

It may be possible for the company to use an alternative reverse warning system a risk assessment should be undertaken to determine which system is most appropriate

This decision is based on the current working conditions on site. The granting of permission does not preclude the fact that action will be taken under the Environmental Protection Act 1990 if working practices alter and it is determined that a statutory nuisance exists.

Responses to Publicity

Two letters have been received making the following objections:

- a) During the summer months windows cannot be left open at night because of the noise of bleepers, revving engines and banging from coupling trailers
- b) The earth bank around the garden blocks out the sun and now the complainant is to be stopped from sleeping at night as well.
- c) For the last few months they have been parking lorries elsewhere making it much quieter. The worst problem arises from reversing alarms.

Structure/Local Plan Policies

Structure Plan Economy Policies 4 & 5 and Local Plan Employment Policy 3 apply.

Planning Considerations

The main issue central to the determination of this application is:

- The impact on local residential properties from permanently extended working hours.

Planning Assessment

The use of the land for haulage is well established and preventative measures have been put in place to lessen noise. The question is have these proved to be effective enough during the trial period of the permission and could independent action under the Environmental Protection Act be instigated in the event that the position worsens?

The absence of objections to the Environmental Health Officers over the year and the receipt of only two objections in response to notification of the planning application indicate that the level of noise is insufficient to constitute a clear nuisance.

The position in future may be protected under the provisions of the Environmental Protection Act. Conditions covering working practices would remove any unacceptable nuisance and an informative should assist in making the Council's stance clear to the applicants.

Recommendation

GRANT permission subject to the following conditions:

1. Reversing alarms shall be switched off every night between the hours of 22.00 and 07.00 the following morning.

Reason: To prevent noise disturbance to nearby residential properties.

2. The use of the premises shall be as set out in the attached letter dated 26 February 2001 from Baldwin Transport under the terms of Condition 1 of planning permission 9/2000/00841/R unless otherwise agreed in writing by the Local Planning Authority in response to an application made in that regard.

Reason: To ensure that the use does not prejudice the reasonable enjoyment by neighbouring occupiers of their properties.

Informatives:

You are reminded that the granting of permission does not preclude the fact that action will be taken under the Environmental Protection Act 1990 if as a result of working practices it is determined that a statutory nuisance exists.

18/06/2002

Item 1.7**Reg. No.** 9 2002 0156**Applicant:**
Mr Stephen Haywood**Agent:**
Mr Stephen Haywood
18-20 Main Street
Overseal
Swadlincote
Derbyshire
DE12 6LG**Proposal:** The erection of one detached house at 20 Main Street
Overseal Swadlincote**Ward:** Overseal**Valid Date:** 25/03/2002**Site Description**

The site comprises part of the side garden of the applicant's house and lies between the house and a row of detached dwellings immediately to the south.

Planning History

The property was the subject of outline permission for the development of two detached houses in 1990.

Responses to Consultations

The Parish Council objects to the application on the grounds that the applicant's dwelling is a mid 19th century building of some character and the construction of a house in its garden would adversely affect its appearance and setting. It is also states that it is difficult to see how access can be gained without the construction of a new access (which the application specifically excludes) unless outbuildings are demolished, further affecting the main house.

The County Highway Authority has no objection subject to satisfactory details of access and turning/parking provision within the site. Severn Trent Water has no objection.

Responses to Publicity

A neighbour states that while she has no objection in principle to the development, she would object if the new house were further forward than hers which would cause a loss of light and privacy.

Structure/Local Plan Policies

The relevant policies are:

Joint Structure Plan: General Development Strategy Policy 3 and Housing Policy 5.

Local Plan: Housing Policy 5.

Planning Considerations

The main issues central to the determination of this application are:

- The principle of development with regard to development plan policies.
- The suitability of the access with regard to highway safety.

Planning Assessment

The development plan makes provision for the development of infill plots in villages. Overseal is considered to be a sustainable settlement in the Council's post PPG 3 interim policy.

Although constrained by development either side, it would appear feasible to erect a house on the site without undue detriment to the neighbouring dwelling (it could be set on the same building line) or the street scene. With regard to the Parish Council's comments, the house is not listed and it is therefore not appropriate to treat it as such; and given the County Highway Authority's comments, it would be possible to access the site safely.

Recommendation

GRANT permission subject to the following conditions:

1. (a) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
- (b) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved whichever is the later.

Reason: To conform with Section 92(2) of the Town and Country Planning Act 1990.

2. Approval of the details of the siting, design and external appearance of the building(s) the means of access thereto and the landscaping and means of enclosure of the site shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: The application is expressed to be in outline only and the Local Planning Authority has to ensure that the details are satisfactory.

