

DELEGATED APPLICATION REPORT

Ward: Church

App Nos: 171231/FUL

Address: 51 Cressingham Road, Reading, RG2 7RX

Proposals: Demolition of existing house and garage.

Erection of 2 new buildings containing 6 x 1-bed flats with associated car parking and landscaping.

Case Officer: Steve Vigar

Applicant: Morningwood Developments Ltd

Date received (valid from): 2 August 2018

Target Decision date: 15 November 2017 (ext time)

1. INTRODUCTION

The site is located at the corner of Cressingham Road and Birdhill Avenue within a suburban location to the south east of the town centre.

The site is characterised by its sloping nature, with the predominant slope being on a north east-south west alignment, reflecting local topography, but with a number of different man-made levels also present. The house is sited centrally within the plot and until recently was screened by large trees and vegetation, much of which has now been cleared.

The existing house is a mid-twentieth century dormer bungalow in an arts and crafts style with large, distinctive chimneys, steeply pitched roofs and low eaves with an arched porch and leaded 'Crittall' windows. A bungalow of a similar character exists adjacent to the site to the south at 53 Cressingham Road.

The site contains one TPO pine tree at the north east corner.

2. PROPOSAL AND SUPPORTING INFORMATION

Full planning permission is sought for the demolition of the existing house and its replacement with two buildings each containing 3 x 1-bed flats.

A new vehicle and pedestrian access is proposed, located centrally on the western edge of the site to replace the existing off-centre access. A second vehicle access from Birdhill Avenue serving two parking spaces to the rear of Plot 1 has been omitted from the proposals during the course of the application. This change was accompanied by drawings showing improved landscaping and indicative parking within a gravel front forecourt.

Plans considered

3308/275 rev. G, Proposed Site Plan/Ground Floor Plan, received 25 August 2017

3308/276 rev. F, Proposed Site Plan/First, received 25 August 2017

3308/277 rev.A Proposed Elevations Plot 2, received 24 July 2017

3308/278 rev.A Proposed Elevations Plot 1, received 24 July 2017

3308/279 rev.A Proposed Streetscene, received 24 July 2017

3308/280 rev.B Proposed Extended Street Scene, received 24 July 2017

PRI21309-11C, Soft Landscape Proposals, dated 20 February 2018

PRI21309-11Csup, Landscape Proposal Supplement, dated 20 February 2018

3. RELEVANT PLANNING HISTORY

90/0908/OA Outline application for 'Domestic Dwelling' - Refused. Related appeal APP/Q0315/A/91/181698/P8 dismissed 30 September 1991.

152016/FUL demolition of existing house & garage. Erection of 4 new dwellings. Refused. Appeal dismissed - APP/E0345/W/16/3149180

160820/FUL: demolition of existing house & garage. Erection of new building containing 4 x 2-bed and 4 x 1-bed flats with associated car parking. Resubmission of 152016 - refused - appeal dismissed APP/E0345/W/16/3154971

4. CONSULTATIONS

The following were consulted and comments received as follows:

RBC Transport:

The site is located on the southern side of Cressingham Road at the corner with Birdhill Avenue and approximately equidistant to Shinfield Road to the east and Northumberland Avenue to the west. The C301 Cressingham Road is approximately 7m in width at the site access point but it is reduced to 5.5m directly to the east of the existing access as part of a traffic management feature. A pedestrian refuge is located outside the frontage of 51 Cressingham Road to the west of the existing access.

Vehicular access to the site is currently gained from a dropped crossing located at the eastern boundary of the site, but this is to be relocated to the middle of the site. The appellant has demonstrated that a visibility splay of 2.4m x 70m can be achieved from the proposed access on Cressingham Road. The pedestrian refuge is illustrated on the site layout plan to ensure there is sufficient distance for vehicles to enter and leave the site from the proposed access point.

The existing access to the site shall be stopped up and the footways shall be reinstated to the satisfaction of the Local Planning Authority. The revised plans have removed all access from Birdhill Avenue.

In terms of parking, the site is located within Zone 3, Secondary Core Area, of the Council's adopted Parking Standards and Design SPD. In accordance with the adopted SPD, the development would be required to provide a parking provision of 1.5 spaces per unit equating to 9 parking spaces. In addition to this, a provision of 1 space per 4 units would also be required for visitor parking. In total the proposed development would require a provision of 11 spaces.

