

DARLINGTON BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE

COMMITTEE DATE: 23 December 2020

APPLICATION REF. NO:	20/00835/OUT
STATUTORY DECISION DATE:	7 th December 2020 (EOT 24 th December 2020)
WARD/PARISH:	WHINFIELD
LOCATION:	Land To The Rear Of 21 Barmpton Lane DARLINGTON DL1 3HB
DESCRIPTION:	Outline application for the erection of 5 no. bungalows with all matters reserved except for means of access
APPLICANT:	MR W T STOKER

RECOMMENDATION: GRANT OUTLINE PLANNING PERMISSION SUBJECT TO CONDITIONS (see details below)

APPLICATION AND SITE DESCRIPTION

Application documents including application forms, submitted plans, supporting technical information, consultations responses and representations received, and other background papers are available on the Darlington Borough Council website via the following link: <https://publicaccess.darlington.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=QGNN61FPN0C00>

1. The application site is situated to the north east of the urban area of Darlington and on the western side of Barmpton Lane within a predominantly residential area being surrounded by housing in Barmpton Lane, Harley Grove, Jesmond Road and Clarendon Road. The surrounding area is a mix of houses and bungalows, both detached and semi-detached.
2. The site, extending to an area of 0.32 hectare, is part brownfield, containing storage buildings and former stables (4no.) used by the owner, with the remainder of the land being grassed. There are two Silver Birch trees close to the northern boundary (western section) of the site. The perimeter is a mixture of

wooden fencing and hedge. The site is currently accessed from Barmpton Lane via a metalled driveway.

3. This application seeks outline planning permission for the erection of five bungalows on the site. The application is submitted in outline with all matters of detail, save the means of access, reserved for future consideration. Notwithstanding the outline nature of the application, an illustrative plot layout and indicative elevations of the bungalows is provided with the application submission to demonstrate how the site could be developed.
4. Access to the site is proposed via the existing driveway entrance off Barmpton Lane. The entrance to the site would be improved through widening and ensuring the requisite visibility splays are provided and the driveway upgraded and realigned as necessary. As indicated on the illustrative site layout, the bungalows would be individually accessed from the upgraded driveway.

MAIN PLANNING ISSUES

5. The main issues for consideration are:
 - (a) Principle of the proposed development;
 - (b) Impact on visual amenity and residential amenity;
 - (c) Contaminated land;
 - (d) Impact on trees;
 - (e) Highway Safety;
 - (f) Sustainable Transport;
 - (g) Drainage and flooding;
 - (h) Ecology.

PLANNING POLICIES

6. Relevant Local Plan policies include those seeking to ensure that new development:
 - Is located inside the development limits as defined by the Borough of Darlington Local Plan (E2 and CS1);
 - makes efficient use of land, buildings and resources, reflects the character of the local area, creates a safe and secure environment, and provides vehicular access and parking suitable for its use and location (CS2);
 - Protects, and where appropriate enhances the distinctive character of the borough's built, historic, natural and environmental townscapes (CS14);
 - Ensures no net loss of existing biodiversity value by protecting and enhancing the priority habitats, biodiversity and the geological network through the design of new development, including public spaces and landscaping (CS15);
 - protects and, where possible improves environmental resources whilst ensuring that there is no detrimental impact on the environment, general amenity, and the health and safety of the community (CS16);
 - Does not unacceptably conflict with; the free and safe flow of traffic; the privacy and quiet enjoyment of neighbouring dwellings and gardens in

- general and of dwellings which adjoin any proposed accessway in particular; or; the scale and character of the surrounding development (H13);
- Takes full account of trees, woodlands and hedgerows on and adjacent to the site and wherever possible avoids the need to remove trees and hedgerows and provide for their successful retention and protection during development (E12);

RESULTS OF TECHNICAL CONSULTATION

7. No objections in principle have been raised by the Council's Highways, Environmental Health Officer or Northumbrian Water, subject to conditions. The Council's Ecology Advisor has raised no objections but has requested a landscape masterplan. This is dealt with later within this report. In addition, no objections have been raised by the Police Architectural Liaison officer .