3. No development shall take place until full details, including surface materials, of a vehicular turning area within the site have been submitted to and approved in writing by the Local Planning Authority. The turning area shall be provided as approved prior to the first occupation of the development and shall thereafter be retained for that purpose.

Reason: In the interests of highway safety.

4. Prior to the first use of the development hereby permitted, parking facilities shall be provided so as to accommodate three cars within the curtilage of the dwelling, or in any alternative location acceptable to the Local Planning Authority or as may otherwise be agreed in writing by the Local Planning Authority in accordance with its published standards. Thereafter three parking spaces, measuring a minimum of 2.4m x 4.8m, shall be retained for that purpose within the curtilage of each dwelling unless as may otherwise be approved in writing by the Local Planning Authority.

Reason: To ensure that adequate parking/garaging provision is available.

5. Prior to the development hereby approved commencing, details of the finished floor levels of the buildings hereby approved and of the ground levels of the site relative to adjoining land levels, shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall be constructed in accordance with the agreed level(s).

Reason: To protect the amenities of adjoining properties and the locality generally.

Informatives:

To note and act upon as necessary the comments of the Coal Authority (see attached letter).

18/06/2002

Item 1.8**Reg. No.** 9 2002 0228**Applicant:**

P C C Of All Saints Church Hatton C/O
 Mr J Cartmell
 The Lawns
 Main Street
 Church Broughton
 DE655AS

Agent:

Morrison Design Limited
 St Alkmunds House
 103 Belper Road
 Derby
 DE13ES

Proposal: The demolition of the existing hall and outbuilding and the erection of a community hall at All Saints Church Hall Station Road Hatton Derby

Ward: Hatton

Valid Date: 27/02/2002

Site Description

The site comprises the site of the Hatton Church and its existing parish rooms. The site is mainly down to grass. It is bounded for most of its boundaries by hedges, although there are some lengths of fence. There is currently a vehicular access direct from Station Road which is within the zigzags of an adjacent pelican crossing. Church Avenue is directly opposite the access as proposed. There is a footpath linking Station Road to Heathway along the northern boundary of the site. It is understood that the grassed areas around the buildings are used for informal parking.

Proposal

It is proposed that the existing Parish rooms be demolished. It would be replaced by a modern building with parking space for up to 12 car parking spaces. This would replace the existing facility on the site. The building would have a community room, committee room, kitchen and office together with the usual ancillary facilities. Materials of construction are brick, render and reconstituted slate grey roof.

Applicants' supporting information

The applicants have made numerous submissions following the comments of the County Highways Authority. It is contended on their behalf that to have no vehicular access or parking at a community building would make the use of the building unrealistic.

They have contended that widening the access and providing visibility splays as now proposed would represent a safe means of using the building, notwithstanding the proximity to the pedestrian crossing. The applicants take the view that the required splay is excessive. With a 2m x 90m splay land outside the control of the applicant is required. However, the applicants

argue that in an area where the 85 percentile speed is less than 30mph., a 2m x 70m splay is acceptable in accordance with government advice. It is argued that the presence of the crossing would mean that the visibility splays are kept clear rather than the view being obstructed by parked vehicles. On site parking would also mean that the surrounding roads would not be so congested when the building was in use.

The applicant wishes to emphasise that the vehicular access has been in use for numerous years and that it leads directly on to a tarmac drive that extends around the whole of the church buildings. This leads to informal parking on the grass areas by both church goers and users of the existing community hall. The proposals involve a more structured approach to on site parking and would lead to improved access. The strong view of the applicant is that the highway reason for refusal could not be sustained at appeal.

Planning History

The existing building appears to have been erected prior to planning control.

Responses to Consultations

Hatton Parish Council has no objection to the proposal.

The County Highways Authority has strongly objected to the application on the basis that the altered access would represent a danger to highway safety through lack of proper visibility splays, proximity to the pelican crossing and lack of adequate off street parking provision with a resultant increase in on street parking. The County Highways Authority has considered all the correspondence submitted by the applicants but remains convinced that the approval of the application with on site parking would represent a hazard to the detriment of highway safety. However, there would be no objection if no access or parking provision was made within the site.

The Environment Agency has no objection but recommends that the floor levels be set 600mm higher than the 2000 flood level or if there was no flooding of the site at that time, 600mm above existing ground levels.

Severn Trent Water has no objection provided that there is a minimum of 2.3 metres between the building and the line of a public foul sewer that lies to the north of the proposed building.

The Environmental Health Manager has concerns that the doors on the north side of the building would allow excessive noise to escape when events are held at the premises and have requested that they are moved to the other side of the building. An 'hours of operation' condition is also recommended.

