



St Edmundsbury  
BOROUGH COUNCIL

# DEV/SE/18/026

## Development Control Committee 5 July 2018

### Planning Application DC/18/0561/VAR – Land North West of Haverhill, Ann Sucklings Road, Little Wratting

<b>Date Registered:</b>	10.04.2018	<b>Expiry Date:</b>	10.07.2018
<b>Case Officer:</b>	Penny Mills	<b>Recommendation:</b>	Approval
<b>Parish:</b>	Haverhill	<b>Ward:</b>	Haverhill North
<b>Proposal:</b>	Planning Application - Variation of condition 1 of DC/16/2836/RM to enable drawing PH-125-03C to be replaced with 040/P/102 and PH-125-04C to be replaced with 040/P/101 and add plan 040/T/152A for the additional 24no. garages for the Reserved Matters Application - Submission of details under outline planning permission SE/09/1283/OUT - The appearance, layout, scale, access and landscaping for 200 dwellings, together with associated private amenity space, means of enclosure, car parking, vehicle and access arrangements together with proposed areas of landscaping and areas of open space for a phase of residential development known as Phase 1		
<b>Site:</b>	Land North West of Haverhill, Ann Sucklings Road, Little Wratting		
<b>Applicant:</b>	Mr Stuart McAdam - Persimmon Homes (Suffolk) Ltd		

#### **Synopsis:**

Application under the Town and Country Planning Act 1990 and the (Listed Building and Conservation Areas) Act 1990 and Associated matters.

#### **Recommendation:**

It is recommended that the Committee determine the attached application and associated matters.

#### CONTACT CASE OFFICER:

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## Background:

**This application was considered by the Development Control Committee in June 2018 due to an objection from the Town Council in the context of an Officer recommendation for APPROVAL.**

**The application was deferred at the June Committee meeting due to concerns with the garages, in particular the internal dimensions, which fall below the minimum width allowed in the Suffolk Guidance for Parking.**

**This report should be read in conjunction with the June Committee Report, which is attached as Working Paper 1.**

## Proposal:

1. The application seeks a minor material amendment to the development approved under application DC/16/2386/RM, through a variation of condition 1, which listed the approved plans.
2. During the course of the application, amended plans have been received which removed the proposed garages from the plots along Ann Suckling Road. The application now proposes 24 garages providing parking for 28 cars. 4 double garages are proposed and 20 single garages.
3. Following the June Development Control Committee meeting, amended plans for the garages have been submitted. The garages now have an internal width of 3000mm at the narrowest point between the brick piers and 3225mm for the remainder of the width. The width between the door frame is 2428mm and the internal length is 6000mm.
4. The majority of the garages are provided in addition to the approved parking spaces. However, five of the garages (on Plots 3, 4, 40, 80 and 101) would be constructed on approved parking spaces. For these plots a hard standing area will be provided upon which a 6 x 4 ft shed will be erected to provide additional outdoor storage. A breakdown of the proposed garages is set out below:

Plot no.	Additional parking space (over and above approved provision)	Garage built on existing parking space (shed will be provided on hard standing)
1	X	
2	X	
3		X
4		X
40		X
44	X	
47	X	
48	X	
53	X	
54	X	
57	X	
75	X	
80		X
86	X	

87	X	
88	X	
97	X	
101		X
119	X	
139	X	
163	X	
168	X	
195	X	
183	X	
184	X	
185	X	
186	X	
187	X	

**Application Supporting Material:**

5. The application is supported by the planning application forms and the following drawings:-

- PH-125-01 - Site location plan
- 040/P/102 Layout (Sheet 1 of 2)
- 040/P/101 Layout (Sheet 2 of 2)
- 040/T/152 B - Garage elevations

**Site Details:**

6. The site details are set out in paragraphs 5 and 6 of Working Paper 1 attached.

**Relevant Planning History:**

7. The relevant planning history is set out in Working Paper 1, attached.

**Consultations:**

8. The consultation responses are set out in paragraphs 7 to 20 in Working Paper 1, attached.

**Representations:**

9. The representations are set out in paragraphs 21 to 24 in Working Paper 1, attached.

**Policy:**

10. The relevant policies are set out in paragraph 25 of Working Paper 1, attached.

**Officer Comment:**

11. Section 73 of the Town and Country Planning Act 1990 allows for applications to be made to vary or remove conditions associated with a planning permission. One of the uses of a section 73 application is to seek a minor material amendment to an approved development, where there is a relevant condition that lists the approved plans.