RESULTS OF PUBLICITY AND NOTIFICATION

8. Five letters of objection have been received. The main issues raised relevant to this application are:
 - Poor access;
 - Increase in traffic;
 - Impact on residential amenity;
 - Increase in flooding;
 - Housing not needed;
 - Noise and air pollution from building work;
 - Loss of greenspace;
 - No objection to single storey dwellings but strongly object to dormer or two storey;
 - Site has lower levels than surrounding sites, which would result in overlooking.

PLANNING ISSUES/ANALYSIS

a) Principle of the proposed development

9. The proposed site is located within the development limits of the main urban area of Darlington and is not identified as open land in Policy E3 of the Local Plan (1997). The proposal therefore accords with the locational requirements of policy E2 of the Darlington Local Plan 1997 and CS1 of the Core Strategy.
10. Whilst the Council can demonstrate a deliverable five year supply of housing land, currently the minimum housing requirement it is proposing in its emerging Local Plan is 422 dwellings per annum which is substantially higher than the standard method figure which the five year housing land supply is required to be calculated against. Therefore further sites in suitable locations are still required to ensure the annual average requirement can continue to be met and the Council can continue to demonstrate a deliverable five-year supply of housing sites once the emerging Local Plan has been adopted.

11. The site is located to the rear of numerous residential properties and would therefore constitute backland development. The criteria set out in Saved Policy H13 is therefore relevant and will be considered further in the following sections of this report.

b) Impact on visual and residential amenity

12. The site is part brownfield, presently containing storage buildings and former stables used by the owners, together with a large area of mown grass. The perimeter of the site is a mixture of robust and well-maintained hedgerows, timber fencing and brick walls. The site is well screened from public view from Barmpton Lane, with only a glimpse up the access driveway.
13. The site is at a lower level than its surroundings and is overlooked by bungalows and houses in Harley Grove, Jesmond Road and Clarendon Road albeit that intervening vegetation, timber fencing and buildings (other than those within the application site) screens the site from views from some of the adjacent properties. The existing hedgerows, timber fencing and bricks walls forming the boundaries of the development area of the site are to be retained together with the two Silver Birch trees near to the northern boundary (western section) of the site.
14. The surrounding area is a mix of houses and bungalows, both detached and semi-detached and with the bungalows being both single storey and dormer type properties. Any form of bungalow development would be appropriate for the site and in keeping with the scale and character of the surrounding area and, as demonstrated by the indicative site plan, satisfactory separation distances between the proposed dwellings and existing properties could be achieved. This indicative plan shows a distance in excess of 16m between rear elevation to bungalow gable from those existing dwellings to the south of the site, and a distance in excess of 21m rear elevation to rear elevation from those existing dwellings to the north of the site. The above, together with the scale and appearance of the proposed buildings would however be for consideration as part of a future Reserved Matters application, along with a landscaping scheme, to assist in assimilating the new dwellings into their surroundings.
15. The comings and goings of additional traffic associated with 5 no. properties along the existing driveway, when upgraded, will not impact on the amenity of the existing dwellings to either side, to such a degree that it would be justified to refuse planning permission on these grounds.
16. It is recommended, due to the close relationship with existing dwellings, that a planning condition requiring submission and agreement of a Construction Management Plan, together with the standard restriction on construction working hours, be attached to any approval. Also recommended, is a planning condition to secure submission and agreement of details of boundary treatment within the site.

17. In view of the above, there is considered to be no conflict with Policies CS2, CS14, CS16, H13 or the Design SPD in this regard. Matters such as layout, scale, design and appearance and landscaping would be dealt with by way of a reserved matters application should planning permission be granted.

c) Contaminated land

18. The application has been submitted together with a Phase 1 Contamination Report undertaken by Solmek Environmental Consultants dated October 2020. This has also considered the historical land uses in the general area and whether they could have contributed to any potential land contamination at the site. This review has shown that prior to its development as a residential garden containing a series of brick-built garages, the site was farmland. On the very earliest Ordnance Survey Maps, circa. 1855, parts of the site are shown to be marshy ground. These areas were probably drained or infilled prior to the site being developed as a garden.