Responses to Publicity

Severn letters of objection have been received. The objections are as follows: -

- a) If permitted something should be done to stop people parking in Church Avenue There is not enough parking provision and if there is a big function, local residents will have a greater problem with people parking on local roads and blocking drives.
- b) The village hall should be sited on the former bus depot site and not close to the pelican crossing.

- c) Station Road is very busy and the site is in a particularly dangerous position near Church Avenue. Other residents on Station road have to exercise extreme care when manoeuvring in and out of their properties.
- d) The new building will result in more noise arising from the need to increase the use of the building. These may include a nursery, weddings or christenings and other functions.
- e) The nursery use in particular would result in increased noise from outside play space that would be disturbing to nearby residents.
- f) The new building would dominate the church and change the character of the locality with its striking appearance, parking provision and widened access.

Structure/Local Plan Policies

The relevant policies are:

Local Plan: Community Facilities Policy 1

Planning Considerations

The main issues central to the determination of this application are:

Conformity with the Development Plan with reference to: -

- The impact on local amenity by virtue of noise or traffic generation
- The adequacy of vehicular and pedestrian access, parking, servicing, screening and landscaping
- The scale and design of the building and the relationship to the surroundings.

Planning Assessment

Development plan policy allows for the provision of such community facilities provided developments do not cause undue disturbance, there is adequate parking and access and they are of an appropriate design.

The amenity issue is one of the prime concerns of the objectors. There will be a greater use of the new building than has been the case in the past. This is inevitable and would reflect the investment made in the site. However, the noise issue could be controlled through the use of conditions relating to the hours of operation. A limit placed on the late use of the premises would give the Authority the ability to control potentially late night use to a specified hour with an earlier finish on Sundays and Bank/Public Holidays. In the daytime, the site is in an area of mixed use near the commercial heart of the village. Community use of the premises would not unduly affect the amenity of neighbours during this period.

Highway safety is another area of significant concern to the local residents and the County Highways Authority. The site is at an awkward location on the street. The objections of the County Highways Authority are acknowledged and the fact that visibility is substandard. The applicants have argued that the existing narrow (2.2 metre) access and the grassed areas are already used. This access is in place, has dropped kerbs and is capable of allowing vehicular access to the site. The pelican crossing is in close proximity to the access point. It is their contention that the widening of this access and the provision of some visibility splays in each direction is helping highway safety.

The County Highways Authority and the applicants have different interpretations that the proximity of the crossing will have on highway safety and the County Highways Authority remains opposed to the provision of parking and the access in this location.

Given that the access and site is currently used by vehicles which could continue anyway, the overall conclusion is that the widening of the access would allow a safer access to the site and as such justifies the grant of permission contrary to the recommendation of the County Highways Authority.

The design of the building is considered appropriate to the locality without detracting from the character of the church building.

Recommendation

GRANT permission subject to the following conditions:

1. The development permitted shall be begun before the expiration of five years from the date of this permission.

Reason: To conform with Section 91(1) of the Town and Country Planning Act, 1990

2. This permission relates to the following drawing numbers submitted during the course of the consideration of this application: 100, 101 Rev B, 102 & 202.

Reason: For the avoidance of doubt

4. Before any other operations are commenced, a temporary access shall be formed into the site for construction purposes, and space shall be provided within the site curtilage for site accommodation, storage of plant and materials, parking and manoeuvring for site operatives and visitor's vehicles, loading and unloading of goods vehicles, all in accordance with a scheme first submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

5. Before any operations commence involving the movement of materials in bulk to or from the site, facilities shall be provided that have previously been approved in writing by the Local Planning Authority, to prevent the deposition of mud or extraneous material on the access roads to the site.

Reason: In the interests of highway safety.

6. Prior to any of the works required by other conditions, the land in advance of the sight lines measuring 2 metres x 70 metres shall be cleared and thereafter retained free of all obstructions to visibility over a height of 1 metre above the adjoining carriageway level.

7. No gates shall be erected within 4.5 m. of the highway boundary and any gates elsewhere shall open inwards only.

Reason: In the interests of highway safety.

8. The hours of operation of the premises shall be as follows: -

Monday to Thursday 0800hrs to 2200hrs

Fridays 0800hrs to 0000hrs

Saturday 0930hrs to 0000hrs

Sunday 0930hrs to 2230hrs

Reason: In the interests of residential amenity

9. A sample of both the roof tile and the brick shall be submitted for approval in writing by the Local Planning Authority before work commences.

