designed to mirror one another.
- 1.1.2 The dwellings proposed are two storey, pitched roof dwellings and a detached double garage building is proposed on the boundary to rear of the plots.
- 1.1.3 Walls would be finished in a mix of 'antique white' coloured render and composite timber cladding (colour not specified on the plans).
- 1.1.4 The existing hedgerow running along the front boundary would be removed and a new shared vehicular access would be formed off the public highway.
- 1.1.5 New hedgerow would be planted along the front boundary with the highway behind visibility site lines.

- 1.1.6 Parking is proposed within the respective garages and on a parking area to the side of the dwellings.
- 1.1.7 Foul drainage is proposed to discharge to the public sewer and surface water would discharge to onsite soakaways.
- 1.1.8 Proposed front and rear elevations are below:



- 1.1.9 Illustrative sections along the road frontage (also including proposed dwelling on land adjacent to Glasfryn for which an application has yet to be submitted):



1.2 Other relevant information/supporting documents in the application

- 1.2.1 Road speed survey data has been submitted with the application.
- 1.2.2 Specification for the composite timber cladding and K-render to be applied to the external walls have been provided. The plans show the render would be antique white and colour, and the agent has confirmed the composite timber cladding would be stone.

1.3 Description of site and surroundings

- 1.3.1 The site is a greenfield plot which forms part of a larger agricultural field, located to the south of Gellifor village along the road frontage through the village.
- 1.3.2 To the south-west is a development plot which is subject of a separate application, which is adjacent to Glasfryn. To the north-west lies Bryn Teg.
- 1.3.3 There are further residential properties on the opposite side of the highway.
- 1.3.4 The north-eastern boundary along the highway is delineated by mature hedgerow along the roadside verge. The south-east, south-western and north-western

boundaries are not delineated by any boundary treatment, and the site forms part of a larger agricultural field.

1.3.5 Photo of the site frontage along the the highway (showing Glasfryn)



1.3.6 Photo of the site from the lane to the south showing Glasfryn to the right of the picture and Bryn Teg in the left of the picture below:



1.4 Relevant planning constraints/considerations

1.4.1 Within the Gellifor development boundary as defined by the Local Development Plan.

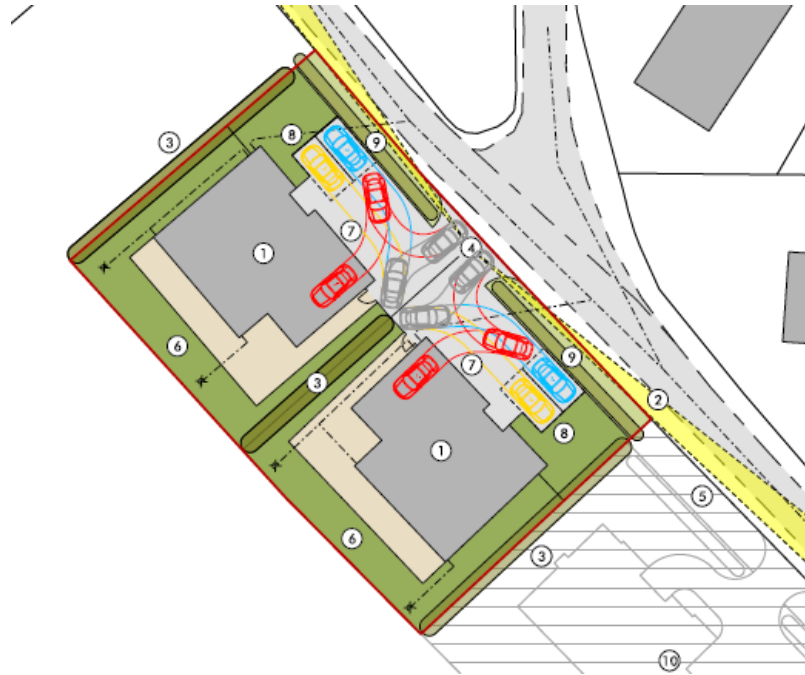
1.5 Relevant planning history

1.5.1 Planning permission for two dwellings at the application site was refused in December 2020 on scale and design grounds, and the current application is for an amended scheme.