19. Given the sensitive end use being proposed and the scale of the development which totals five dwellings, the Environmental Health Officer has recommended that should the application be approved, standard contaminated land conditions CL2 – CL6 should be attached which cover a Phase 2 Site investigation Strategy, Phase 2 Site investigation Works, a Phase 3 Remediation and Verification Strategy, Construction / Remediation Works, and a Phase 4 Verification and Completion Report. Subject to these conditions, the proposal does not conflict with Policy CS16 in this regard.

d) Impact on trees

20. The existing hedgerows are to be retained together with the two Silver Birch near to the northern boundary (western section) of the site. A Monkey Puzzle tree to the east of the development area is to be removed as it is diseased and dying. Policy E12 requires trees to be considered fully in the design and layout of any development. As there is not significant tree cover, and as the final layout is not known, it is recommended that a planning condition be attached to any approval for an Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan to be submitted with any reserved matters application to ensure the satisfactory protection of existing features (trees and hedgerows) during the construction period. Further details of tree planting and general landscaping would also be subject to a future Reserved Matters application. Subject to the above condition, the proposal complies with Policy CS2, CS14 and E12 in this regard.

e) Highway safety

21. The traffic generation from 5 dwellings is likely to be 2-3 two-way trips in the Am/PM peak hours and is well under the threshold of 50 dwellings to require any formal transport assessment. As such it would not be reasonable to refuse the application based on traffic generation impact on the local highway network with one additional trip every 20-30 minutes. A review of the past 5 years of Police

Accident data shows that there are no recorded incidents within proximity of the site access, as such it is concluded that there are no fundamental road safety concerns at this location. Visibility from the existing driveway will be secured by widening of the access and removal of hedges. As such betterment of the existing arrangement is demonstrated.

22. The site is to be accessed via an upgraded existing private driveway which currently gives access to land to the rear of No, 21 Barmpton Lane, as well as the in-curtilage parking for this dwelling. Current design guide standards advise that not more than five dwellings should be served via a private drive. As such this should be addressed either by reducing the number of units, or by rearranging the parking and vehicle access arrangements of No. 21 so that it is accessed directly from Barmpton Lane. The applicant has confirmed that the intention is to serve the five bungalows only from the private access. No. 21 Barmpton Lane will take vehicular access separately from Barmpton Lane via the existing dropped kerb and run a driveway adjacent to the southern boundary. A driveway previously existed here and led to the garage just to the rear of the house, which was converted into a room of the house some years ago, but this could be converted back to a garage. It is recommended that a planning condition be attached to any permission to secure submission and agreement of the parking arrangements for No. 21.
23. The driveway is to be increased to 4.1m wide which is sufficient to enable two-way passage of vehicles. Whilst vehicle tracking drawings are provided to demonstrate that the access is accessible by emergency vehicles, this is not sufficient to address refuse collection unless it is demonstrated at a later date that the internal site layout can enable a vehicle to turn within the site. A bin store within 25m of the highway would be a more practical solution, especially given the limited clearance between such a vehicle and the existing dwellings, however it is recommended that this issue be addressed by condition requiring submission and agreement of such details.
24. The indicative site layout shows forms of carriageway which do not meet any acceptable standards for adopted highways, it is therefore accepted that the internal layout will remain private. The internal layout should be sufficient to enable vehicles to enter and exit in a forward gear in the interests of highway safety. This matter would be dealt with in a later Reserved Matters application.
25. The Highways Engineer has raised no objections subject to conditions to control internal highways layout to include vehicle tracking, parking, a bin storage facility and a Construction Management Plan. Subject to these conditions, the proposal complies with Policy CS2 and H13 in this regard.

f) Sustainable transport

26. The development site has good public transport accessibility as it is in within 400m of various bus stops, the closest pair of bus stops being the Winchester Way bus stops which are serviced by the number 10 that operates every 10 minutes (every 12 minutes on a Saturday) during the day and every 60 minutes

on an evening Monday to Saturday and every 30 minutes during the day and every 60 minutes on evening on a Sunday.

27. The development site will have easy access to existing footpaths in the vicinity of the development site, these footpaths connect to the wider pedestrian network. The Transport Policy Officer has requested that a footpath be provided for pedestrian access into the site on at least one side of the access road. However, as this is a private shared surface, there is no requirement for the provision of a separate pedestrian access. The indicative plan does show footpaths within the site however the internal layout would be the subject of a future Reserved Matters application.
28. The site is facilitated by the cycling network with there being an advisory cycle route on Barmpton Lane which also connects to the wider cycle network at the south end of Barmpton Lane, connecting directly to Whinfield Road and Stockton Road. A condition is recommended by the Transport Policy officer for submission and agreement of details of secure cycle parking / storage to serve each of the properties.
29. Subject to the above, the proposal accords with Policy CS2 in this regard.