The Proposed Site Plan, drawing 3308/275 Rev G, demonstrates 6 parking spaces to the front of the site which is below the Council's adopted SPD. However, the site has been subject to a recent appeal where the Inspector stated that;

"The Council considers that the lack of parking spaces would place excessive pressure on on-street parking and would be harmful to highway safety. However, I note that there is no robust evidence to suggest that there is any significant shortage of parking in the vicinity or that a shortfall of 4 spaces, 2 of which would be for visitors, would place any significant pressure on the nearby on-street parking provision. Furthermore, I note that there are no parking

restrictions along the majority of Birdhill Avenue and consider any impact on on-street parking resulting from the development would be limited.”

Given this recent appeal decision, I have no grounds to object to the proposed parking provision given that the Inspector concluded that the proposed shortfall would not have any material impact on on-street parking in the surrounding area.

Cycle storage is located within the rear gardens of plots 1 and 2 which is not the most accessible and convenient location. I would prefer to see the cycle store(s) located closer to the front/main entrance of the site. However, I am happy to deal with the cycle storage by condition. The proposed store(s) should be equipped with Sheffield type stands in the line with the Council’s standards.

Clarification is sought regarding the location of the refuse storage area. There does not seem to be sufficient provisions made within the site to accommodate 6 units. A revised drawing should be submitted illustrating a refuse storage / collection area within 10m of the carriageway. Alternatively, I am happy to deal with this by condition.

There are no transport objections to the proposal subject to the conditions to secure parking space, access, cycle parking, a CMS, visibility splays and full details of bin stores.

RBC Environmental Health

We have concerns about potential noise, dust and bonfires associated with the construction (and demolition) of the proposed development and possible adverse impact on nearby residents (and businesses).

Fires during construction and demolition can impact on air quality and cause harm to residential amenity. Burning of waste on site could be considered to be harmful to the aims of environmental sustainability.

EP Recommended conditions

Control of Noise and Dust - CMS to be submitted

No development shall take place before a scheme has been submitted to and approved in writing by the Local Planning Authority, which specifies the provisions to be made for the control of noise and dust emanating from the site during the demolition and construction phase. Thereafter, the use shall not commence until the approved scheme has been fully implemented.

Reason: To protect the occupants of nearby residential properties from noise and dust during the development of the site.

Hours of Working - construction and demolition phase

The hours of noisy construction, demolition and associated deliveries shall be restricted to the hours of 08:00hrs to 18:00hrs Mondays to Fridays, and 09:00hrs to 13:00hrs on Saturdays, and not at any time on Sundays and Bank or Statutory Holidays without prior approval from the Local Planning Authority.

Reason: In the interests of the amenities of nearby residents.

Bonfires

No materials or green waste produced as a result of the clearance of the site, demolition works or construction works associated with the development hereby approved shall be burnt on site. Reason: In the interests of air quality, the amenity of neighbours, and to promote more sustainable approaches to waste management in accordance with Policies CS34 (Pollution and Water Resources) and CS2 (Waste Minimisation) of the Reading Borough LDF Core Strategy 2008

EP Recommended Informatives

For further information about construction and demolition nuisance law the applicant is referred to:

<http://www.reading.gov.uk/article/2563/Construction--Demolition>

Berkshire Archaeology

There are potential issues regarding the proposals at 51 Cressingham Road as the site is located within an area of archaeological potential. To the south a feature interpreted as either a Bronze Age disc barrow or an Iron Age mini hillfort was levelled during construction of housing during the early 20th century. Fragments of a Romano-British urn are recorded under 100m to the east and Iron Age and Roman ditches and pits were recorded during investigations at 29 Cressingham Road.

Although the existing building is likely to have impacted archaeological remains in some parts of the site there remains the potential for similar remains to survive. Therefore I recommend that a condition requiring approval of a written scheme of archaeological investigation is attached to any planning permission granted, to mitigate the impact of the development, as follows:

Condition:

No development shall take place within the site until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological work (which may comprise more than one phase of work) in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

Reason: To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough.