1.5.2 The adjoining plot which is adjacent to Glasfryn benefits from extant consent for a single storey dwelling. Planning permission was also refused for a larger dwelling on the adjoining plot in December 2020 on scale and design grounds, however an amended application for this plot has not been submitted to date.

- 1.5.3 The site layout and elevation plans for the refused scheme and the proposed scheme are shown below for comparative purposes:

Refused scheme site layout:



Proposed scheme site layout:



Refused scheme proposed front elevation:



Proposed scheme proposed front elevation:



1.6 Developments/changes since the original submission

- 1.6.1 Handed floor and elevation plans submitted during course of application, and plans updated to specify colour render as antique white.

1.7 Other relevant background information

- 1.7.1 None.

2. DETAILS OF PLANNING HISTORY:

- 2.1 22/2020/0211. Erection of 2 No. dwellings, construction of a new vehicular access and associated works. Refused 04/12/2020 for the following reason:

1. It is the opinion of the local planning authority that, having regard to the scale, design, form, massing and materials, the dwellings proposed would be out of scale to the size of the plot, and would appear as overly dominant, urbanising and discordant features which do not relate to, or respect local forms or patterns of development or the rural character of the village, contrary to LDP Policy RD1 (i) and (iv) and the advice and guidance contained in the Residential Development Supplementary Planning Guidance Note, Planning Policy Wales (Edition 10) and Technical Advice Note 12: Design.

3. RELEVANT POLICIES AND GUIDANCE:

The main planning policies and guidance are considered to be:

3.1 Local Policy/Guidance

Denbighshire Local Development Plan (adopted 4th June 2013)

Policy RD1 – Sustainable development and good standard design

Policy BSC1 – Growth Strategy for Denbighshire

Policy BSC3 – Securing infrastructure contributions from Development

Policy BSC11 – Recreation and open space
Policy BSC12 – Community facilities
Policy VOE1 - Key areas of importance
Policy VOE5 – Conservation of natural resources
Policy ASA3 – Parking standards

Supplementary Planning Guidance

Supplementary Planning Guidance Note: Access For All
Supplementary Planning Guidance Note: Conservation and Enhancement of Biodiversity
Supplementary Planning Guidance Note: Parking Requirements In New Developments
Supplementary Planning Guidance Note: Planning Obligations
Supplementary Planning Guidance Note: Recreational Public Open Space
Supplementary Planning Guidance Note: Residential Development
Supplementary Planning Guidance Note: Residential Development Design Guide
Supplementary Planning Guidance Note: Residential Space Standards

3.2 Government Policy / Guidance

Planning Policy Wales (Edition 10) December 2018
Development Control Manual November 2016
Technical Advice Notes:
TAN 12 Design

3.3 Other material considerations

4. MAIN PLANNING CONSIDERATIONS:

In terms of general guidance on matters relevant to the consideration of a planning application, Section 9.1.2 of the Development Management Manual (DMM) confirms the requirement that planning applications 'must be determined in accordance with the approved or adopted development plan for the area, unless material considerations indicate otherwise'. It advises that material considerations must be relevant to the regulation of the development and use of land in the public interest, and fairly and reasonably relate to the development concerned. The DMM further states that material considerations can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment (Section 9.4).

The DMM has to be considered in conjunction with Planning Policy Wales, Edition 10 (December 2018) and other relevant legislation.

The following paragraphs in Section 4 of the report therefore refer to the policies of the Denbighshire Local Development Plan, and to the material planning considerations which are considered to be of relevance to the proposal.