12. There is no statutory definition of a 'minor material amendment' but Planning Practice Guidance advises that it is likely to include any amendment where its scale and/or nature results in a development which is not substantially different from the one which has been approved.
13. In this case, the key considerations in determining whether the proposed amendment is acceptable are:
- Design and visual amenity
  - Highways and parking
  - Trees, landscape and ecology
14. Following the June Development Control Committee meeting and in response to the concerns raised by members, a number of suggestions were put to the applicant, including:
- If possible ensuring all garages are in addition to allocated spaces;
  - Providing internal dimensions that are in excess of minimum standards; and,
  - Provision of an electrical charge point within a portion of the garages with an electric supply to the charge point capable of providing a 7kW charge.
15. In terms of the above, the applicant has advised that the provision of the garages is in many cases being driven by specific requests from purchasers. On those plots where the garage would be on an allocated space, the applicant considered that to move these on to the garden area would have an adverse effect on the amenity of future occupants by reducing the amount of outdoor amenity space available to them.
16. The internal measurements are now slightly above the minimum standard in parts, although, when taking the measurement between the internal piers, which remain in this design, the width is at the minimum standard.
17. In terms of the installation of electric charging points, the applicant has advised that this is not something that can be provided as standard procedure but would be added if purchasers requested it.
18. The modest increase in the width of the garages to increase the internal dimensions to a minimum of 3000mm does not materially alter the impacts in respect of the design and visual amenity or trees, landscape and ecology. The comments set out in paragraphs 30-34 and 42-44 of the attached Working Report 1, therefore remain relevant to this amended proposal. The remaining area for consideration is highways and parking.

### Highways and parking

19. The number and location of parking spaces has already been found to be acceptable by the local highway authority and has been approved in the reserved matters application for phase 1. There has been no change to the number of garages proposed since the June Committee meeting.
20. For the majority of the plots, the proposed garages are in addition to the spaces required by the Suffolk Guidance for Parking and as such their provision would have no impact on the parking previously secured. Indeed, they would provide the opportunity for an additional on plot parking space.
21. For five of the dwellings, the proposed garage would be located on one of the existing approved parking spaces.

22. The Suffolk Guidance for Parking allows for the use of garages to provide a required parking space for a dwelling within a development. The guidance stipulates that it can only be counted as a space if it has an internal dimension of 7.0m x 3.0m with a clear doorway a minimum of 2.4m wide or a reduced internal dimension of 6.0m x 3.0m in combination with the provision of additional fixed storage of a minimum size of 3msq.
23. The previous response from Suffolk County Council a Highway Authority, which raised no objection to the proposal, was premised on the understanding that the garages conformed to the guidance set out above. However, they were in fact below the minimum standard that is accepted as being able to count as a parking space.
24. However, the amended garages now conform to the relevant standard set out in the adopted guidance, which the Highways Officer has already agreed would be acceptable in this case. The internal dimensions and provision of the additional storage would be secured by condition.
25. The proposal is therefore in accordance with both the adopted guidance and the relevant Development Plan Policy in this respect.