Reason: To ensure the building/extension is in keeping with its surrounding in the interest of the character and visual amenity of the area.

10. The doorway marked red on the plan attached to this permission shall be used only as a means of escape after the hour of 19.30 when it shall only be used in an emergency.

Reason: In the interests of residential amenity.

Informatives:

To note the attached comments of Severn Trent Water. If you wish to divert the sewer you would need to apply to Severn Trent Water under Section 185 of the Water Industry Act 1991.

18/06/2002

Item 1.9**Reg. No.** 9 2002 0240**Applicant:**

Bison Concrete Products Limited
 Millenium Court First Avenue
 Centrum 100
 Burton Upon Trent
 Staffs
 DE142NB

Agent:

Pozzoni Design
 Woodville House
 2 Woodville Road
 Altrincham
 Cheshire
 WA142FH

Proposal: The erection of a precast concrete production unit, batching plant, product stockyard, two storey office together with associated parking in accordance with condition 2 of planning permission 9/2000/0415 on land at Land At Tetron Point William Nadin Way Swadlincote

Ward: Swadlincote

Valid Date: 01/03/2002

Site Description

The site is located to the east of the A444, to the north of the Cadley Hill Industrial Estate, and to the south of the proposed golf course approved under the outline permission. The nearest residential property to the north is approximately 150 metres away and to the south about the same distance. The site extends to some 14 hectares of land previously opencast and restored for industrial development and allocated as such in the Local Plan.

Proposal

The latest submission, amended to show the buildings located approximately 75 metres further south from the position originally shown, incorporates two 'slabbing sheds' each of approximately 8,800 square metres, a 'cube shed' of 4,300 square metres, offices and a vehicle store. Whilst the height of the majority of the buildings on the site would be about 10 metres to the ridge, sections of buildings and silos relating to the batching plant between the two slabbing sheds rise to 23 metres and 29 metres respectively. The remainder of the site includes stockyards, a car park, a railway siding and a crushing plant and stockpile area. The main access to the site would be from one of the recently constructed roundabouts on William Nadin Way (A514). More recently, UK Coal has also submitted details of an off-site surface water balancing scheme to the County Council as an amendment to the Nadins restoration scheme.

Applicants' supporting information

The applicants' agents have supplied a geographical cross-section through the site to show the profile of the development in the landscape over a distance of approximately 1.5 Kilometres. The application is also accompanied by a description of the process to be undertaken on the site (as set out below) and an assessment of potential noise emissions prepared by a specialist noise consultant. A copy of a traffic analysis is also available.

Description of the Process

The concrete products to be manufactured in the proposed factory will be produced by two different methods. Casting Methods In the Cube Shed all products will be individually cast in purpose made moulds. Generally the product will be staircase flights and landings and units directly associated with structural concrete floors. On occasion there may also be concrete walls, beams and columns.

In the Hollowcore Shed the product will be pre-stressed floor slabs manufactured by casting machines using the 'slip form' or extrusion method. This method of manufacture is in effect a moving mould which travels along a heated steel casting bed forming a continuous length of floor slab the full extent of the production hall. When the concrete is matured to the desired strength it is cut into individual designed lengths ready for delivery to site.

Raw Materials

It is anticipated daily demand for materials will be as follows: Approximately 37 loads fine aggregate, sand, delivered in 20 ton tipper trucks. Approximately 39 loads course aggregates, gravel, delivered in 20 ton tipper trucks. 17 tanker loads of cement. All incoming materials will be conveyed or pressure pumped into storage silos within the batching plant. The raw materials will be weigh batched into the required proportions and fed into the batching plant mixing pans to be blended and mixed to the correct consistency.

Cube Production

Individual moulds and reinforcement cage work will be prepared. The mixed concrete will be transported by purpose made crane suspended skips and poured into the various moulds. Vibration compaction, levelling and finishing will be carried out and the filled moulds covered to assist curing.

When the products are cured the moulds are dismantled sufficient to remove the finished unit and the product is transferred by overhead crane to a temporary finishing bay. On completion of finishing, the units are then transported by overhead gantry crane into the stack yard for storage awaiting call off for delivery to site.

Hollowcore Products

The batched concrete will be transported a short distance and discharged into a purpose made overhead feeder crane skip. The feeder crane by remote and automatic control will travel to the casting machine(s) within the production hall. On arrival at the casting machine the operator will control the discharge of concrete into the machine and when completed the feeder crane will return to the batching plant position.

The casting machine will proceed to the end of the production bed forming the finished slab width and thickness as required. Various features may be required within this finished shape; these will be carried out by production personnel behind the machine. The casting machine may take as many as 20-25 batches of concrete to complete the casting of one production line. This will repeat on each line until the production is completed. To accommodate the various sizes

within the product range several machines may be utilised each containing a mould appropriate to the product size.