4.1 The main land use planning issues in relation to the application are considered to be:

- 4.1.1 Principle
- 4.1.2 Visual amenity
- 4.1.3 Residential amenity
- 4.1.4 Highways (including access and parking)
- 4.1.5 Open Space

4.2 In relation to the main planning considerations:

- 4.2.1 Principle
The main Local Development Plan Policy relevant to the principle of the development is Policy BSC 1. This policy seeks to make provision for new housing in a range of locations, concentrating development within development boundaries of towns and villages. It encourages provision of a range of house sizes, types and tenure to reflect local need and demand and the Local Housing market assessment.

Policy RD1 supports development proposals within development boundaries subject to compliance with policy criteria.

The site is located within the development boundary of Gellifor as defined by the LDP.

The principle of housing development is therefore considered acceptable and Officers would suggest the acceptability of the particular proposals therefore has to rest on assessment of the local impacts, which are reviewed within the following sections of the report.

4.2.2 Visual amenity

Local Development Plan Policy RD 1 test (i) requires due regard to issues of siting, layout, form, character, design, materials, aspect, microclimate and intensity of use of land / buildings and spaces between buildings, which are matters relevant to the visual impact of development; test (iv) requires that development does not unacceptably affect prominent public views into, out of, or across any settlement or area of open countryside; test (vi) requires the incorporation of existing landscape or other features, takes account of site contours, and changes in levels and prominent skylines; and test (xiii) requires the incorporation of suitable landscaping measures to protect and enhance development in its local context.

Objections have been received from the Community Council and members of the public on visual amenity grounds, and have questioned if the height / size of the dwellings proposed is appropriate for the site.

The site is situated in a rural location on the edge of the village of Gellifor, with open fields to the rear.

A previous proposal was refused on scale and design grounds and the current application is an amended scheme. The two schemes are compared in section 1.5 above.

The refused scheme was for two substantial dwellings, with asymmetric roofs which had a larger footprint than the dwellings proposed, which resulted in parking being proposed to the front of the dwellings and shallow back gardens to the rear.

The village is made up of predominately detached dwellings and whilst there is no uniform housing type in the village, the dwellings in the immediate vicinity of the site are traditional in style with a mix of red brick and rendered walls and slate pitched roof with standard window and door openings.

Whilst the policies above do not preclude modern design, one of the pillars of good design set out in TAN12 is character, and the previous scheme was not considered to successfully draw upon any design cues from the village or reflect local forms or patterns of development, and therefore it was considered it would appear to be a discordant feature in the village setting.

Whilst the proposed dwelling include the use of modern materials such as composite timber cladding and incorporates extensive glazing and Juliet balconies to the rear elevation, Officers nevertheless consider the dwellings currently proposed have a more conventional form, with a standard pitched roof and projecting gable to the front elevation.

The footprint of the dwellings has also been scaled back, which allows for deeper rear gardens and better spacing between and around the dwellings proposed which Officers consider better reflects the pattern of development in the village.

The plans have confirmed the render would be antique white in colour. Whilst the plans have not been annotated to indicate the colour of the proposed composite cladding, the agent has confirmed the cladding would likely be stone (grey) in colour.

The cladding proposed comes in a stone (grey), granite (dark grey), walnut and oak colour, and having regard to the rural setting, Officers consider an oak or walnut finish may be more appropriate. Officers nevertheless consider colour of the cladding could be reserved by condition. Similarly, details of roof tile has not been specified on the plans, but could also be dealt with by condition.

The plans show hedgerow would be planted along the site boundary, however details of planting have not been specified and the rear boundary treatment is not specified. Officers consider details of landscaping and boundary treatments can be controlled by condition.

Having regard to the scale, design, form, massing and materials, Officers consider that the amended plans have sufficiently overcome the previous reasons for refusal.

Therefore, having regard to the proposal, the locality and landscape, it is considered the proposals would not have an unacceptable impact on visual amenity and would therefore be in general compliance with the tests in the policies referred to.