### **Conclusion:**

26. The garages continue to be of a modest scale and traditional design, with the ridge running along the longest span of the building for the single garages and parallel with the highway they are associated with, for the double garages.
27. None of the garages would be close to the protected woodland or the central green space. The application is therefore considered to be acceptable in terms of the impacts on trees landscape and ecology as the impacts are no greater than the scheme already permitted.
28. The modest increase in the internal dimensions of the garages is such that they now meet the standards set out in the adopted Suffolk Parking Guidance.
29. The proposal is therefore in accordance with development plan policy and relevant adopted guidance. It is considered that it would not result in any adverse effects in terms of visual amenity and the character of the development, landscape trees and ecology, and highway safety and the provision of the required quantum of parking spaces. The application is therefore recommended for approval.
30. A successful application for planning permission under section 73 results in a fresh grant of planning permission. It is therefore necessary to ensure that this application is subject to the conditions listed on the original reserved matters application, so far as these are still relevant to the application.

### **Recommendation:**

31. It is recommended that planning permission be **APPROVED** subject to the following conditions:

## 1. Approved Plans and documents

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the following approved plans and documents:

Reason: To define the scope and extent of this permission.

Reference No	Plan Type	Date Received
PH-125-01	Location Plan	28.12.2016
PH-125-02 REV B	Masterplan	13.06.2017
040/P/102	Layout	23.05.2018
040/P/101	Layout	23.05.2018
040/T/152 REVB	Garage design	08.06.2018
PH-125-05 REV B	Materials Layout	13.06.2017
PH-125-06 REV B	Materials Layout	13.06.2017
PH-125-07 REV A	Storey Height Plan	03.05.2017
PH-125-08 REV B	Tenure plan	13.06.2017
PH-125-11 REV A	Floor Plans and Elevations	03.05.2017
PH-125-10 REV B	Floor Plans and Elevations	03.05.2017
PH-125-12 REV B	Floor Plans and Elevations House type A terrace	03.05.2017
PH-125-13 REV A	Floor Plans and Elevations Bungalow type B1-B2	03.05.2017
PH-125-14 REV A	Floor Plans and Elevations Bungalow type B2	03.05.2017
PH-125-15 REV A	Floor Plans and Elevations House type B	03.05.2017
PH-125-16 REV B	Floor Plans and Elevations House type C	03.05.2017
PH-125-17 REV A	Floor Plans and Elevations House type D semi detached	03.05.2017
PH-125-18 REV A	Floor Plans and Elevations House type D semi-detached 2 <sup>nd</sup> type	03.05.2017
PH-125-19 REV B	Floor Plans and Elevations House type F	03.05.2017
PH-125-20 REV B	Floor Plans and Elevations House type G corner	03.05.2017
PH-125-21 REV B	Floor Plans and Elevations House type G corner	03.05.2017
PH-125-22 REVA	Floor Plans and Elevations House type H	03.05.2017
PH-125-23 REV B	Floor Plans and Elevations House type J	03.05.2017
PH-125-24 REVB	Floor Plans and Elevations House type F	03.05.2017
PH-125-25 REV A	Floor Plans and Elevations House type L	03.05.2017
PH-125-26 REV A	Floor Plans and Elevations	03.05.2017

	House type M	
PH-125-27 REV A	Floor Plans and Elevations House type G	03.05.2017
PH-125-28 REV A	Floor Plans and Elevations House type L	03.05.2017
PH-125-29 REV A	Floor Plans and Elevations House type P	03.05.2017
PH-125-30 REV A	Apartment floor plans	03.05.2017
PH-125-31 REV A	Apartment elevations	03.05.2017
PH-125-32 REV A	Floor Plans and Elevations House type P	03.05.2017
PH-125-36	Floor Plans and Elevations House Type A	03.05.2017
PH-125-37	Floor Plans and Elevations House type A end terrace	03.05.2017
PH-125-38	Floor plans and Elevation House type K	03.05.2017
PH-125-39	Floor Plan and Elevation House type K	03.05.2017
PH-125-40	Floor Plan and Elevation House type K	03.05.2017
PH-125-41	Floor Plans and Elevations House type G	03.05.2017
PH-125-42 REVC	Proposed levels North	21.06.2017
PH-125-43 REV C	Proposed levels South	21.06.2017
PH-125-46	Highways Layout North	21.06.2017
PH-125-47	Highways Layout South	21.06.2017
1 REV E	Tree Protection	13.06.2017
2 REV D	Tree Protection	13.06.2017
3 REV E	Tree Protection	13.06.2017
4 REV E	Tree Protection	13.06.2017
JBA/16/152/01 REVC	Open Space Landscape details	19.06.2017
JBA/16/152/02 REVC	Open Space Landscape details	19.06.2017
JBA/16/152/03 REVC	Open Space Landscape details	19.06.2017
JBA/16.152.04 REVC	Open Space Landscape details	19.06.2017
JBA/16/152/05 REV C	Open Space Landscape details	19.06.2017
JBA/16/152/06 REV C	Open Space Landscape details	19.06.2017
JPA/16/152/07 Rev C	Open Space 7	19.06.2017