RBC Natural Environment

The majority of the trees have already been removed from site, leaving only one mature tree, which has become very prominent on the Birdhill Avenue frontage since the adjacent Monterey Cypress has been felled. The Scots Pine tree, which is now subject to Tree Preservation Order 26/15 provides an important amenity of value locally and should be retained and incorporated into the layout.

I can confirm that the revised AMS (Rev A 16.10.2017) has been amended in line with the requests in my email of 12 Oct and is therefore acceptable

A landscape plan is required to be secured by condition along with implementation and aftercare details. Species should be wildlife friendly.

Service routes are also required in order to ensure they do not conflict with soft landscaping.

Mammal gaps must be provided in close board fencing towards the rear boundaries adjacent to the existing vegetation.

RBC Ecologist

The application site comprises a detached dwelling and garage proposed for demolition and replacement with two new dwellings. In 2015, a preliminary bat roost assessment followed by endoscope survey confirmed that the buildings had not been used by roosting bats (Middlemarch Environmental, Ref: RT-MME-120902, October 2015). An updated report has since been provided (Middlemarch Environmental, RT-MME-125512-01, July 2017), detailing the results of bat activity surveys undertaken this summer. During the surveys, no bats emerged or re-entered the buildings to roost and it has been concluded that the site does not host a bat roost.

There are therefore no objections to this application on ecology grounds.**RBC Valuer**

Advises that the scheme is capable of providing a substantial Affordable Housing contribution in accordance with Policy DM6.

Neighbouring addresses and previous objectors were consulted by letter.

10 letters of representation have been received - summarised as follows:

- I very much disagree with the demotion and redevelopment of this house and plot into characterless flats, when the structure is in perfectly good condition, apart from a few missing roof tiles. This is a classic example of architecture of this part of Reading from the period of the 1920's/1930's and retains the heritage intrinsic to this area.
- In the application submitted by the developer it mentions it is a single storey property, however it is actually a 2 storey property that has 4/5 bedrooms, with 3 large bedrooms upstairs.
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- This property is an affordable family home and i believe it should stay that way.
- Perhaps it will be the fact that bats now live in the roof that saves this property for bat conservation, but I hope the architecture will stand for itself.
- Where will 12 bins be stored - insufficient.
- Car spaces not large enough
- No parking for visitors
- Not enough car parking.
- The boundary to no.53 needs to be accurately plotted. There is lack of clarity as to its position and proposed boundary treatment.
- Access to Birdhill Ave is dangerous [officer comment: now removed]
- It would be good to have some assurances that no subsequent access will be granted at a later date.
- Overspill parking in Birdhill Ave.
- 1st floor flats will be hot in summer. [officer comment: largely covered by building regs and insulation/ventilation requirements]/
- Reading needs 3-bed homes.
- Gap between buildings is a security concern.
- Bike store at back of site is impractical.
- Bike store would be noisy if includes motorbikes.
- Evergreen trees in front of 53 not shown.
- Rooms adjacent 53 would be dark due to lack of windows
- Chimney looks odd.
- Informal parking will encourage bad parking.

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5. LEGAL AND PLANNING POLICY CONTEXT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. Material considerations include relevant policies in the National Planning Policy framework (NPPF) - among them the 'presumption in favour of sustainable development'.

The following local and national planning policy and guidance is relevant to this application:

National Policy

National Planning Policy Framework
National Planning Practice Guidance

Reading Borough Local Development Framework Core Strategy (2008)(amended 2015)

CS1 (Sustainable Design and Construction)
CS2 (Waste Minimisation)
CS4 (Accessibility and the Intensity of Development)
CS5 (Inclusive Access)
CS6 (Settlement Boundary)
CS7 (Design and the Public Realm)
CS9 (Infrastructure, Services, Resources and Amenities)
CS15 (Location, Accessibility, Density and Housing Mix)
CS16 (Affordable Housing)
CS20 (Implementation of The Reading Transport Strategy)
CS24 (Car/Cycle Parking)
CS33 (Protection and Enhancement of the Historic Environment)
CS34 (Pollution and Water Resources)
CS36 (Biodiversity and Geology)
CS38 (Trees, Hedges and Woodlands)

Sites and Detailed Policies Document (2012) (amended 2015)