4.2.3 Residential amenity

Local Development Plan Policy RD 1 test (i) requires due regard to issues of siting, layout, form, character, design, materials, aspect, microclimate and intensity of use of land / buildings and spaces between buildings, which touch on the potential for impact on residential amenity; and test (vi) sets the requirement to assess the impact of development on the amenities of local residents, other land and property users, or characteristics of the locality, in terms of increased activity, disturbance, noise, dust, fumes, litter, drainage, light pollution, etc. and that it provides a satisfactory amenity standards itself.

Objections have been received from a member of the public which concerns the impact on the dwellings on the opposite side of the road.

The Residential Development SPG provides guidance on acceptable separation distances to protect neighbouring properties from overlooking, overshadowing and overbearing impact.

The Residential Development SPG states that no more than 75% of a residential property should be covered by buildings.

The Residential Space Standards SPG specifies that 40m² of private external amenity space should be provided as a minimum standard for residential dwellings.

It should be noted however that windows in front elevations of properties not afforded the same level of protection as windows in rear elevations given that there is a level of overlooking which is accepted by virtue of those windows facing the public realm.

Whilst the proposal would affect outlook from dwellings on the opposite side of the road and may cause some overshadowing of the houses and garden at certain points throughout the year given the orientation of the proposed dwellings in relation to the properties opposite, having regard to the separation distances, it could not be considered to give rise to an unacceptable level of overshadowing or an overbearing impact on these properties.

With respect to Bryn Teg and the consented dwelling on the plot adjacent to Glasfryn, separation distances would prevent any unacceptable impacts to this property.

In terms of amenity requirements for the proposed dwellings themselves, the internal floor space well exceeds the minimum requirements for 4 bedroom dwellings as prescribed in the Residential Space Standards SPG.

In terms of garden space, the rear garden area has a depth of 8.5m and there is further garden / outdoor amenity area to the front and side of the dwellings proposed which exceeds 40sq.m and therefore adequate garden space has been provided.

Having regard to the above, Officers would conclude the proposal would not adversely impact on residential amenity of neighbours and the proposal would provide a satisfactory standard of amenity itself.

4.2.4 Highways (including access and parking)

Local Development Plan Policy RD 1 supports development proposals subject to meeting tests (vii) and (viii) which oblige provision of safe and convenient access for a range of users, together with adequate parking, services and manoeuvring space; and require consideration of the impact of development on the local highway network.

Policy ASA 3 requires adequate parking spaces for cars and bicycles in connection with development proposals, and outlines considerations to be given to factors relevant to the application of standards. The Parking Standards in New Developments SPG sets out the maximum parking standards for new developments.

With respect to domestic garages, the SPG advises garages may only be counted as parking spaces if they have clear internal dimensions, as suggested by Manual for Streets, for a single garage of 6m x 3m. If disabled access is required, these dimensions must be increased to 6m x 3.8m.

These policies reflect general principles set out in Planning Policy Wales (PPW 10) and TAN 18 – Transport, in support of sustainable development.

The Community Council has raised concerns on highway safety grounds by the Community Council.

Highways Officers have raised no objection to the proposal subject to the imposition of conditions.

A road speed survey has been carried out to ascertain the road speeds along the highway and the resultant data has been provided with the application.

Having regard to the road speed survey, Highway Officers have confirmed the visibility splays shown on the proposed site plan correspond with the guidelines laid out in TAN 18 Table B.

Onsite parking is shown within the garage and on the driveway to the side of the dwellings, and hardstanding area to the front of the dwelling can be utilised to enable cars to turn within the site enabling cars to enter and exit from the site in forward gear.

Whilst notwithstanding the concerns raised by the Community Council, having regards to the views of the Highway Officer, the road speed data, and that the site fully complies with TAN18 requirements and parking is provided in accordance with the guidance contained in the SPG, Officers would conclude the proposal would not give rise to unacceptable impacts on highway safety grounds.