On completion of casting each line the product is covered to assist in curing and obtain greater benefit from the heat within the casting bed.

When the product is suitably cured, the prestressed high tensile wires are released from the bed end anchorage positions to permit the cutting process to commence.

Cutting

The hollowcore slab is cut into the required individual lengths using large electrically powered cutting machines. These are fitted with diamond tipped cutting discs, ranging in size from 800mm diameter to 1200mm. This particular task can result in noise levels between 85-100 dB (A) and all operators and those within close proximity are equipped with hearing protection. These noise levels reduce beyond 50m and outside the production shed, within the confines of the site, are hardly detectable.

Wire Preparation Area

All prestressed products are reinforced with high tensile wire or strand. This is delivered in bulk, in 2.5 ton or 7 ton coils. In the wire preparation area the wire is fed out from the bulk coils and prepared in exact lengths and positions suitable for the various product types. It is then collected onto paying out drums to be transferred into the production hall.

Stockyard

All finished products, cube or hollowcore flooring, are stored for a curing period in the stockyard. In this area they are handled either by the overhead gantry crane, goliath cranes or forklifts. After a suitable curing time and in accordance with site delivery requirements they are loaded onto trucks for dispatch to site.

Crushing Plant and stockpile

All material recycled in this area originates from the production process on the site. No material is imported from other sources. The material transported to this area is defective concrete products and cast concrete surplus after cutting operations. It is transported by crane, skip or mechanical front-end loader. 1.8 metre high concrete walling to ensure containment of the material will bound the area. The maximum height of stored material will be approximately 3 meters. Once sufficient material is available a mobile crushing plant is brought into operation to reduce the material to a graded stone and remove any wire reinforcement. The bulk of the resulting material is reused in the production process. Any unusable material is removed from site. Noise levels during the operation have been dealt with in the Noise Assessment prepared by consultants and will be seen to be low level. During particularly dry or windy periods any potential dust is suppressed by water spraying, a facility which is permanently available. As stated the operation of the crushing plant is intermittent and could be restricted to daylight hours.

It is stressed that this facility is provided to deal with waste created by the production process and not to recycle waste imported from other sources. It also has the environmental benefit of being able to reuse waste in the manufacturing process avoiding waste being exported from the site.

Surface water

Separate engineer consultants have written on behalf of the applicants to state that the Environment Agency has now agreed a scheme of surface water disposal from the site via an off site balancing facility.

Planning History

Outline permission was granted for industrial development on the site at the beginning of the year.

Responses to Consultations

The County Highway Authority has no objection based on the figures submitted.

Severn Trent Water has no objection subject to satisfactory disposal of foul and surface water from the site.

The Environment Agency states that surface water from the site would need to drain to a substantial suitably sized surface water balancing pond to be situated between the development and the Darklands Brook to the north but that this is not indicated on the submitted drawings.

The Council's Economic Development Manager fully supports the proposal.

The Environmental Health Manager makes the following comments:

- Hours of Operation - Whilst the unit will operate 24 hours 7 days a week, there are concerns that noise from certain components of the operation may cause a nuisance. The two pieces of equipment that are of concern are the external saw and the mobile crusher. Accordingly, a condition should be attached limiting the use of these plant items to certain times [see conditions below].
- Noise Levels - Despite the fact that the saw and the crusher will not be used outside of the stated hours, there are still concerns relating to elevated noise levels from the general operation of the site outside these hours. The predicted noise levels at 9 Woodland Road and 1 Appleby Glade are higher than the background level recorded during the weekend day and night time periods. In accordance with BS4142, the results show that the difference in background and predicted noise levels will be of marginal significance. However, there is still potential for complaints if the predicted levels increase or the background level is reduced. It is recommended therefore that a condition be attached to require the submission of a scheme to be submitted outlining provisions for the control of noise from the site.
- Acoustic Attenuation – It is understood that precise details of the proposed acoustic attenuation of the external saw and the mobile crusher have not been finalised. The effectiveness of the attenuation is vital to ensure that residents are not adversely affected by the noise from these operations. As such a condition should be attached to secure acoustic attenuation of the saw and crusher.
- Mobile Equipment - The predicted noise levels at the nearest residential properties for noise levels from the external saw and the mobile crusher have been calculated based on the fact that they are in a specific position. If this position changes, it is possible that predicted noise

- levels at the nearest residential properties would be affected. A condition should be attached to ensure that the mobile equipment is limited to certain positions on the site as stated in the noise report.

