

Extended Delegated Decisions Meeting: 23 July 2020

Item number: 1

Application No: [W 19 / 2112](#)

Town/Parish Council: Budbrooke
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Expiry Date: 13/03/20

Land South of Lloyd Close, Hampton Magna, Budbrooke

Application for Reserved Matters pursuant to condition 1 of planning permission ref: W/17/2387 for details of access, appearance, landscaping, layout and scale of 147 dwellings together with associated works, including vehicular/pedestrian access from Daly Avenue, green infrastructure including a play area, open space and other landscaping and sustainable drainage. FOR Bellway Homes South Midlands

This application is being presented to the Extended Delegated Decisions Meeting due to the number of objections and an objection from the Parish Council having been received.

RECOMMENDATION

That planning permission be approved, subject to the conditions listed at the end of this report, together with advisory notes as recommended by relevant statutory consultees (in respect of ecology, highways for example).

DETAILS OF THE DEVELOPMENT

This is a reserved matters planning application for the access, appearance, landscaping, layout and scale for the construction of 147 dwellings pursuant to the outline planning permission, approved by W/17/2387. Although access was considered as part of the original outline application, this reserved matters application includes access, which is shown in the same location as previously approved. The development also proposes all associated works including pedestrian access from Daly Avenue, green infrastructure including a play area, open space and landscaping.

THE SITE AND ITS LOCATION

The application site extends to approximately 6.98 hectares (17.25 acres) within a larger field located on the south-eastern periphery of Hampton Magna. The site is an arable agricultural field bounded by mature hedgerows which are interspersed with hedgerow trees. The agricultural access to the field is from the adjoining fields however there are pedestrian accesses from several of the surrounding cul-de-sacs.

On the north and west sides of the site is existing two storey residential development. Along part of the western and northern boundaries is a public right of way (WS4). A further public right of way crosses to the south of the application

site within the remainder of the field. Part of the eastern site boundary is defined by an existing field hedge while to the south is agricultural land.

There is a gradual downward slope running west to east across the site. Outside the site the land is slightly undulating to the south and east across adjoining fields.

Hampton Magna is identified in the Local Plan as one of the District's Growth Villages, containing local facilities and services which meet the day to day needs of the local community including a convenience store, public house, medical centre, community hall, café and primary school. The site makes up site allocation H51 in the Warwick District Local Plan 2011-2029, which Policy DS11 initially identified as one of the Growth Villages allocations which was anticipated would be developed for 115 dwellings. The Inspector's Report (July 2017) on the Local Plan, in considering this site, stated that development of this site would also involve an extension of the built up area into surrounding countryside, removing the current openness of the land and significantly altering its character and appearance. However, the development would not extend further south or east than adjoining residential areas and would be seen in this context.

The Inspector's Report concluded that there were exceptional circumstances which justified altering the Green Belt. To that end, and in order to facilitate development coming forward on this allocated site, the land within the identified site allocation boundary was removed from the West Midlands Green Belt. The surrounding land however, i.e. the adjoining land on the eastern and southern boundaries remains in the Green Belt.

There is a TPO tree near the south west corner of the application site, situated on the boundary. There are no heritage assets or other landscape designations relevant to the site or immediate surroundings.

PLANNING HISTORY

W/17/2387 - Outline application with all matters reserved except for access, for the erection of up to 147 dwellings together with vehicular/pedestrian access from Daly Avenue; Green Infrastructure including a play area, other open space and landscaping; sustainable drainage; and other related infrastructure - Refused 11 June 2018, subsequently allowed at appeal 05 June 2019.

W/18/1811 - Outline application with all matters reserved except for access, for the erection of up to 131 dwellings together with vehicular/pedestrian access from Daly Avenue with an emergency access from Mayne Close; Green Infrastructure including a play area, other open space and landscaping; sustainable drainage; and other related infrastructure - Application withdrawn by applicants.

It is noted, in relation to the more recent application above, that the revised scheme for 131 dwellings had a resolution to grant permission, following a referral to planning committee and was awaiting the completion of a S.106 Agreement. However, in the intervening time, the Planning Inspector determined the appeal on the first decision which led to the withdrawal of the revised scheme and the decision by the applicants to submit a Reserved Matters application pursuant to the original outline permission (for the higher number of dwellings).

RELEVANT POLICIES

- National Planning Policy Framework
- Warwick District Local Plan 2011-2029
- SC0 - Sustainable Communities
- DS5 - Presumption in Favour of Sustainable Development
- DS11 - Allocated Housing Sites
- DS15 - Comprehensive Development of Strategic Sites
- DS18 - Green Belt
- PC0 - Prosperous Communities
- H0 - Housing
- H1 - Directing New Housing
- H2 - Affordable Housing
- H4 - Securing a Mix of Housing
- BE1 - Layout and Design
- BE3 - Amenity
- TR1 - Access and Choice (Warwick District Local Plan - 2011-2029)
- TR2 - Traffic generation (Warwick Local Plan - 2011-2029)
- TR3 - Parking (Warwick District Local Plan - 2011-2029)
- HS1 - Healthy, Safe and Inclusive Communities
- HS4 - Improvements to Open Space, Sport and Recreation Facilities
- HS6 - Creating Healthy Communities
- HS7 - Crime Prevention
- CC1 - Planning for Climate Change Adaptation
- FW1 - Development in Areas at Risk of Flooding
- FW2 - Sustainable Urban Drainage
- NE2 - Protecting Designated Biodiversity and Geodiversity Assets
- NE3 - Biodiversity
- NE4 - Landscape
- NE5 - Protection of Natural Resources
- DM1 - Infrastructure Contributions
- Guidance Documents
- Residential Design Guide (Supplementary Planning Document- May 2018)
- Open Space (Supplementary Planning Document - April 2019)
- Parking Standards (Supplementary Planning Document)
- Air Quality & Planning Supplementary Planning Document (January 2019)
- Garden Towns, Villages and Suburbs Design Guidance (2012)
- Neighbourhood Plan
- Budbrooke Neighbourhood Plan (2018-2029)
- Development Principles - Housing Allocations H27 (Arras Boulevard) and H51 (Land South of Lloyd Close)
- Scale and Type of New Housing Within Hampton Magna and Hampton-On-The-Hill
- Design of Development in Budbrooke Parish
- Protecting and Enhancing Local Landscape Character
- Traffic Management and Traffic Improvements
- Sustainable Transport Measures

SUMMARY OF REPRESENTATIONS

Budbrooke Parish Council: Objection for the following reasons:

- Concerns about surface water drainage and where this will drain into
- The affordable housing appears to be blocked together and not spread around the site
- There are concerns arising from some of the content of the Design & Access statement; for example, the proposed density does not reflect the existing, concerns about accessibility for wheelchair users at the pedestrian access onto Mayne Close, additional air pollution arising from the development, design concerns about the proposals e.g. the fact that the existing village has a predominant use of integral garages whereas the new development proposes hardly any thus it is not in keeping and lastly, general comments regarding safety and security
- Comments are made about the allotments and play area; the Parish Council would like to be involved in discussions about the equipment planned and suitable fencing and safety arrangements
- References are made to the relevant policies of the Budbrooke Neighbourhood Development Plan
- There are concerns about parking within the development for both residents and visitors
- There are concerns about infrastructure, specifically, electric vehicle charging points and foul water drainage
- There are not enough bungalows proposed
- There are concerns about noise pollution

WCC Highways: No objections subject to conditions and advisory notes

Environmental Health: No objections

Housing Strategy & Development Officer: No objections

Tree Officer: No objections subject to condition requiring development to be carried out in accordance with tree protection measures set out in submitted tree report

WCC Ecology: No objections

WCC Landscape: Recommendations made about the particular type of species mix for tree and hedge planting; therefore condition recommended to require additional details prior to the commencement of any development

Open Space: No objections

Sport and Leisure: No objection; request for S.106 contribution
(Officer note in relation to the above – a S.106 request was secured on the original outline and as such cannot be secured again as part of the reserved matters permission)

Waste Management: No objections providing that bin collection areas are no more than 15m from the kerbside

Public Response:

78 letters of objection received (from 54 individuals) and 1 anonymous objection letter, raising the following material planning considerations:

- Sewage and drainage
- Surface water drainage and potential flooding
- Increased traffic
- Additional pressure on existing infrastructure e.g. school, doctor's surgery
- Parking pressure on street will be exacerbated
- There is insufficient parking for the allotments
- Bus service has been reduced and is therefore not as frequent as the application suggests
- Hampton Magna is unsuitable for further development
- The cumulative impact of this and the other allocated site (H27 adjacent) is too much for the village
- Too many houses are proposed over and above the allocation number of 115 identified in the Local Plan
- Density is too high
- Density of housing does not accord with the Neighbourhood Plan
- Building on Green Belt land is unacceptable
- The development encroaches into parts of the site which are still within the Green Belt
- The number of dwellings should be reduced to ensure there is no inappropriate development on Green Belt land
- Impact on the rural landscape
- Erosion of the green buffer between Hampton Magna and the A46/M40
- Loss of character for the village
- Impact on ecology
- Impact on TPO trees
- Impact on the public right of way
- Loss of residential amenity
- Overlooking
- Garden sizes are inadequate
- Noise from development on existing residents
- Road noise from A46/M40 on future residents
- Disturbance from construction
- Light pollution will occur which is harmful to the existing residents
- Affordable housing should not be closely clustered together
- There are not enough bungalows proposed
- Concern about water supply in the village
- Discrepancies in submitted plans (e.g. drawings of 2.5/3 storey house types not included in the proposed schedule)

A number of other non-material planning considerations were raised including, but not limited to:

- There is no mention of what tenure (i.e. freehold or leasehold) the market properties will be
- There is a suggestion that the whole development will just be a dormitory
- There is no indication that heat pumps and/or electric under floor heating will be used
- People with modest incomes should be encouraged to live in the town centre rather where there is less need to be reliant on a car
- There are houses on other new developments which are not selling and/or whose selling process have been reduced

- These properties will be difficult to insure/mortgage due to potential flooding issues
- Tree planting/root systems will potentially damage neighbouring property and garden structures
- There was no pre-application engagement or consultation
- Additional dwellings will exacerbate an existing black-out problem in the village
- The Inspector's decision, which goes against the Highway Authority's earlier recommendations, is questionable
- Objection is raised to the naming of new developments by developers
- Complaints about recent activity on the site, for example, erection of Herras fencing, hedge trimming and the potential obstruction of the public right of way

ASSESSMENT

As this is an application for the approval of reserved matters, it is not possible to reconsider the principle of development. This was considered in the assessment of the outline planning application (W/17/2387) and was found to be acceptable. The outline planning permission also approved the vehicular access to the site off Daly Avenue although this is shown on the submitted plans that form part of this reserved matters application, incidentally, in the same position, as previously approved.

Since the principle of development cannot be re-visited, consideration of the current application can only include issues related to the detailed access, appearance, landscaping, layout and scale of the 147 dwellings proposed by Bellway Homes.

In view of the above, the main issues relevant to the consideration of this application are as follows:

- Design and layout;
- Landscaping and open space provision;
- The impact on the living conditions of nearby dwellings;
- Highway safety and parking;
- The ecological impact of the proposals;
- Drainage and flood risk;
- Health and wellbeing.

Design and layout

Policy BE1 of the Local Plan requires new development to positively contribute to the character and quality of its environment through good layout and design. Certain ways through which the policy stipulates this might be achieved include (but are not limited to):

- harmonising with, or enhancing the existing settlement in terms of physical form, patterns of movement and land use,
- relating well to local topography and landscape features,
- reinforcing or enhancing the established urban character of streets, squares and other spaces,

- reflect, respect and reinforce local architectural and historical distinctiveness,
- respect surrounding buildings in terms of scale, height, form and massing,
- adopt appropriate materials and details,
- provide for convenient, safe and integrated cycling and walking routes within the site and linking to related routes and for public transport.

The above is further supported by Policy BNDP7 in the Budbrooke Neighbourhood Plan which states that new development will be supported where it makes a positive contribution to that distinctive character and be of good design and quality, citing particular principles as follows:

- contributes to local identity and sense of place,
- is suitable in terms of overall design and appearance,
- uses local and traditional materials,
- ensures the use of space and landscape design is appropriate,
- relates to the street/active frontage,
- respects local settings,
- ensures movement to/within/around the development is acceptable,

In addition to the above policies in the Development Plan, which is the starting point for consideration, there are additional supplementary guidance documents referenced below, which are relevant to the consideration of this development.

The Garden Towns, Villages and Suburbs Approach

The Council's 'Garden Towns, Villages and Suburbs' Prospectus seeks to bring together the key characteristics of the garden suburbs and villages approach, which include coherent and well planned layouts, high quality design and consideration of long term management arrangements. The site is considered as a 'neighbourhood edge' area; lying at the edge of existing established built development to the north and west, with adjoining countryside to the east and south.