- External Lighting Assessment submitted 5th June 2017
- Noise Survey and Acoustic Advice Report, 15th May 2017
- Landscape and Ecology Management Plan, SES, Dec 2016
- Arboricultural Statement
- Drainage Impact Assessment Report
- Ecological Due Diligence Report
- Ecological Scoping Survey
- Knotweed Surveys
- Phase 1a/b hazel dormouse response
- Phase 2 Ecological Surveys and Assessment
- Anglian Water Pre-Planning Assessment Report
- Design, Access and Compliance Statement
- Phase 1 and 2 Desk Study and Site Investigation Report
- Design Code

## **2. Phasing – Pre-commencement**

Prior to the commencement of development (excluding clearance, ground investigation, remediation, archaeological and ecology works) within Phase 1, details of phasing of development of Phase 1 shall be submitted to and agreed in writing with the Local Planning Authority. Such details shall include, but not limited to, the phased delivery of roads and footways, including the re-alignment of Haverhill Road and associated roundabout, and their connections to the surrounding highway network in relation to the phasing for the delivery of homes within Phase 1. Development shall be undertaken in accordance with the Phasing details agreed, unless a variation to the approved details is first agreed in writing with the Local Planning Authority.

Reason: To ensure the timely delivery of infrastructure necessary to serve this phase of development and the wider infrastructure connections, in the interests of highway safety and amenity.

## **3. Surface Water Drainage – Pre-commencement**

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 100 year +CC storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved FRA and will include the following:-

- i) Dimensioned plans illustrating all aspects of the surface water drainage scheme (including an impermeable areas plan).
- ii) Modelling shall be submitted to demonstrate that the surface water discharge to the receiving watercourse, up to the 1 in 100yr +CC rainfall event, will be restricted to  $Q_{bar}$  or 2l/s/ha for the critical storm duration.
- iii) Modelling of the surface water drainage scheme to show that the attenuation features will contain the 1 in 100yr+CC rainfall event. Proposed open basins within POS will not exceed a max water depth of 0.5m during same event.
- iv) Modelling of conveyance networks showing no above ground flooding in 1 in 30 year event, plus any potential volumes of above ground flooding during the 1 in 100 year rainfall + CC.
- v) Topographic plans shall be submitted depicting all safe exceedance flow paths in case of a blockage within the main SW system and/or flows in excess of a 1 in 100 year rainfall event. These flow paths will demonstrate that the risks to people and



property are kept to a minimum.

vi) Proposals for water quality control – A SuDS management train with adequate treatment stages should be demonstrated which allows compliance with water quality objectives, especially if discharging to a watercourse. Interception Storage will be required within the open SuDS.

vii) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage system throughout its lifetime.

viii) Arrangements to enable any Surface water drainage within any private properties to be accessible and maintained including information and advice on responsibilities to be supplied to future owners.

Reasons:

This condition is required pre-commencement to: prevent the development from causing increased flood risk off site over the lifetime of the development (by ensuring the inclusion of volume control); to ensure the development is adequately protected from flooding (and to maximise allowable aperture size on control devices); to ensure the development does not cause increased pollution of the downstream watercourse; and, to ensure clear arrangements are in place for ongoing operation and maintenance.