He also emphasises that in relation to the proposed use to a mobile crusher that an application must be made under Part I of the Environmental Protection Act 1990 to authorise the processes

of (i) crushing and screening of bricks, tiles and quarry materials and (ii) batching of ready mix concrete and that the granting of permission does not preclude the fact that action can be taken under the Environmental Protection Act 1990 if it is determined that a statutory nuisance exists.

The County Planning Authority has no objection to the scheme but is concerned about the potential clash with the footpath/cycleway designed to run along the northern boundary of the site.

Responses to Publicity

A petition containing 73 signatures has been received objecting to the scheme and making the following points:

1. Firstly, the chosen location for this project is a residential area. This plant is planned to be built within, approximately two hundred yards of homes and therefore residents will be directly affected by dust, odours and pollution which are health hazards as is industrial effluent.
2. On one hand residents are presented with the National Forest and golf course which is seen as a vast improvement to the area, but on the other, if this project was to go ahead, residents fear other detriments.
3. As it plans to operate twenty-four hours, seven days a week peace would be disturbed, due to noise levels whether it be from traffic entering or leaving the plant, or from machinery and activity inside the building. Also the fact of it being situated next to a railway line could lead to railway activity throughout the night.
4. A proposal to build a similar project was turned down in Newhall a few years ago on the same grounds and there is no difference here.
5. Leicestershire have greatly improved their area, there is no chance that they would allow such an invasion into their newly formed area. Eventually they saw the error of open casts and landfill sites in the Albert Village area. At one time, in that village, they couldn't give property away, now due to improvements, not only are people flocking to buy property there, the value has risen greatly. It would be nice to see South Derbyshire follow suit and take pride in the area.

Four letters of objection have also been received making the following points:

- a. The buildings would have a high visual impact. The plant should be located on a brownfield site away from residential areas.
- b. Noise and sound effects rise, dependent upon the frequency of prevailing winds property would suffer the full impact of noise nuisance which would be exacerbated by the acoustics of production sheds metallic conduit. Noise from rail sidings would be disturbing throughout the night.
- c. Light pollution in the area would increase

- d. Use of the rail link would effectively cut off any future development of the line which would be better utilised going into Swadlincote
- e. Airborne particulates have a detrimental effect on health, resulting in specific diseases, therefore the general health of this community should be taken into consideration, as this project is long term. Of particular concern is the amalgam of productions mixing to produce in its own right, effects which are known as synergism.
- f. The increased number of vehicles would cause greater impact on the A444 at peak times
- g. TV reception would be disrupted
- h. The application flies in the face of the Government White paper on local environmental protection. This project would sacrifice the elementary senses of the whole community.
- i. The development is out of keeping with the golf course and national forest
- j. The existing system will not cope. Leachates from plasticated coatings and slurry residues will pervert the natural water courses, the brook at 2 Council Farm already carries obnoxious materials, any more will decimate fish stocks and pond life if wastes pervade this area.
- k. Prevailing winds would carry industrial odours and prevent a resident's right to be able to open windows to allow circulation of air.
- l. Waste stockpiles could harbour rats.

Structure/Local Plan Policies

The relevant policies are:

Joint Structure Plan: Economy Policy 2

Local Plan: Employment Policy 3.

Planning Considerations

The main issues central to the determination of this application are:

- The impact of the design and appearance of the development on the visual amenity of the area.
- Although details of predicted emissions etc. are submitted as a part of this application, technically, this application only stands to be determined on the matters reserved under condition 2 of the outline permission (i.e. siting, design, external appearance, landscaping and means of enclosure of the site). However, it is expedient to assess any such matters to be judged under any conditions of the outline permission simultaneously which would be critical to the operation of the factory.

Planning Assessment

Notwithstanding the comments and concerns of local residents, at the time of the assessment of the principle of the development it was made clear that the site is allocated for industry in the current Local Plan and was restored for industry post opencasting for coal. The current submission enables an assessment to be made of the impact of the proposed development with detail not available at the outline stage.

As such, the factory buildings proposed are relatively large. However, the area of available development land on this side of the site is proportionately similar in scale. Therefore, the buildings although of significant scale occupy a substantial area of the larger site and the building to be constructed would appear in proportion with the land. Views from the north would be from a much higher level and in time would be largely screened or filtered by the tree planting associated with the golf course. Although highly visible from the west, the buildings would stand at about 300 metres from the A444 and from the south-west would be obscured from by an established woodland. Initially, views from the south along Cadley Hill Road would also be prominent but with the development of the land between the road and the site, these views would be diminished. When viewed from the east, the site would appear as a part of the industrial area already started and in the wider landscape as an area well related to the established industrial estate to the south. The buildings themselves are generally fairly low lying and of a design typical of their type and function.