g) Drainage and flooding

30. One matter raised by objection is the impact of the proposal on existing drainage infrastructure and potential for increased flooding. The proposal is of a minor nature and is within Flood Zone One, such that it falls outside the remit of the Local Lead Flood Authority or the Environment Agency. Northumbrian Water has raised no objections to the proposal but has indicated that the planning application does not provide sufficient detail with regards to the management of foul and surface water from the development for Northumbrian Water to be able to assess their capacity to treat the flows from the development and has requested that a planning condition be attached to any approval to require submission and agreement of these details prior to commencement. Subject to this, the proposal complies with Policy CS16 in this regard.

h) Ecology

31. A Preliminary Ecological Appraisal, undertaken by Naturally Wild (August 2020) was submitted in support of the application. This concludes that the site is generally of low biodiversity value and as such, the Council's Ecology Advisor recommends that the development provides an overall net gain (rather than the usual 10%). This approach is in line with DEFRA guidance.
32. The ecological report provides enhancement recommendations (section 5.2 - Enhancement Measures), which include '*landscape planting should use native plant species and/or species of known wildlife value that will enhance the ecological value of the site for local populations of invertebrates, birds, bats and small mammals*'. The Council's Ecology Advisor has requested a landscape masterplan showing the details of planting in order to determine that the

development results in net gain. As this is an outline application and it is accepted that the site is of generally low biodiversity value and a landscaping scheme incorporating the above elements will provide net gain, and will form part of a later Reserved Matters submission, it is recommended that this issue can be satisfactorily dealt with at this later stage.

33. Another recommendation is for the '*incorporation of bird nesting and bat roosting features into the design of the new properties*', which should be built in bat and bird boxes. The type, location and number can be required by planning condition. Subject to the above, the proposal is considered to accord with Policy CS15 in this regard.

PUBLIC SECTOR EQUALITY DUTY

34. In considering this application the Local Planning Authority has complied with Section 149 of the Equality Act 2010 which places a statutory duty on public authorities in the exercise of their functions to have due regard to the need to eliminate discrimination and advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.

CONCLUSION AND RECOMMENDATION

35. The proposed development complies with the relevant policies in the development plan. Subject to the proposed conditions the development would be acceptable in respect of highway safety and residential and visual amenity. Internal highway layout, scale, design, appearance and landscaping would be considered at Reserved Matters stage. It is therefore recommended that planning permission be granted subject to conditions. Accordingly, it is recommended:

THAT OUTLINE PLANNING PERMISSION BE GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:

1. A1 Outline (Reserved matters)
2. A2 Outline (Implementation Time)
3. PL (Accordance with Plan)
19004/L01 Site Location Plan
19004 F01BC Site access
JN2052-DWG-0001E Site access
4. E3 Landscaping (Implementation)
5. Prior to the commencement of the development precise details of the internal highways layout and site access shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out otherwise than in complete accordance with the approved details.

REASON – In the interests of highway safety.

6. Prior to the commencement of the development, precise details of in curtilage vehicle parking and secure cycle parking / storage shall be submitted and approved in writing by the Local Planning Authority. The details shall include the number, location and dimensions of all parking spaces within the development and the number, location and specifications of all cycle parking / storage and thereafter the development shall not be carried out otherwise than in complete accordance with the approved details. All parking shall be made available prior to the occupation of the dwellings hereby approved.

REASON – In the interests of highway safety / to encourage more sustainable modes of transport.

7. No development shall be carried out unless and until vehicle swept path analysis has been undertaken to support the movement framework for refuse and service vehicles for the internal network and, where appropriate, in respect of the off-site highway proposals, details of which shall be submitted to and approved by the Local Planning Authority.

REASON – In the interests of highway safety.

8. Prior to the commencement of the development precise details of a bin storage facility and location shall be submitted and approved in writing by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with the approved details and shall be in place prior to the occupation of any dwellings and shall be permanently retained thereafter.

REASON – In the interests of highway safety and residential amenity.