SD1 (Presumption in Favour of Sustainable Development)
DM1 (Adaptation to Climate Change)
DM3 (Infrastructure Planning)
DM4 (Safeguarding Amenity)
DM6 (Affordable Housing)
DM10 (Private and Communal Outdoor Space)
DM11 (Development of Private Residential Gardens)
DM12 (Access, Traffic and Highway Related Matters)
DM18 (Tree Planting)

SPG/SPD

- Affordable Housing SPD 2013
- Sustainable Design and Construction SPD 2013
- Revised Parking Standards and Design SPD 2011

6. APPRAISAL

Character and Appearance

The immediate area is characterised by detached buildings in spacious plots. The corner of Birdhill Avenue is particularly spacious with the large corner plots of 47 and 51 Cressingham Road appearing relatively undeveloped and characterised by outdoor space and vegetation. This currently provides an attractive and distinctive entrance to Birdhill Avenue. The Inspector for appeal APP/Q0315/A/91/181698/P8 stated that *“the immediate vicinity of the appeal site is characterised by older style bungalows in spacious plots, which is continued into Birdhill Avenue.”* And found that the existing gardens *“form an attractive feature in this part of Cressingham Road.”* This was echoed in the subsequent appeal.

It is considered that the design now proposed would give the impression of two chalet bungalows, more in keeping with the established character. The proposed houses would maintain a good degree of spaciousness around the buildings, reinforced by the proposed landscaping scheme which will serve to maintain the spacious vegetated character identified by the Inspector. The buildings have been set relatively low within the plot in terms of floor levels, which would assist in integrating them within the setting.

The existing house has a distinctive character in terms of its proportions, form and detailing. Whilst it may not be appropriate to resist its replacement per se, Policy CS7 supports a replacement of a similar quality that reinforces local distinctiveness. It is considered that the current proposal achieves a good degree of visual interest and would be a good quality replacement, subject to details of materials being secured by condition.

On this basis it is considered that the scale, layout, appearance, access arrangements and landscaping of the proposal would maintain the character and appearance of the area in accordance with Policies CS7, CS15, CS38 and DM11.

Effect on Residential Amenity

It is considered that the buildings are much reduced in scale compared with the appeal schemes and would no longer result in harm to the amenity of 53 Cressingham Road. The spacing to the boundary and reduced ground levels would further mitigate any harm.

Details of the boundary treatment to all boundaries are proposed to be secured by condition to ensure suitable enclosure and privacy. The ownership of boundaries and the rights to alter them are a private matter between landowners and not a planning consideration.

The relatively low height of the new buildings would avoid harmful overlooking towards 93 Birdhill to the rear.

It is considered that the proposed flats would provide a reasonable living environment in terms of daylight, outlook and privacy. The garden area would be a good size, layout and design for future occupiers.

The proposal is considered to be in accordance with Policies DM4 and DM10 in terms of residential amenity.

Transport

The comments of the Council's Transport Development Control Officer are set out in section 4 above, which takes into account the findings of the appeal Inspectors.

Sufficient space exists for bin storage within the site and the relatively spacious plot allows for bins to be presented close to the highway for collection.

The 'informal' parking forecourt is considered the correct approach for the 'spacious, vegetated' character. A formally marked out hard paved forecourt would be harmful to the appearance of the site and wider street.

The bike store would be accessible for residents. The location to the rear of the plot is arguably more secure than a location close to the road.

On this basis the current proposal is considered to comply with Policies CS7, CS20 CS24, CS38, DM11 and DM12.

Affordable Housing

Policy DM6 requires a contribution to enable the equivalent of 20% of the development to be provided as Affordable Housing elsewhere in the Borough. The Affordable Housing SPD explains that this equates to 10% of the Gross Development Value based on the assumption that a Housing Association would pay half the cost.

The applicant has stated that the proposal cannot provide any affordable housing due to viability considerations and has provided an open-book viability assessment seeking to demonstrate this.

The Council's Valuer has assessed the proposals and agrees that the full requirement would render the proposal unviable. The sum of £20,000 (twenty thousand pounds) has been agreed, payable on first occupation and index linked from the date of permission.

Archaeology

The comments of Berkshire Archaeology (Section 4 above) are considered to be reasonable and a suitable archaeological investigation could be secured by condition. In accordance with Policy CS33.