4.2.5 Open Space

Policy BSC 3 of the local development plan sets the basic requirement for development to contribute, where relevant, to the provision of infrastructure, including recreation and open space, in accordance with Policy BSC 11.

Policy BSC 11 specifies that all new housing developments should make adequate provision for recreation and open space. All such schemes put increased demand on

existing open spaces and facilities and therefore the policy applies to all developments including single dwellings.

Table 4 in the Open Space SPG (adopted March 2017) sets out thresholds for on-site provision and financial contributions. It specifies that for schemes of 1 – 30 dwellings, open space obligations should be met through financial contributions rather than onsite provision, however 5.4.9 of the SPG does state that the thresholds are indicative, and onsite provision for sites of less than 30 will be considered on their merits.

An Open Space Assessment and Audit Report has been completed by the Council and provides the evidence base for Policy BSC 11. The report assesses the quantity, quality and accessibility of existing open spaces in the County on a community area basis with some additional information on an electoral ward basis.

In relation to the application, the assessment shows there is a deficit of all types of open space in Llangynhafal and Gellifor.

The dwellings proposed are both substantial 4 bedroom dwellings, and it can be reasonably assumed that the future occupants of the dwelling would utilise open space provision within the community.

On the basis of the evidence within the Open Space Assessment and Audit Report, it is considered that the proposal should make a financial contribution to mitigate the increased usage on the existing open space and equipment within the area.

The proposal is considered acceptable in relation to open space policy subject to the requisite contribution being secured through an appropriate agreement.

Other matters

Well – being of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act 2015 imposes a duty on the Council not only to carry out sustainable development, but also to take reasonable steps in exercising its functions to meet its sustainable development (or well-being) objectives. The Act sets a requirement to demonstrate in relation to each application determined, how the development complies with the Act.

The report on this application has taken into account the requirements of Section 3 'Well-being duties on public bodies' and Section 5 'The Sustainable Development Principles' of the Well-being of Future Generations (Wales) Act 2015. The recommendation is made in accordance with the Act's sustainable development principle through its contribution towards Welsh Governments well-being objective of supporting safe, cohesive and resilient communities. It is therefore considered that there would be no significant or unacceptable impact upon the achievement of well-being objectives as a result of the proposed recommendation.

5. SUMMARY AND CONCLUSIONS:

5.1 The site lies within the Gellifor development boundary and therefore the proposal is acceptable in principle.

5.2 The Community Council has raised concerns on visual amenity and highway grounds.

5.3 A previous application was refused on visual amenity grounds due to scale and design of dwellings previously proposed. The current proposal is an amended scheme and both the scale and design have been revised. Officers consider the amendments made are sufficient to overcome the previous reason for refusal, and therefore consider the proposal would no longer give rise to unacceptable impacts on visual amenity.

5.4 Road speed data has been provided, and the visibility splays proposed comply with the guidance contained in TAN18 and parking and turning space is proposed within the site. Highways Officers have raised no objection to the proposal subject to conditions being imposed. Officers therefore consider the proposal would not have an adverse impact on highway safety.

5.5 As the proposal is for two new dwellings, a financial contribution would be required towards open space provision in the community.

5.6 Subject to the necessary financial contribution to open space being secured, and necessary conditions being imposed, the proposal is considered to be acceptable and is recommended for grant.