It is considered that the proposed scheme would conform to the garden suburb design principles by exhibiting characteristics of an overall verdant, well designed residential neighbourhood within which open space and structural landscaping is an integral part.

The development is for 147 dwellings and this is an allocated site in its own right which does not form part of a wider site. Therefore, this does not form one phase of a larger development and as such a central spine road through the site would not be expected to connect to other adjoining phases of development. It is worth noting that while there is another allocated site to the north/north-east of this site (H27 – land south of Arras Boulevard) these two sites are not physically linked or inter-connected and there are no proposals for the roads to connect through; moreover, the only part of each of the sites where the boundaries physically adjoin are where the area of public open space in which the allotments and sustainable urban drainage features are proposed for the subject application in this case, thus precluding any road connectivity through.

In this case, the principal street which comes off Daly Avenue to the north, leads into the development and turns in a westerly direction as well as continuing in a

southerly direction, providing a circular route through the development except the two roads do not connect at the southern end of the development as they lead to a private drive and provide a number of connections to other private and shared drives along the way. The overall sense of the development however is a circular route around and through, which pedestrians and cyclists still have the option to take as none of the roads are physically blocked; they preclude vehicle movements through the installation of removable bollards but similarly facilitate emergency access in the event this were necessary.

There is a clear hierarchy of streets; the principal street provides the entry into the development, which, albeit short in length, contains amenity green space and tree planting on one side with house types that provide dual aspects and legible frontages that address the road. At the end of this primary street, where it splits into two secondary roads that circulate through the rest of the development, the main focal point of the development which is in full view of anyone entering the site is the central feature of open space, on which it is also proposed to place the LEAP. This is positioned in a prominent part of the site creating a strong, central focal point of the development which all residents will see on first entering the site no matter where within the development they live (with the exception of one of the six road fronting units along the northern edge looking towards Daly Avenue). This central area of open space forms the core around which all of the residential development blocks are arranged, while a network of tertiary streets provide access to the rest of the dwellings, some of which are positioned around the periphery of the development on private drives. Around the perimeter of the site, there are footpath links providing complete access around the development for pedestrians.

It is noted that the footpath network provided connects through the areas of public open space to the east of the proposed built development and provides a link through to the public right of way which travels along the site's northern boundary. This in turn provides the ability to connect to the wider cycle links that were secured and would be delivered as part of the planning permission that was approved on the adjacent allocated site (H27) which would connect from the public right of way and lead south, most likely through the public open space, in order to head south and link up to the existing cycle network that leads into Warwick town centre. Though there is no committed scheme at the present time, an indicative route supported the S.106 request in association with the adjacent site, into which footpath links from this site would interlink.

To the west of the site, an additional access point is proposed onto Mayne Close. This is not proposed for vehicles and would be unsuitable for vehicular use due to its width and construction; its purpose is for pedestrians and cyclists only, to offer an alternative form of access and egress to/from the development for residents, particularly those on the west/south-west side to access the village without having to rely on the Daly Avenue access.

Overall, the layout and street hierarchy presents a clear and legible form of development with appropriate pedestrian and cycle connectivity, not only through, the development itself, but also by providing footpath links and the potential to provide connections to future wider cycle links that will be delivered as part of the adjacent allocation.

The prospectus indicates that the linear layout can be less regimented for the 'neighbourhood edge' with a looser urban pattern of semis and detached houses. The layout provides a balanced mix of detached and semi-detached properties, with very limited use of terraced properties, with frontages that provide ample space for soft landscaping opportunities, particularly along the primary spine roads, that would add to the verdant, garden suburb character.

The Council's Residential Design Guide (2018) sets standards for the distance separation between the windows of habitable rooms in dwellings. Across the development, all properties which share a back to back or a back to side relationship, either satisfy the minimum distance, or exceed it. Officers therefore consider that the scheme creates an overall character of spaciousness, which positively meets the aims and objectives of the garden suburb prospectus and ensures a good standard of amenity for future occupiers.

General design and layout considerations

The development comprises a predominance of two storey dwellings, with a small number of bungalows (ten in total), through a mix of mostly detached and semi-detached dwellings. For the avoidance of doubt and to clarify a number of objectors' letters which have picked up on this point, 2.5 storey dwellings have never been proposed in this development. Some elevation plans for 2.5 storey house types from the Bellway portfolio were regrettably submitted in error with this application but as will be noted from the proposed housing schedule on the layout plan, from the outset, the development has always comprised a mix of two story dwellings only, with a small number of bungalows interspersed in response to the Budbrooke Neighbourhood Plan.

The proposed density of the development, based on the total site area, is 21 dwellings per hectare, which is very low, however officers recognise that this calculation takes into account the area of public open space which sits to the east of the built development on which the SUDS and the allotments would be located. If this area is excluded therefore and the density re-calculated, the total is 25 dwellings per hectare, which although higher, is still considered relatively low, is wholly appropriate to this edge of settlement location where the site adjoins open countryside to the south and east and is broadly comparable with the existing built form in the established part of the village to the north and west which is a little lower (at around 24 dwellings per hectare) but not dissimilar. Ultimately, the layout represents an efficient use of land and results in a well-spaced and legible layout that accords with the general design principles set out in the aforementioned design guidance.

In terms of appearance, the development incorporates a wide-ranging variety of house types, though one of the features of the development as a whole, is a sense of understated character. Perhaps unusually, typical features generally associated with new-build houses, such as dormers and chimneys, are absent from this development. Instead, the focus is on specific architectural detailing such as arched heads and cills along with other feature brickwork and detailing on principal elevations. Additionally, there are porches and canopies which add visual interest to frontages and the use of gables and gablettes are typical on a large proportion of the proposed house types in this development.

A materials plan has been submitted with the application which illustrates that a predominant use of red brick and multi red brick is proposed across the development. The Design and Access Statement alludes to the occasional use of buff brick and some cladding and it is considered appropriate to impose a condition on any forthcoming reserved matters permission to require samples of the materials to be used on the external surfaces of the buildings, to ensure that the external appearance remains visually appropriate and in keeping with the context of the surrounding character and locality. Officers consider that the proposed design and architectural style of the dwellings would result in a high quality and diverse finish and appearance.

Overall, it is considered that the proposed design and layout would result in an appropriate form of development in visual terms and would not give rise to any harm to the general character of the area.