With regard to noise emissions, from the data supplied, the Environmental Health Manager considers that with the proper controls in place, the plant would not be likely to cause undue disturbance to the local population. Noise controls can be secured under conditions attached to the outline permission. He adds that some of the processes and all dust emissions are covered by authorisations under the Environmental Protection Act 1990.

With regard to the drainage of the site, it has been demonstrated that the applicant's consulting engineers have satisfied the Environment Agency and the County Council that the proposed solution for off-site balancing using enlarged ponds on the golf course is acceptable in principle. Further details can be dealt with under the conditions attached to the outline permission.

Recommendation

GRANT permission subject to the following conditions:

1. No part of the development shall be carried out until precise details, specifications and, where necessary, samples of the facing materials to be used in the construction of the external walls and roof of the building(s) have been submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the appearance of the existing building and the locality generally.

2. Notwithstanding any details submitted, no development shall take place until there has been submitted to and approved in writing by the Local Planning Authority plans indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved details before the development is occupied or in accordance with a timetable which shall first have been agreed in writing with the Local Planning Authority.

Reason: In the interests of the appearance of the area.

3. Notwithstanding the originally submitted details, this approval shall relate to the amended drawing nos. P1754-005, 003A, 013B, 006C, 002C.

Reason: For the avoidance of doubt.

4. Notwithstanding the submitted details, prior to the development hereby approved commencing, details of the finished floor levels of the buildings hereby approved and of the ground levels of the site relative to adjoining land levels, shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall be constructed in accordance with the agreed level(s).

Reason: To protect the amenities of adjoining properties and the locality generally.

5. The external saw and mobile crusher shall remain in the position stated in the acoustic report as prepared by TES Bretby. Neither of these pieces of equipment shall be located on any other part out of the site without the prior written approval of the Local Planning Authority.

Reason: To ensure that the use does not prejudice the enjoyment by neighbouring occupiers of their properties.

6. Proposals for the acoustic attenuation of the external saw and the mobile crusher shall be submitted prior to the commencement of their first use on the site, it shall ensure a -20dB(A) reduction for each piece of equipment.

Reason: To ensure that the use does not prejudice the enjoyment by neighbouring occupiers of their properties.

Informatives:

The Environmental Health Manager advises that the granting of permission does not preclude the fact that action will be taken under the Environmental Protection Act 1990 if it is determined that a statutory nuisance exists.

Issues relating to noise emissions from the site generally are subject to further requirements and approvals under conditions attached to the outline permission.

18/06/2002

Item 1.10**Reg. No.** 9 2002 0270**Applicant:**

Mr W Warren
 181, Oversetts Road
 Newhall
 Swadlincote
 Derbyshire
 DE110SW

Agent:

Mr. D. Granger
 David Granger Architectural Design
 The Old Dairy
 Mill Street
 Packington
 Ashby De La Zouch Leics
 LE651WN

Proposal: Outline application (all matters except siting and means of access to be reserved) for the erection of four houses and car port/garage block at 181 Oversetts Road Newhall Swadlincote

Ward: Newhall

Valid Date: 13/03/2002

Site Description

This end of terrace property is on the west side of Oversetts Road opposite to St Edwards Court and backs onto the grounds of Newhall United Football Club.

Proposal

It is proposed to erect four detached properties in the garden of 181 Oversetts Road with the proposed access to run parallel to the southern boundary. It is also proposed to build a car port block to provide four parking spaces, two for the existing house and two for the proposed house which would front Oversetts Road. The remaining three houses would have integral garages.

Applicant's supporting information

Submitted with the application is a highway statement prepared by specialist consultants, which concludes that the development would be acceptable from a highway safety point of view.

Responses to Consultations

Severn Trent Water Ltd has no objections.

The Highway Authority has no objections subject to standard conditions relating to access and parking provision.

Responses to Publicity

Three letters of objection have been received which are summarised as follows:

- The site is not allocated for development and there are other brown field sites nearby.
- The proposal does not respect the established street pattern of Oversetts Road.
- The proposed access would be prejudicial to highway safety due to poor road alignment and other accesses in close proximity. Visibility for motorists reversing from the proposed car port would be obscured by proposed high brick walls.
- Privacy would be diminished due to the disposition of the proposed dwellings in relation to existing dwellings.
- The rear garden to plot 2 appears to be below the minimum standard resulting in children playing on the proposed road and turning circle.
- There would be an increased level of noise particularly from vehicles, which would adversely effect the enjoyment of existing gardens.
- The carport and boundary treatment would offer opportunities for individuals wishing to engage in antisocial behaviour.
- The proposal would involve the felling of trees which would detract from the visual appearance of the surrounding area.
- Plots 4 and 5 would back onto the football ground behind the goal area and it would not be long before complaints were made about balls going in their gardens.
- It is assumed that drainage would flow downhill which may cause problems for the football ground.
- The land was intended to be a garden and to increase the number of dwellings from one to five would be overdevelopment.