Environmental Protection

The comments in Section 4 relate to the construction phase and could be suitably controlled by appropriate conditions. In accordance with Policies CS34 and DM4.

Ecology

The proposals are considered to be acceptable based on the comments of the Council's Ecologist as set out in Section 4 above .

Trees

The revised proposal is considered to relate acceptably to the TPO Pine tree and the landscaping scheme is of good quality. The proposals are considered to accord with Policies CS7, CS38 and DM18 on this basis.

Equality Act

In determining this application the Council is required to have regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sexual orientation. It is considered that there is no indication or evidence (including from consultation on the current applications) that the protected groups have or will have different needs, experiences, issues and priorities in relation to this particular planning application.

7. CONCLUSION

The proposed development would be acceptable, subject to Affordable Housing being secured by S106 legal agreement, as described above.

8. RECOMMENDATION

GRANT Full Planning Permission - SUBJECT TO S106 AGREEMENT TO SECURE AFFORDABLE HOUSING CONTRIBUTION

1. The development hereby permitted shall begin within three years from the date of this planning permission.

Reason: to prevent an accumulation of unimplemented planning permissions, and in accordance with Section 91 of the Town & Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

3308/275 rev. G, Proposed Site Plan/Ground Floor Plan, received 25 August 2017

3308/276 rev. F, Proposed Site Plan/First, received 25 August 2017

3308/277 rev.A Proposed Elevations Plot 2, received 24 July 2017

3308/278 rev.A Proposed Elevations Plot 1, received 24 July 2017

3308/279 rev.A Proposed Streetscene, received 24 July 2017

3308/280 rev.B Proposed Extended Street Scene, received 24 July 2017

PRI21309-11C, Soft Landscape Proposals, dated 20 February 2018

PRI21309-11Csup, Landscape Proposal Supplement, dated 20 February 2018

PRI21309-12B Hard Landscape Proposal, dated 25 August 2017

Reason: because permission is granted in respect of the development as detailed in the approved plans only.

3. No development shall take place until details and samples of the materials to be used in the construction of the external surfaces of the development have been submitted to and been approved in writing by the local planning authority. The development shall be carried out using only the approved materials.

Reason: as no details have been submitted and in the interests of the visual appearance of the building and the area in accordance with Policy CS7.

4. [Pre-commencement]

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and been approved in writing by the local planning authority to provide for:

- space on site where vehicles of site operatives and visitors can be parked with details of how site operatives and visitors will be required to make use of the parking area provided
- location on site for storage of plant and materials used in constructing the development
- the erection and maintenance (including removal of any graffiti or fly posters) of security hoarding around the site
- any footpath closures or road closures needed during construction
- wheel washing facilities on site

- Measures to control noise and dust during demolition and construction
- a scheme for recycling waste resulting from the construction and demolition works.

The measures within the approved Construction Method Statement shall be maintained and adhered to throughout the course of the development unless changes are agreed in advance and in writing by the local planning authority.

Reason: in the interests of protecting the amenity of local land uses or neighbouring residents, the character of the area and highway safety. In accordance with Policies DM4, DM12, CS34 and DM4.

5. The development hereby approved shall not be carried out other than in accordance with the submitted Arboricultural Method Statement and Tree Protection Plan contained within document ref. PRI21309aia-ams rev. A dated 16 October 2017.

Reason: to ensure that appropriate protection is given to trees of amenity value within and adjacent to the site in accordance with Policy CS38.

6. No development (excepting demolition to ground floor finished floor level) shall take place until the applicant or their agents or successors in title have secured the implementation of a programme of archaeological work (which may comprise more than one phase of work) in accordance with a written scheme of investigation, which will have been submitted by the applicant and approved by the planning authority.

Reason: The site lies in an area of archaeological potential, as illustrated by the Berkshire Archaeology Historic Environment Record. Archaeological monitoring or evaluation will ensure preservation, either by record or in situ, of any heritage assets present on the site in a manner appropriate to their significance, in accordance with Policy CS33.