Housing mix

Policy H4 of the Local Plan requires residential development to include a mix of market housing that contributes towards a balance of house types and sizes across the district in accordance with the latest SHMA and as summarised in the most recent guidance document 'Provision of a Mix of Housing' (June 2018), based on current and demographic trends, market trends and the needs of different groups in the community. This proposal provides the following mix:

Market Housing

House Type by bedroom	Total	Suggested Mix	Actual Mix	Difference
1-bedroom	4	5 - 10%	4.6%	- 0.4%
2-bedroom	22	25 - 30%	25%	+/- 0%
3-bedroom	37	40 - 45%	42%	+/- 0%
4-bedroom	25	20 - 25%	28.4%	+ 3.4%
Total	88	100%	100%	

While it is noted that the above mix would result in a marginal over provision in 4+ beds, when this is considered against the remaining market housing mix, where the 1 to 3 beds are all within the ranges specified above (the 1-beds being only 0.4% under) officers do not consider that this is sufficient reason to consider refusing the market mix as proposed. Moreover, it is worth noting that the 3.4% over provision on the 4-beds, against a total of 88no. market dwellings, in reality equates to just three units, further supporting officers' view that when taken as a whole, this is not considered a damaging market mix across the development.

Affordable Housing

The proposed affordable housing mix for this phase of development is as follows:

House Type by bedroom	Total	Suggested Mix	Actual Mix	Difference
1-bedroom	8	30 - 35%	13.6%	- 16.4%
2-bedroom	34	25 - 30%	57.6%	+ 27.6%
3-bedroom	15	30 - 35%	25.4%	- 4.6%
4-bedroom	2	5 - 10%	3.4%	- 1.6%
Total	59	100%	100%	

This proposal would provide 40% affordable housing comprising the mix of dwelling sizes set out in the above table. The Housing Development and Strategy Officer has considered the proposals put forward by this reserved matters application and confirmed there is no objection to the affordable housing mix as proposed in the table above. Consideration has also been given to the S.106 agreement that was secured as part of the outline permission in respect of the affordable housing provision for the development.

The layout plan illustrates how the affordable housing would be distributed across the site. Of particular note are the fact that a number of affordable units are located along two of the principal streets (on the west and the east sides of the development) and as such these would have a primary outlook onto the main thoroughfare through the development. Additional affordable units are placed, in officers' opinion, evenly across the remaining development blocks of the site layout such that there are no pockets in which it is overly concentrated when compared to other part of the development.

The placement of affordable housing is not however just about how evenly it appears to be distributed in plan form. The actual experience future residents would feel is also an important consideration, insofar as how the development would be experienced when driving or walking around by day or by night. Most importantly therefore, the affordable dwellings are located along streets which are passed to gain access to other streets within the development. In cases, where they are placed in cul-de-sacs, it is noted that they are evenly mixed among market dwellings, and/or they are positioned such that market dwellings are located beyond the affordable units, thus necessitating the need to have to pass them to access other parts of the development in which the market units are placed.

Taking Road. No. 5 as an example, while there are 12no. affordable units along this cul-de-sac, it is noted that market dwellings are placed between the affordable units, near to the turning head and moreover, this is the only access residents have to the private drive which heads north back towards the public open space where there is a row of market dwellings. The overall result of distributing the affordable units in this way is a sense of integration and all-round more cohesive development. The affordable units are not grouped together in isolated cul-de-sacs, nor do they form segregated parts of the development which would only be accessed by occupiers of the affordable units and accordingly, the development encourages social inclusion. Officers therefore consider that the affordable housing

is evenly spread across the site in a satisfactory manner and the development is acceptable in this regard.

Landscaping and open space provision

This application includes landscaping though it is important to distinguish that some matters are dealt with separately by condition in pursuance of the outline permission, for example the Landscape and Ecological Management Plan. There are also matters which are covered by the S.106 obligation discharge process and accordingly these matters do not form part of the reserved matters application considerations.

The Open Space officer initially reviewed the plans and supporting information submitted with the application and offered comments in relation to matters which are S.106 obligation requirements in pursuance of the outline permission, for example, requiring details of bins, benches, 'welcome' signage, technical details of the SUDS etc. The developers are still required to submit a Public Open Space Scheme to the Local Planning Authority for written approval in pursuance of the discharge of the relevant planning obligation as set out in the legal agreement that forms part of the outline planning permission, prior to the commencement of development which is separate to any landscaping scheme being considered here. As such the comments made by the Open Space officer in this regard are not matters for the reserved matters application and cannot form part of the landscaping and layout considerations.

As far as this application is concerned, the legal agreement expects any reserved matters approval to ensure that the public open space provision will accord with the standards specified within the Council's adopted Open Space SPD (2019). To that end, the table below sets out the open space being provided within the development against the standards required by the adopted SPD for each typology:

Typology	WDC Requirement	Development provision	Difference
	%	equates to (sq.m.)	(sq.m.)
Amenity Space	17%	3661.8 sq.m	3660sq.m - 1.8 sq.m
Parks & Gardens	35%	7539 sq.m	7540 sq.m + 1 sq.m
Natural Areas	35%	7539 sq.m	7540 sq.m + 1 sq.m
Allotments	7%	1507.8 sq.m	1510 sq.m + 2.2 sq.m
Children & Youth	6%	1292.4 sq.m	1290 sq.m - 2.4 sq.m

As can be seen from the table above, the public open space, which totals 21,540 sq.m. (or 2.1ha) is in accordance with the adopted Open Space SPD and provides all the expected typologies of open space in the appropriate amounts across the development.

In addition to the above, it is noted that the development proposes a further 3,039 sq.m. of public open space and this is proposed along the southern edge of the site where the development adjoins the open fields to the south and where this southern edge marks the transition from the built edge of the village to the adjoining countryside, which is still designated Green Belt land.

The largest expanse of public open space is undoubtedly the area to the east of the proposed dwellings where the SUDS and the allotments are proposed. This area is still within the Green Belt. thus no built form is proposed on this part of the site which accords with the parameters plan and the general principles of the outline permission. A significant area surrounding the SUDS is annotated as parks and gardens and the amount proposed accords with the amount required by the SPD.

The central focal space near the entry into the development is also where the LEAP is proposed to be located. No objections are raised to this in terms of siting or design by the Open Space officer though it is noted that technical details approval on the LEAP itself would form part of the S.106 obligation discharge process when the Open Space scheme is submitted for written approval.

In terms of the actual landscaping, i.e. tree and hedge planting, species mix etc, the Landscape Officer initially raised objection to the application and made recommendations about the landscape strategy, species mix and other aspects of the landscaping proposed for the development. A number of revisions have since been made to the soft landscaping proposals and the composite landscape plan which reflect the majority of those recommendations. The Landscape Officer no longer has any objections to the scheme, though there are still some remaining comments, specifically about planting species, which officers consider can be dealt with by way of a condition requiring further details to be submitted, notwithstanding the details submitted thus far.