9. Prior to the commencement of the development, a site-specific Demolition and Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan[s] shall include the following, unless the Local Planning Authority dispenses with any requirements specifically and in writing:
 - a. Dust Assessment Report which assesses the dust emission magnitude, the sensitivity of the area, risk of impacts and details of the dust control measures to be put in place during the demolition and construction phases of the development. The Dust Assessment Report shall take account of the guidance contained within the Institute of Air Quality Management “Guidance on the assessment of dust from demolition and construction” February 2014;
 - b. Methods for controlling noise and vibration during the demolition and construction phase and shall take account of the guidance contained within BS5228 “Code of Practice for noise and vibration control on construction and open sites” 2009.
 - c. Construction Traffic Routes, including parking areas for staff and visitors.

- d. Details of wheel washing.
- e. Road Maintenance.
- f. Warning signage.

The development shall not be carried out otherwise in complete accordance with the approved Plan.

REASON – In the interests of highway safety and residential amenity.

10. Construction and demolition work shall not take place outside the hours of 08.00 -18.00 Monday - Friday, 08.00 -14.00 Saturday with no working on a Sunday and Bank/Public Holidays without the prior written permission from the Local Planning Authority.

REASON – In the interests of residential amenity.

11. Prior to the occupation of the development hereby approved, details of boundary treatment shall be submitted to, and approved in writing by, the Local Planning Authority and thereafter the development shall be carried out in accordance with the approved details.

REASON – In the interests of visual and residential amenity.

12. Prior to the commencement of the development hereby permitted, details of the finished floor levels of the dwellings and gardens hereby approved in relation to existing ground levels shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be undertaken in accordance with the approved details.

REASON – In the interests of visual and residential amenity.

13. Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water. Thereafter the development shall take place in accordance with the approved details.

REASON - To prevent the increased risk of flooding from any sources in accordance with the NPPF.

14. Prior to the commencement of the development and any site investigation works or at a time agreed in writing by the Local Planning Authority a Phase 2 Site Investigation Strategy (Sampling and Analysis Plan) shall be designed and documented by a "suitably competent person(s)" in accordance with published technical guidance (e.g. BS10175 and Land Contamination: Risk Management (LCRM)) and be submitted to and agreed in writing with the Local Planning Authority, unless the Local Planning Authority dispenses with the requirement specifically and in writing. The Phase 2 Site Investigation Strategy (Sampling and Analysis Plan) shall be sufficient to fully and effectively characterise and

evaluate the nature and extent of any potential contamination and assess pollutant linkages. No alterations to the agreed Phase 2 Site Investigation Strategy or associated works shall be carried out without the prior written agreement of the Local Planning Authority.

REASON - The site may be contaminated as a result of past or current uses and/or is within 250 metres of a site which has been landfilled. To ensure that risks from land contamination to the future uses of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out without unacceptable risks to receptors, in accordance with the National Planning Policy Framework.

15. Prior to the commencement of each phase of the development or at a time agreed in writing by the Local Planning Authority a Phase 2 Site Investigation works shall be conducted, supervised and documented by a "suitably competent person(s)" and carried out in accordance with the approved Phase 2 Site Investigation Strategy (Sampling and Analysis Plan). A Phase 2 Site Investigation and Risk Assessment Report prepared by a "suitably competent person(s)", in accordance with published technical guidance (e.g. BS10175 and Land Contamination: Risk Management (LCRM)) and shall be submitted to and agreed in writing with the Local Planning Authority unless the Local Planning Authority dispenses with the requirement specifically and in writing.

REASON - The site may be contaminated as a result of past or current uses and/or is within 250 metres of a site which has been landfilled. To ensure that risks from land contamination to the future uses of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out without unacceptable risks to receptors, in accordance with the National Planning Policy Framework.

16. Prior to the commencement of the development or at a time agreed in writing by the Local Planning Authority a Phase 3 Remediation and Verification Strategy shall be prepared by a "suitably competent person(s)" to address all human health and environmental risks associated with contamination identified in the Phase 2 Site Investigation and Risk Assessment. The Remediation and Verification Strategy which shall include an options appraisal and ensure that the site is suitable for its new use and no unacceptable risks remain, shall be submitted to and agreed in writing with the Local Planning Authority, unless the Local Planning Authority dispenses with the requirement specifically and in writing.

REASON - The site may be contaminated as a result of past or current uses and/or is within 250 metres of a site which has been landfilled. To ensure that risks from land contamination to the future uses of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out

without unacceptable risks to receptors, in accordance with the National Planning Policy Framework.