#### **4. Surface Water Drainage management – Pre-above ground construction**

No development shall commence until details of a construction surface water management plan detailing how surface water and storm water will be managed on the site during construction is submitted to and agreed in writing by the local planning authority. The construction surface water management plan shall be implemented and thereafter managed and maintained in accordance with the approved plan.

Reason: To ensure the proper management of the approved scheme to ensure it continues to function as it is intended for the lifetime of the development.

#### **5. Materials – Pre-above ground construction**

Notwithstanding the details previously submitted, no above ground construction of the dwellings hereby approved shall take place until details of the facing and roofing materials to be used in respect of each plot have been submitted to and approved in writing by the Local Planning Authority. All work shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development is satisfactory in accordance with policy DM2 and DM22 of the Joint Development Management Policies Document.

#### **6. Design Detailing – Pre-above ground construction**

Prior to any above ground construction taking place, details of the windows, door reveals, sills and headers and bargeboards for each plot shall be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed with the Local Planning Authority the details shall be in the form of elevations drawn to a scale of not less than 1:10 and horizontal and vertical cross-section drawings to a scale of 1:2. The works shall be carried out in complete accordance with the approved details.

Reason: To ensure that the external appearance of the development is satisfactory in accordance with policy DM2 of the Joint Development Management Policies

Document.

### **7. Boundary Treatments – Pre-above ground construction**

No above ground construction shall take place until details of the siting, design, height and materials of boundary walls and fences have been submitted to and approved in writing by the Local Planning Authority. The approved walling and/or fencing shall be constructed or erected before the first occupation of the dwelling to which it relates is first occupied and thereafter retained in the form and manner installed.

Reason: To ensure the satisfactory development of the site.

### **8. Parking – Prior to occupation**

The space/spaces shown for the purpose of garaging and/or car parking shall be provided and available for the intended purpose prior to the first occupation of the dwelling to which it relates is first occupied.

For plots 3, 4, 40, 80 and 101 the additional hard standing area shown on the approved plans and associated 6 x 4 ft shed shall be provided prior to the first occupation of those dwellings.

Reason: To ensure compliance with adopted parking standards in the interests of road safety.

### **9. Retention of Parking Spaces and Garages**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended (or any Order revoking and re-enacting that Order) the space shown within the curtilage of any dwelling for the purpose of garaging and/or car parking shall be retained solely for the garaging and/or parking of private motor vehicles and for ancillary domestic storage incidental to the enjoyment of the associated dwelling and shall be used for no other purpose. No development shall be carried out in such a position as to preclude vehicular access to those car parking spaces

Reason: To ensure continued compliance with adopted parking standards in the interests of road safety.

### **10. Cycle storage – Prior to first occupation**

Secure, covered and accessible cycle storage shall be provided and available for use prior to the first occupation of the dwelling to which it relates is first occupied. The storage shall be provided in accordance with details previously submitted to and agreed in writing by the local planning authority.

Reason: To ensure the provision of adequate on-site cycle storage to encourage and promote sustainable modes of transport.

### **11. Visibility Splays - internal access roads**

Before any access is first used, clear visibility at a height of 0.6 metres above the carriageway level shall be provided and thereafter permanently maintained in that area between the nearside edge of the metalled carriageway and a line 2.4 metres from the nearside edge of the metalled carriageway at the centre line of the access point (X dimension) and a distance of 43 metres in each direction along the edge of the metalled carriageway from the centre of the access (Y dimension).

Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-

enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely, and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action.

### **12. Visibility Splays - junctions with main roads**

Before any access is first used clear visibility at a height of 0.6 metres above the carriageway level shall be provided and thereafter permanently maintained in that area between the nearside edge of the metalled carriageway and a line 4.5 metres from the nearside edge of the metalled carriageway at the centre line of the access point (X dimension) and a distance of 43 metres in each direction along the edge of the metalled carriageway from the centre of the access (Y dimension).

Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely, and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action.