The Tree Officer has confirmed that the tree constraints and tree protection information submitted with the application is very thorough and competent. Provided that the control measures referred to are fully implemented in a timely fashion and properly maintained and monitored throughout the duration of the development the Tree Officer is satisfied that the retained trees should be protected from harm. Officers therefore consider a condition to this effect is necessary and appropriate to ensure that the development is carried out in accordance with the approved measures as set out above.

A pumping station is proposed at the southern end of the site which the Landscape Officer commented on, suggesting it might interrupt the area of public open space in which it was proposed and to that end suggested it might be better re-located to elsewhere where it would have less of an impact. For the avoidance of doubt, the pumping station is proposed in this location because this is the lowest part of the site and it is therefore practically necessary to be in this area but moreover, it is entirely underground, with the only visible sign above ground of its presence, being an area of hardstanding which covers the site. While the layout plan illustrates it would be enclosed by a form of boundary treatment, no such enclosure has been agreed and officers consider it is appropriate that notwithstanding the provisions of Part 2 of the GPDO which might otherwise allow

a means of enclosure to be erected under permitted development, details of the proposed enclosure surrounding the pumping station should first be submitted for written approval by the Local Planning Authority. To that end, a condition is proposed to this effect.

Subject to the aforementioned conditions, officers are satisfied the landscaping proposals are acceptable overall.

The impact on the living conditions of residential properties

Policy BE3 of the Local Plan states that development will not be permitted that has an unacceptable adverse impact on the amenity of nearby uses and residents and/or does not provide acceptable standards of amenity for future users and occupiers of the development. This is echoed in Policy BNDP6 of the Neighbourhood Plan which states at (d) that development should provide appropriate residential amenity for future occupiers as well as Policy BNDP7 which states at (e) development should include adequate [...] private and public amenity space for future residents.

The proposed layout and design of this development is in accordance with the garden suburb approach and having regard to the general ethos of the Residential Design Guide, would provide a high level of residential amenity to the future occupiers of the development within an attractive setting. The separation distances to surrounding, existing properties to the north and west are considered to be acceptable; for the most part they all exceed the minimum distances set out in the Residential Design Guide, and across the rest of the development, between new dwellings, distance separation either meets or exceeds the minimum standards set out in the guidance.

Having regard to garden sizes, minimum standards are set out in the Residential Design Guide, based on the number of bedrooms per dwelling. The garden sizes meet (or exceed) the standards set out for dwellings, by type, and to that end, the residential amenity enjoyed for future occupiers would not be compromised in officers' opinion.

Highway safety / car parking

Policy TR1 of the Local Plan expects development to provide safe, suitable and attractive access routes for all users and particularly requires development proposals to demonstrate they are not detrimental to highway safety and create safe and secure layouts for all users, integrating the access routes into the overall development. The policy also requires, where practical, the incorporation of facilities for charging plug-in and other ultra-low emission vehicles where any off street parking is proposed.

The above is supported by Policy BNDP7 of the Budbrooke Neighbourhood Plan which states that new development should include adequate parking, garaging and private and public amenity space for future residents as well as Policy BNDP9 which requires all new development to satisfy the traffic management and transport improvements criteria set out within the policy. Essentially, this requires the safety of all road users not to be compromised, for adequate off-road parking to serve the development in accordance with the Council's SPD, for there to be

safe access and egress and to ensure existing on-street parking problems are not exacerbated by the proposals. While BNDP10 is relevant in principle, this relates to the provision and securing of financial contributions and other obligations deemed necessary to make the development acceptable in planning terms. Since this is a reserved matters application, this is not applicable.

The access into the development is off Daly Avenue, in the location approved under the outline permission. The number of objections received from neighbours and the Parish Council citing highway safety and access as a fundamental concern is noted, however, this cannot be re-considered as part of this application because it is already approved in this location. Similarly, matters related to the impacts of the development on existing village infrastructure (e.g. school, doctor's surgery, highway network) are matters which go to the principle of development, which were considered under the outline and which cannot be re-considered now.

The internal road layout was subject to an initial objection from the County Highways Authority who raised a number of points requiring technical clarification, additional information and revised plans in order to resolve the objection. A Stage 1 Road Safety Audit (RSA) was also required prior to determination which was submitted to the Road Safety Team for review and approval.

On receipt of revised plans, additional supporting information and a Stage 1 RSA, the Highways Authority has now removed its objection and confirmed there are no longer any outstanding reasons to object to the reserved matters layout, as proposed, subject to some conditions, as recommended, requiring the development to be carried out in accordance with the stipulated revisions of the layout plans to which no objections are raised, the laying out of the access and estate roads prior to occupation and the submission of a Construction Management Plan. In respect of the latter, while this would not normally be a condition requirement on a reserved matters approval, it is deemed appropriate on this occasion. The Planning Inspector did not impose such a condition on the outline permission and the Highway Authority consider it necessary to require such information from the developers prior to the development commencing on site. Officers are therefore satisfied that such a condition meets all of the tests of a planning condition as set out in paragraph 55 of the NPPF.

Based on the types and numbers of dwellings, a total of 309 allocated parking spaces should be provided in accordance with the Council's Vehicle Parking Standards. There are however, 320 allocated parking spaces provided across the development and these are proposed relative to the correct dwelling types. Only four of the sixty garages have been counted towards providing the third parking space for a 4 bed dwelling (Plots 3, 62, 126 and 147) and in these cases, the garage has been provided to the appropriate internal dimensions stipulated in the Parking Standards so that it can be utilised as the third parking space in a satisfactory manner. Garages will not normally be counted as part of the parking provision since the starting point should be sufficient off-street parking should be provided without having to rely on garages. In this instance however, officers are satisfied that with only four of the total 147 dwellings proposed across the development utilising the garage as the third parking space, this is acceptable on balance.

A total of 139 electric vehicle charging points are proposed on this development; this equates to over 94% of the total allocated parking provision across the development. In reality, this translates to all plots where parking spaces are located within 2-3 metres of the dwellings.