RECOMMENDATION: GRANT- subject to the following conditions:-

1. The development to which this permission relates shall be begun no later than 10th March 2026
2. The development hereby permitted shall be carried out in strict accordance with details shown on the following submitted plans and documents unless specified as otherwise within any other condition pursuant to this permission
 - (i) Existing Site Location Plan (Drawing No. A001 Rev P01) - Received 17 December 2020
 - (ii) Proposed Site Location Plan (Drawing No. A002 Rev P01) - Received 17 December 2020
 - (iii) Existing Site Plan (Drawing No. A003 Rev P01) - Received 17 December 2020
 - (iv) Proposed Site Plan (Drawing No. A004 Rev P01) - Received 17 December 2020
 - (v) Proposed Site Elevations (Drawing No. A005 Rev P01) - Received 17 December 2020
 - (vi) Proposed Ground Floor Plan (Drawing No. A101 Rev P01) - Received 17 December 2020
 - (vii) Proposed First Floor Plan (Drawing No. A102 Rev P01) - Received 17 December 2020
 - (viii) Proposed Roof Plan (Drawing No. A103 Rev P01) - Received 17 December 2020
 - (ix) Proposed Elevations (1 of 4) (Drawing No. A104 Rev P02) - Received 9 February 2021
 - (x) Proposed Elevations (2 of 4) (Drawing No. A105 Rev P02) - Received 9 February 2021
 - (xi) Proposed Elevations (3 of 4) (Drawing No. A106 Rev P02) - Received 9 February 2021
 - (xii) Proposed Elevations (4 of 4) (Drawing No. A107 Rev P02) - Received 9 February 2021
 - (xiii) Proposed Garage Plan (Drawing No. A201 Rev P01) - Received 17 December 2020
 - (xiv) Proposed Garage Elevations (Drawing No. A202 Rev P02) - Received 9 February 2021
 - (xv) Topographic Survey - Received 17 December 2020
 - (xvi) Trafficsense Traffic Survey - (2 Documents) - Received 17 December 2020
 - (xvii) Proposed Ground Floor Plan (Drawing No. A108 Rev P01) - Received 2 February 2021
 - (xviii) Proposed First Floor Plan (Drawing No. A109 Rev P01) - Received 2 February 2021
 - (xix) Proposed Roof Plan (Drawing No. A110 Rev P01) - Received 2 February 2021
 - (xx) Proposed Elevations (1 of 4) (Drawing No. A111 Rev P02) - Received 9 February 2021
 - (xxi) Proposed Elevations (2 of 4) (Drawing No. A112 Rev P02) - Received 9 February 2021
 - (xxii) Proposed Elevations (3 of 4) (Drawing No. A113 Rev P02) - Received 9 February 2021
 - (xxiii) Proposed Elevations (4 of 4) (Drawing No. A114 Rev P02) - Received 9 February 2021
3. Prior to the application of any external materials to the dwellings hereby approved, full details of the wall and roof materials, including materials, colour and finish, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
4. The visibility splays shown on the approved plan shall at all times be kept free of any planting, tree or shrub growth, or any other obstruction in excess of 1.05m metres above the level of the adjoining carriageway.
5. The whole of the access frontage adjacent to the highway shall be reinforced with 6 x 5 bullnose kerbs and completed before it is brought into use.
6. The facilities for the parking and turning of vehicles within each plot shall be completed in accordance with the approved plans before the dwelling to which they relate is first brought

into use, and shall be retained as approved at all times thereafter.

7. No development or site clearance shall take place until a scheme of hard and soft landscaping to including details of boundary treatments, has been submitted to and approved in writing by the Local Planning Authority. The scheme has include indications of all existing trees (including spread and species) and hedgerows on the land, identify those to be retained and set out measures for their protection throughout the course of the development.
8. All planting comprised in the approved details of landscaping shall be carried out no later than the first planting and seeding season following the commencement of development. Any trees or plants which 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, unless otherwise agreed in writing
9. **PRE-COMMENCEMENT CONDITION**
No development shall commence until a foul water drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall provide for the disposal of foul water flows and thereafter implemented in accordance with the approved details prior to the occupation of the development.

The reasons for the conditions are:-

1. To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. For the avoidance of doubt and to ensure a satisfactory standard of development.
3. In the interest of visual amenity
4. To ensure that adequate visibility is provided at the point of access to the highway.
5. To ensure a safe and satisfactory access
6. To provide for the parking of vehicles clear of the highway in the interest of traffic safety.
7. In the interests of visual amenity
8. In the interests of visual amenity
9. To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.