### **13. Bin Storage**

Appropriate areas shall be provided for storage of Refuse/Recycling bins shall be provided, in accordance with details submitted to and agreed in writing with the local planning authority, before the first occupation of any of the dwellings to which it relates is first occupied and thereafter retained in the form and manner installed.

Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.

### **14. Estate Road Layout - details**

Prior to any above-ground construction, details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that roads/footways are constructed to an acceptable standard.

### **15. Estate Road layout implementation**

No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least Binder course level or better in accordance with the approved details except with the written agreement of the Local Planning Authority.

Reason: To ensure that satisfactory access is provided for the safety of residents and the public.

### **16. Crossing Points**

Prior to the commencement of development, details of two formal crossing points (to be either signals or zebra crossing) on main road running between the north and south parcels of development shall be submitted to and agreed in writing with the local planning authority. The crossing points shall be fully implemented in accordance

with the agreed details in accordance with a timetable agreed in writing with the local planning authority.

Reason: To afford safe access from North to South of the application site and vice versa, and to link residents to town facilities and employment by means of sustainable routes.

### **17. Noise Internal – prior to occupation**

Prior to occupation of the proposed dwellings, the noise mitigation measures, as stated within the Noise Survey and Acoustic Design Advice Report, Issue No. 2, prepared by the FES Group and dated the 15 May 2017, shall be implemented to ensure that the internal ambient noise levels within each dwelling, with windows closed, do not exceed an LAeq (16hrs) of 35 dB(A) within bedrooms and living rooms between the hours of 07:00 to 23:00 and an LAeq (8hrs) of 30dB(A) within bedrooms and living rooms between the hours of 23:00 to 07:00, in accordance with the current guideline levels within BS8233:2014 – Guidance on sound insulation and noise reduction for buildings.

### **18. Noise External – Prior to occupation**

Prior to occupation of the proposed dwellings, the noise mitigation measures, as stated within the Noise Survey and Acoustic Design Advice Report, Issue No. 2, prepared by the FES Group and dated the 15 May 2017, shall be implemented to ensure that the noise level within the external amenity areas of each dwelling do not exceed an LAeq of 50 dB (A), in accordance with the current guideline levels within BS8233:2014 – Guidance on sound insulation and noise reduction for buildings.

### **19. Tree Protection - pre- commencement**

Notwithstanding the details previously submitted, no development shall commence until an updated Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement should include details of the following:

1. Measures for the protection of those trees and hedges on the application site that are to be retained,
2. Details of all construction measures within the 'Root Protection Area' (defined by a radius of  $dbh \times 12$  where  $dbh$  is the diameter of the trunk measured at a height of 1.5m above ground level) of those trees on the application site which are to be retained specifying the position, depth, and method of construction/installation/excavation of service trenches, building foundations, hardstandings, roads and footpaths,
3. A schedule of proposed surgery works to be undertaken to those trees and hedges on the application site which are to be retained.

The development shall be carried out in accordance with the approved Method Statement unless the prior written consent of the Local Planning Authority is obtained for any variation.

Reason: To ensure that the most important and vulnerable trees are adequately protected during the period of construction. Noting the need for these details to be agreed before works of construction start it is considered that this condition needs to be a pre-commencement condition.

### **Soft Landscaping – Pre-above ground construction**

Notwithstanding the details previously submitted, no above ground construction shall take place until there has been submitted to and approved in writing by the Local Planning Authority a final scheme of soft landscaping for the site drawn to a

scale of not less than 1:200, to include details of on plot planting and planting within the SUDS Basins. The soft landscaping details shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant sizes and proposed numbers/ densities. The approved scheme of soft landscaping works shall be implemented not later than the first planting season following commencement of the development (or within such extended period as may first be agreed in writing with the Local Planning Authority). Any planting removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season thereafter with planting of similar size and species unless the Local Planning Authority gives written consent for any variation.

Reason: To enhance the appearance of the development.

**Documents:**

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online [DC/18/0561/VAR](#)