The Car Parking SPD also places a requirement on housing schemes to provide unallocated parking, equating to 20% of the total allocated parking provision, which the SPD states is anticipated will likely be provided on street. The Design and Access Statement was updated with an addendum, specifically in relation to parking, which sets out how this is expected to be achieved. Essentially, it is anticipated that the 20% provision can be achieved across the development without impacting on junctions, access points, visibility splays etc and all spaces maintain a minimum 6m manoeuvrability into designated parking spaces which is in line with Manual for Streets. This particular requirement, unlike the allocated parking, cannot be prescriptively shown on a plan because by its nature, on-street parking is transient and it is not possible to predict how residents will choose to park within the layout when assessing the tracking for refuse vehicle and fire appliance. It is inevitable on-street parking will occur and while the Highway Authority acknowledge that the parking standards are set by the Local Planning Authority it highlights that any shortcomings within this *might* impact on the general accessibility of the layout, which in turn might create difficulties for the servicing of the site by the refuse vehicle and general amenity of residents. However, this is acknowledged by the Highway Authority to be more of a consequence of where residents choose to park than the layout of the development and officers note that this is something over which the Local Planning Authority have no control.

Concerns have been raised over the amount of parking proposed for the allotments. The adopted Open Space SPD sets out the requirement for 1 space per 3 plots. The size of the proposed allotments equates to the provision of 6 plots which would mean 2 spaces are needed in total for the allotments. The SPD also requires the parking to be placed near the site entrance. While it is noted that the site entrance for the allotments would be accessed off 'Road No.3' and there are no marked out spaces on-street in this road, it is further noted that there are off-road spaces marked out along the road to the site's frontage along the northern boundary which is easily capable of accommodating two vehicles. This is immediately adjacent a footpath link connecting into the allotments and officers are therefore satisfied that there is sufficient parking provision for the allotments.

Bin collection points have been provided where necessary, having regard, where possible, to the guidance which requires a maximum 15m distance for bins to be carried from properties to bin collection points, and from collection points to kerbside.

Overall, the development is not considered to be detrimental to highway or pedestrian safety and accordingly complies with policies TR1 and TR3 of the Local Plan.

Ecological impact

The Ecologist was satisfied at outline stage that any ecological impact could be successfully mitigated through planning conditions and these were imposed upon

the original outline application W/17/2387. In addition, a S.106 agreement secured a maximum financial contribution to be paid towards biodiversity offsetting which was directly related to a maximum biodiversity unit loss identified at the time, which should not exceed 4.49 units. With the layout now determined and the landscaping and open space proposed as part of the final layout, a revised BIA calculation was undertaken to establish the actual biodiversity loss which was 4.46 units.

Since this is broadly the same figure as that which was identified in the outline permission and consequently corresponds to the original financial contribution secured in the S.106 agreement, the County Ecologist has no objections to the application and has recommended no conditions or additional notes, leaving it to those originally imposed on the outline which the developer is still required to discharge prior to the commencement of any development on site.

Overall, officers are satisfied that the proposals are acceptable in this respect and the development therefore accords with Policies NE2 and NE4.

Drainage and flood risk

The proposed site layout illustrates an attenuation basin in the same location as the one indicatively shown on the illustrative layout plan submitted with the outline application. This proposal therefore does not differ from the indicative layout shown insofar as surface water is concerned and in any event, such matters are covered by conditions imposed on the outline permission which are required to be formally discharged prior to the commencement of any development on site.

A pumping station is proposed towards the south eastern corner of the site, where the land levels are at their lowest, to deal with foul water. This has always been the proposed method for dealing with foul water, though it was shown further north on the illustrative site layout plan submitted with the outline application. The proposed location of it in this reserved matters application is logical given that the site is at its lowest point along the southern edge and the land naturally slopes down towards this area. The connections into the mains and/or the potential adoption process of the pumping station however, would be subject to separate negotiations between the developers and Severn Trent Water in their role as statutory undertakers.

Overall, officers are satisfied that the reserved matters application is acceptable in relation to flood risk and drainage matters and accordingly Local Plan Policies FW1 and FW2 are complied with.

Health and well being

The proposals would provide housing to meet the housing needs of the district, including an element of affordable housing for people in housing need. This is a benefit that contributes to health and well-being. Additionally, the provision of open space in the manner in which it would be laid out, including an over-provision in total, would be seen as a positive benefit that adds to the effective layout of the scheme and provides an enhanced environment in which to live for future occupiers. The proposed footpath and cycle links around and through the site would provide much improved cycle and footpath provisions linking the site to the adjacent development as well as the rest of the village and connecting it to

Warwick all of which would be a significant benefit for existing occupants of the village and future occupants of the development.

Other matters

Budbrooke Neighbourhood Plan – Policy BNDP5

Policy BNDP5 of the Neighbourhood Plan relates specifically to the two housing allocations in Hampton Magna, H27 (Arras Boulevard) and H51 (the application site being considered here). The policy applies particular development principles to these two sites and states that development will be supported where these principles are addressed in a sensitive fashion.

The principles relate to density, traffic, layout, design, affordable housing and self-build. While the vast majority of these points have already been encapsulated within the body of the report under the respective key issues above, officers considered it appropriate to set out a separate section specifically in response to BNDP5 which should demonstrate that this policy has formed an integral part of the decision making process when considering the proposals put forward.

Taking each principle in turn then: the density, as set out above, is considered to be broadly in line with the existing residential development in the surrounding area. Traffic calming measures have been incorporated in line with the advice obtained from the Highway Authority and the primary streets within the development are predominantly tree-lined, in accordance with the Garden Suburbs approach.

The site is served by an existing public right of way along the northern site boundary; the proposed development is well connected through the use of new footpath links around the periphery which connect to the existing public footpath and there are footpath links to a secondary access onto Mayne Close to the west side. New cycle links are also proposed and there is the ability to link the site to the proposed cycle improvements that will be delivered as part of the adjacent development at Arras Boulevard. Overall, the development is well connected for pedestrians and cyclists.

Parking is proposed in accordance with the Council's Parking SPD. A total of 10no. bungalows are also included within the development.

The application was accompanied by a Design and Access Statement which satisfies point 8 of the BNDP5.

For the reasons set out in the relevant section of this report in regard to the design and visual impacts, it is considered that the design not only accords with Local Plan Policy BE1 but also BNDP7.

Boundary treatments are appropriate to the rural environment; none other than soft landscaping are proposed along the southern edge of the site which is the most important boundary of the development that should be afforded the highest level of protection in terms of safeguarding against inappropriate boundary treatment given its relationship to adjoining open countryside. The boundary treatment plan submitted shows a mix of timber fencing around the private

gardens of individual houses which is not uncommon and would not lead to visual harm in the wider sense.

Detailed arboricultural information has been submitted with the application including tree retention and protection measures and it is proposed to condition this to ensure no harm comes to those trees proposed for retention.