17. Any contamination not considered in the Phase 3 Remediation and Verification Strategy but identified during subsequent construction/remediation works shall be reported in writing within a reasonable timescale to the Local Planning Authority. The contamination shall be subject to further risk assessment and remediation proposals agreed in writing with the Local Planning Authority and the development completed in accordance with any further agreed amended specification of works.

REASON - The site may be contaminated as a result of past or current uses and/or is within 250 metres of a site which has been landfilled. To ensure that risks from land contamination to the future uses of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out without unacceptable risks to receptors, in accordance with the National Planning Policy Framework.

18. The Phase 3 Remediation and Verification works shall be conducted, supervised and documented by a "suitably competent person(s)" and in accordance with the agreed Phase 3 Remediation and Verification Strategy. No alterations to the agreed Remediation and Verification Strategy or associated works shall be carried out without the prior written agreement of the Local Planning Authority.

A Phase 4 Verification and Completion Report shall be compiled and reported by a "suitably competent person(s)", documenting the purpose, objectives, investigation and risk assessment findings, remediation methodologies, validation results and post remediation monitoring carried out to demonstrate the completeness and effectiveness of all agreed remediation works conducted. The Phase 4 Verification and Completion Report shall be submitted and agreed in writing with the Local Planning Authority within 2-months of completion of the development or at a time agreed unless the Local Planning Authority dispenses with the requirement specifically and in writing.

The development site or agreed phase of development site, shall not be occupied until all of the approved investigation, risk assessment, remediation and verification requirements relevant to the site (or part thereof) have been completed, reported and approved in writing by the Local Planning Authority.

REASON - The site may be contaminated as a result of past or current uses and/or is within 250 metres of a site which has been landfilled. To ensure that risks from land contamination to the future uses of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out without unacceptable risks to receptors, in accordance with the National Planning Policy Framework.

19. The mitigation measures set out in the Ecological Impact Assessment prepared by Naturally Wild (PP-20-04 August 2020) shall be implemented in full. In addition, no development shall take place until precise details of a landscaping scheme to mitigate for the loss of habitat on the site and secure ecological net gain, and for the provision of bat roosting and bird nesting opportunities on the site have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved scheme shall be implemented in full prior to first occupation of any of the dwellings on site and maintained for the lifetime of the development.

REASON – To comply with Core Strategy Policy CS15 (Protecting and Enhancing Biodiversity and Geodiversity).

20. Prior to the commencement of the development, a detailed survey of trees to be affected by the development (both within the site and adjoining its boundary) shall be carried out. The survey shall include the identification of measures to protect existing retained trees in order to protect them from damage by compaction, severance and material spillage, in accordance with BS5837, and shall be submitted to, and approved in writing by, the Local Planning Authority. No demolition or site clearance shall be commenced until the agreed measures are in place and have been inspected by the Council's Arboricultural Officer. The approved measures shall remain in place through the carrying out of this planning permission. Notwithstanding the above approved specification, none of the following activities shall take place within the segregated protection zones in the area of the trees:

- a) The raising or lowering of levels in relation to existing ground levels;
- b) Cutting of roots, digging of trenches or removal of soil;
- c) Erection of temporary buildings, roads or carrying out of any engineering operations;
- d) Lighting of fires;
- e) Driving of vehicles or storage of materials and equipment;

REASON – To ensure a maximum level of protection in order to safeguard the well-being of the trees on the site and in the interest of the visual amenities of the area.

21. Prior to or at the same time as any Reserved Matters application, details of parking provision for No. 21 Barmpton Lane, shall be submitted to and approved in writing by, the Local Planning Authority. The parking shall be available prior to the occupation of the dwellings hereby approved and retained thereafter.

REASON – In the interests of highway safety.

INFORMATIVES

Prior to the commencement of the development the applicant is advised that contact be made with the Assistant Director: Highways, Design and Projects (contact Mrs. P. McGuckin 01325 406651) to discuss naming and numbering of the development.

The applicant is advised that works are required within the public highway, to construct a new vehicle crossing and contact must be made with the Assistant Director : Highways, Design and Projects (contact Mrs Lisa Woods 01325 406702) to arrange for the works to be carried out or to obtain agreement under the Highways Act 1980 to execute the works.