7. No development shall take place (excepting demolition) until there has been submitted to and been approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. Where appropriate consideration should be given to biodiversity with gaps provided to allow wildlife to move between sites. The boundary treatment shall be completed, in accordance with the approved plan, before the development is occupied or otherwise, in accordance with a timescale for which the prior written approval of the local planning authority has been obtained. Reason: In order to protect the privacy of adjoining and future occupiers and in the interests of the visual amenities of the locality and local wildlife in accordance with Policy CS38, Policy CS7, Policy CS36 & Policy DM17

8. The hard and soft landscaping of the development hereby permitted shall be carried out, in accordance with the approved landscaping plans and documents before first occupation of the development, or in accordance with a timetable that shall have been agreed in writing with the Local Planning Authority prior to first occupation.

Reason: in the interests of the character and appearance of the new development and in accordance with Policies CS7 and DM18

9. All planted materials shall be maintained for five years from date of planting and any trees or plants removed, dying, being severely damaged or becoming seriously diseased within 5 years of planting shall be replaced with others of similar size and species to those originally required to be planted.

Reason: in the interests of the character and appearance of the new development and in accordance with Policies CS7 and DM18.

10. A landscaping management plan, including long term objectives, management responsibilities and maintenance schedules for the landscaped areas within the site shall

be submitted to and approved in writing by the local planning authority prior to the occupation of the development or in accordance with a timetable to be agreed in writing with the local planning authority. The landscape management plan shall be carried out as approved.

Reason: to ensure the long term management and maintenance of landscaped areas on the site in accordance with Policy CS38, Policy CS7 and Policy DM18.

11. The dwellings hereby permitted shall not be occupied until all vehicle parking areas have been provided in accordance with the approved plan. The areas shall be kept available for parking at all times thereafter. Reason: To ensure that the development is provided with adequate parking facilities to meet the needs of future occupiers and reduce the likelihood of roadside parking which could be a danger to other road users to accord with Policies CS20, CS24 and DM12.

12. No dwelling hereby permitted shall be occupied until the vehicle access serving the site has been constructed in accordance with the approved drawings.

Reason: In the interests of road safety in accordance with Policy CS20 and Policy DM12.

13. No dwelling hereby permitted shall be occupied until the bicycle parking facility has been provided in accordance with the approved plans. The facility shall be kept available for bicycle parking at all times thereafter.

Reason: To encourage travel by sustainable alternatives to driving a motorcar in accordance with the Local Planning Authority's approved transport policies CS23 and CS24.

14. The existing access to the site shall be stopped up and abandoned and the footway and verge shall be reinstated immediately after the new access has been brought into use and prior to first occupation of any dwelling within the development.

Reason: In the interests of road safety and maintenance of the highway. In accordance with Policy DM12.

15. No dwelling shall be occupied until all the visibility splays shown on the approved drawings have been provided. All areas shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres above the carriageway level.

Reason: In the interests of road safety in accordance with Core Strategy Policy CS20 and Sites and Detailed Policies document Policy DM12.

16. Before occupation of the units, details of the proposed bin stores shall be submitted to and approved in writing by the Local planning Authority. No dwelling shall be occupied until the bin stores have been provided in accordance with the approved details. The bin stores shall not thereafter be used for any purpose other than bin storage. Reason: To ensure that adequate provision is made for the storage and collection of refuse in accordance with Core Strategy Policy CS2 and Sites and Detailed Policies document Policy DM12.

17. All building heights and floor levels shall be in accordance with those stated on the approved drawings, prior to first occupation of the building to which they relate and shall be maintained as such at all times thereafter.

Reason. To ensure that the development maintains the existing character of the area and in the interests of neighbouring amenity in accordance with Policies CS7 and DM4.

18. No construction, demolition or associated deliveries shall take place outside the hours of 0800hrs to 1800hrs Mondays to Fridays, and 0900hrs to 1300hrs on Saturdays, and

not at any time on Sundays and Bank or Statutory Holidays without prior written approval from the Local Planning Authority.

Reason: to protect occupiers of nearby properties from unreasonable disturbance from works connected with implementing this permission in accordance with Policy DM4

19. Notwithstanding the provisions of Schedule 2, Article 3, of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting that Order with or without modification), no development within Class B of Part 2 (means of access to a highway) shall be carried out in relation to the application site, without express planning permission from the Local Planning Authority.

Reason: Due to the effect on the root systems of the adjacent protected tree, the requirement for soft landscaping to the boundaries of the site, and in the interests of highway safety, in accordance with Policies CS7, CS38, DM12 and DM18.