There are no houses in the development proposed at more than two storeys. A mix of house types and sizes are proposed across the site to meet a range of housing needs, including bungalows; the market and the affordable mixes conform with the current guidance and meet with the approval of the Council's Housing and Development Strategy Officer. The design of the affordable units is such that they are tenure blind across the development and are adequately distributed across the site such as to promote social integration and inclusion and result in a cohesive form of development.

It is understood that the development will be catered for in terms of broadband provision. Bungalows within the development will meet the needs of older residents, while some other house types are equally conducive to meeting the needs of a variety of different age groups and requirements.

Officers are satisfied that the section on affordable housing (17-20) is adequately covered in the relevant section of the report above and without repeating the relevant point, the proposals are acceptable in this regard.

Finally, point 21 states that proposals for self-build and custom-build dwellings will be supported. While acknowledging this, officers have also had regard to the fact it is not a policy requirement for the allocated site to incorporate or deliver self-build units; rather for a mix of house types and sizes to be required across the site to meet an identified range of housing needs including the provision of bungalows and self or custom build homes as evidenced by up to date housing needs surveys (HNS)/information. It is noted that the latest HNS is dated 2014 and does not contain a specific requirement for self-build homes.

By way of a summary, officers are satisfied that the principle contained within this relevant policy BNDP5 have all been satisfied by the proposed development and to this end, the reserved matters layout is therefore acceptable.

The number of dwellings proposed relative to the allocation

This application proposes 147 dwellings; a number which is acknowledged to be higher than the estimated number for the allocation in the Local Plan, which was stated as 115. There are two key points to be noted in respect of this; in the first instance, the number in the Local Plan is not intended as definitive or a finite number. It is an estimate and the explanatory text to Policy DS11 (Allocated Housing Sites) at 2.40 makes it clear that sites were assessed against the spatial strategy and accordingly, estimated figures for the number of dwellings of each site is shown but it is recognised that this may vary dependent on detailed planning at the application stage.

The second point to note is that notwithstanding the above, there is an extant outline permission at this site for the erection of up to 147 dwellings. This was

allowed at appeal by a Planning Inspector who was of the view that it would be for the reserved matters approval process to demonstrate that this many dwellings could be accommodated within the application site without causing demonstrable harm and which was not contrary to the Development Plan, and that there was nothing to show that the lower number would be any less harmful.

Encroachment on the Green Belt

This issue, in principle, is not a matter for consideration at the reserved matters approval stage because the impact of the development on the Green Belt was considered when the outline planning permission was allowed by the Planning Inspector. Moreover, the allocated site was taken out of the Green Belt through the examination and adoption stages of the Local Plan leaving only the part of the application site edged red to the east, in which the SUDS and allotment are proposed still within the Green Belt and a small portion of the southern periphery where the application site extends beyond the allocation boundary. The extension of the application site beyond the boundary of the allocation is also not for consideration at this time as this has already been accepted through the approval of the outline permission.

What officers seek to clarify at this stage of the reserved matters approval process however, is that, for the avoidance of doubt, and in accordance with the terms of the outline permission, no built development is proposed within any part of the site which is still designated Green Belt land. The proposed SUDS and the allotment constitute appropriate development in the Green Belt in their own right and the structural landscaping proposed along the southern periphery of the site's boundary are a welcome benefit in landscape and visual terms as they create a green buffer which eases the transition between the built edge and the adjoining countryside to the south.

Officers are therefore satisfied there is no encroachment into the Green Belt as a result of the proposed development, the extent of which is line with condition 5 of the outline permission which requires the approval of any reserved matters to be in accordance with the general principles of the Design Parameters Plan submitted with the outline application.

Non-material planning considerations raised

While it has been noted above that a number of non-material planning considerations have been raised amongst the third party letters of objection received in response to this planning application, which would not usually be acknowledged, there are one or two points which, for the avoidance of doubt, officers would like to clarify in this report.

It has been noted that there was a lack of pre-application engagement and/or consultation prior to the submission of both this application and incidentally (though not relevant to the RM submission) the original outline application. For the avoidance of doubt, there is no requirement for the developer to undertake prior consultations with the local community before submitting an application to the Local Planning Authority. While it can often be beneficial this is not an obligatory part of the planning process. Separate to any consultations the developers may choose to undertake with the local community, where a formal pre-application enquiry has been submitted to the Local Planning Authority for a

verbal/written response prior to the submission of a planning application, such enquiries are confidential until such times as a planning application is received. Such details of pre-application advice in this regard therefore would not have been publicised at the time.

In recent weeks, a number of enquiries have been received from local residents regarding activity on the site. Any potential enforcement matters are for the enforcement team to deal with accordingly and should not influence the consideration, nor the outcome of a live planning application, which should be determined on its own merits having regard to the proposals as assessed against the relevant policies in the Development Plan. For the avoidance of doubt, it is officers' understanding that the recent activity on the site involved the erection of Herras fencing which can usually be erected under permitted development (i.e. without planning permission), the trimming of the existing hedge along Daly Avenue supported by photographic evidence of the works which had taken place and lastly suggestions that the public right of way had been or was continuing to be obstructed. In respect of the latter point, this is not a planning matter per se but public rights of way should remain open and unobstructed at all times unless there is a relevant Direction to either stop up or divert the right of way. An advisory note can be attached to remind the developers of the need to ensure the public right of way remains open at all times.

SUMMARY/CONCLUSION

As this is an application for the approval of reserved matters, it is not possible to reconsider the principle of development. This was considered in the assessment of the outline planning application (W/17/2387) and was found to be acceptable. Since the principle of development therefore cannot be re-visited, consideration of the current application can only include issues related to the detailed access, appearance, landscaping, layout and scale of the 147 dwellings proposed by Bellway Homes.

Officers consider the proposed development would provide a high quality residential environment in accordance with the garden suburbs principles, including an appropriate mix of market and affordable housing, where the affordable housing is distributed evenly across the site. The dwellings themselves are varied in their architectural styles and a predominant use of red brick is proposed which is characteristic of the local area. The development would be well landscaped with the various typologies set out in the open space SPD all being met with an additional over-provision of open space over and above that which is necessary for the size and type of development; the additional open space being positioned along southern edge of the site which provides the green buffer and transition from the built edge to the adjoining countryside.

There would be no harm caused to the amenity of existing neighbouring properties, and future occupiers of the development would be provided for with garden sizes and distance separation that either meets or exceeds the standards set out in the Council's adopted guidance.

There would be no detriment to highway safety, flood risk / drainage or ecology and biodiversity offsetting. While a number of non-material planning considerations have been raised, which are not relevant to the determination of

the application, some of these have been referenced for completeness and clarification purposes above.

Having regard to all of the above, officers consider the scheme complies with the relevant policies of the Development Plan, and accordingly, it is recommended that planning permission be approved.

CONDITIONS

- 1 The development hereby permitted shall be carried out strictly in accordance with the details shown on the site location plan and approved drawings ECO2 'Ecology 02 Plan' submitted on 15 May 2020 and PL_ENG_024 'Pump Station Details' submitted on 12 May 2020 as well as the following approved drawings received by the Local Planning Authority on the following specified dates:-

20 April 2020

SO2+_PLAN_01, S03_PLAN_01, S04_PLAN_01, S08_PLAN_01, S12_PLAN_01, JO-2B-2S-P1, JO-2B-2SCB-E, MA-3A-2S-P1, MA-3B-2S-CB-E, SC-4B-2S-P1 Rev.A, SC-4B-2S-CB-E Rev.A, BL-2B-2S-P1, BL-2B-S-CB-E, WO-2B-1S-P1, WO-2B-1S-CB-E, FR-3B-2S-P1, FR-3B-2S-CB-E, SY-3B-2S-P1, SY-B-2S-CB-E, BO-4B-2S-P1, BO-4B-2S-CB-E, GO-4B-2S-P1, GO-4B-2S-CB-E, LO-4B-2S-P1 Rev.A, LO-4B-2S-CB-E, WE-4B-2S-P1, WE-4B-2S-CB-E, A/plcGa/00/001 Rev.F, A/plcGa/00/001 Rev.C, A/plcGa/00/002 Rev.B, A/plcGa/00/003, A/plcGa/00/004

30 June 2020

1496-02 Rev.R, 1496-04 Rev.F, 1496-05 Rev.E, 1496-06 Rev.E, 1496-07 Rev.E, 1496-08 Rev.E

16 July 2020

16-125-03 Rev.B, 19-125-04 Rev.B, 19-125-05 Rev.C, 19-125-06 Rev.C; and specification contained therein.

REASON: For the avoidance of doubt and to secure a satisfactory form of development in accordance with Policies BE1 and BE3 of the Warwick District Local Plan 2011-2029.

- 2 The development hereby permitted shall not commence unless and until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall provide for: the parking of vehicles of site operatives and visitors; the loading and unloading of plant and materials; the storage of plant and materials used in constructing the development; the erection and maintenance of a security hoarding including decorative displays and facilities for public viewing where appropriate; wheel washing facilities

and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials onto the public highway; measures to control the emission of dust and dirt during construction; and a scheme for recycling / disposing of waste resulting from demolition and construction works. A model CMP can be found on the Council's website (https://www.warwickdc.gov.uk/downloads/file/5811/construction_management_plan) or by searching 'Construction Management Plan'. The development hereby permitted shall only proceed in strict accordance with the approved CMP. **REASON:** In the interests of highway safety and the amenities of the occupiers of nearby properties, the free flow of traffic and the visual amenities of the locality in accordance with Policies BE3, TR1 and NE5 of the Warwick District Local Plan 2011-2029.

- 3 No development shall be carried out above slab level unless and until samples of the external facing materials to be used have been submitted to and approved in writing by the local planning authority. The development shall only be carried out in accordance with the approved details. **REASON:** To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the locality in accordance with Policy BE1 of the Warwick District Local Plan 2011-2029.
- 4 Notwithstanding the details submitted with the application, no development shall be carried out above slab level unless and until further details of the soft landscaping, specifically the proposed species and planting mix, shall be submitted to and approved in writing by the Local Planning Authority. All planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the first occupation. Any tree(s) or shrub(s) which within a period of five years from the completion of the development dies, is removed or becomes in the opinion of the local planning authority seriously damaged, defective or diseased shall be replaced in the next planting season with another of the same size and species as that originally planted. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS4043 - Transplanting Root-balled Trees and BS4428 - Code of Practice for General Landscape Operations. **REASON:** To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies BE1, BE3 and NE4 of the Warwick District Local Plan 2011-2029.
- 5 No development shall be carried out above slab level unless and until details of the proposed boundary treatment to be installed around the perimeter of the pumping station have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with those approved details. **REASON:** To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the locality in accordance with Policy BE1 of the Warwick District Local Plan 2011-2029.

- 6 The arboricultural control measures that are described and illustrated in the 'Tree Survey, Constraints Advice and Retention & Removal Assessment' dated 18 December 2017 and undertaken by Midland Forestry, and the tree protection measures illustrated on the Tree Protection Plan 19-125-02 submitted on 13 December 2019 should be fully implemented in a timely fashion and properly maintained throughout the duration of the development.

The integrity of the arboricultural control measures should be monitored by a competent arboriculturist throughout the development to ensure their compliance with the arboricultural assessment, and the reports submitted to the local planning authority for verification.

REASON: In order to protect and preserve existing trees within the site which are of amenity value in accordance with Policies BE1 and NE1 of the Warwick District Local Plan 2011-2029.

- 7 The development hereby permitted shall not be occupied until the access has been laid out and constructed in accordance with drawing no. 1496-02 Rev R Planning Layout. **REASON:** In the interest of highway safety in accordance with Policy TR1 of the Warwick District Local Plan 2011-2029.

- 8 Each dwelling of the development hereby permitted shall not be occupied unless and until the car parking for that dwelling has been provided and thereafter those areas shall be kept available for such use at all times. **REASON:** To ensure adequate off-street car parking facilities in the interests of both highway safety and visual amenity in accordance with Policies BE1, BE3 and TR3 of the Warwick District Local Plan 2011-2029.

- 9 No dwellings/buildings here permitted shall be occupied until the estate roads including footways serving it, have been laid out and substantially constructed to the satisfaction of the Highway Authority in accordance with the details approved in writing by the Local Planning Authority. **REASON:** In the interest of highway safety in accordance with Policy TR1 of the Warwick District Local Plan 2011-2029.

- 10 The construction of the estate roads serving the development including footways, verges and footpaths shall not be other than in accordance with the standard specification of the Highway Authority. **REASON:** In the interest of highway safety in accordance with Policy TR1 of the Warwick District Local Plan 2011-2029.

- 11 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no gate, fence, wall or other means of enclosure shall be erected within the curtilage of any dwellinghouse fronting a highway or footpath.

REASON: That having regard to the design, layout and general nature of the proposed development it is important to ensure that no further development is carried out which would detract from the appearance of the area and affect the amenity of adjacent properties.