Structure/Local Plan Policies

The relevant policies are:

Joint Structure Plan: Housing Policy 3: Housing Development Within Urban Areas

Local Plan: Housing Policy 4: Housing Development Swadlincote

Also material to this application is PPG3: Housing and the Council's Supplementary Planning Guidance on Housing Design and Layout.

Planning Considerations

The main issues central to the determination of this application are:

- Development of a windfall site.
- Impact on the visual amenity of the area.
- Loss of privacy.
- Highway safety.
- Adequate amenity space.
- Opportunities for anti-social behaviour.

Planning Assessment

PPG3 states that windfall sites are previously developed sites that have unexpectedly become available and Authorities should make specific allowance for them in their plans. The definition of previously developed land covers the curtilage of the development. This is therefore a brownfield site and situated well within the urban area. Development is acceptable in principle.

The visual amenity of the area would be safeguarded with the use of appropriate materials, landscaping and boundary treatment.

Detailed consideration of window positions would be considered at the detailed stage. Based on the submitted layout plans there is no indication that there would be a material loss of privacy for occupiers or that the development would not comply with the Council's recommended interface distances between aspects.

With regard to highway safety the Highway Authority recommendations are accepted.

There is a shortfall of some 14 square metres of private amenity space for plot 2 and 6 square metres for plot 5. This reduction below the standard is acceptable in this case as it has enabled an intensive use of the site in an attractive manner that would be appropriate in this tight-knit location.

Regarding security, natural surveillance of the site and surrounding area could be improved by using a hit and miss fence along the southern boundary. This can be covered by way of an appropriate planning condition.

Recommendation

GRANT permission subject to the following conditions:

1. (a) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
- (b) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved whichever is the later.

Reason: To conform with Section 92(2) of the Town and Country Planning Act 1990.

2. Approval of the details of the design and external appearance of the buildings and the landscaping of the site shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: The application is expressed to be in outline only and the Local Planning Authority has to ensure that the details are satisfactory.

3. No development shall commence on site until samples of the materials to be used in the construction of the external surfaces of the buildings and brick walls hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of safeguarding the amenities of the area.

4. The boundary treatment hereby approved shall be completed before the development is brought into use unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the boundary treatment is completed in the interests of safeguarding the amenities of the area.

5. Prior to the development hereby approved commencing, details of the finished floor levels of the buildings hereby approved and of the ground levels of the site relative to adjoining land levels, shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall be constructed in accordance with the agreed levels.

Reason: To protect the amenities of adjoining properties and the locality generally.

6. Further to condition 2 above, soft landscape 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 where appropriate) and the implementation programme.

Reason: In the interests of the appearance of the area.

7. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of the appearance of the area.

8. Notwithstanding the boundary treatment details submitted a 'hit and miss' fence instead of a solid fence shall be erected along the southern boundary of the site prior to the development being brought into use in accordance with details that have been submitted to and approved in writing by the local planning authority.

Reason: To improve natural surveillance to discourage anti-social behaviour in the interests of safeguarding the amenities of the area.

9. No other works shall commence on site until the new access has been formed with Oversetts Road, laid out in accordance with the application drawing, provided with a 2m x 2m x 45 degree pedestrian intervisibility splay and 2m x maximum achievable visibility sightlines with no obstruction exceeding 1m in height relative to road level forward of the splay lines.

Reason: As recommended by the Highway Authority in the interests of highway safety.

10. Prior to the first use of the development hereby permitted, the access shall have a minimum width of 4.1m and be paved in a solid bound material (ie. not loose chippings) for at least 5m into the site from the highway boundary.

Reason: As recommended by the Highway Authority in the interests of highway safety.

11. Any gates shall be set back at least 5m from the highway boundary and open inwards only.

Reason: As recommended by the Highway Authority in the interests of highway safety.

12. Prior to the occupation of the dwellings, space shall be provided within each plot curtilage, including the existing dwelling, for the parking of vehicles in accordance with current standards (i.e. two spaces per 2/3 bedroom dwelling, three spaces per 4 plus bedroom dwelling) and retained in perpetuity free of any impediment to its designated use.

Reason: As recommended by the Highway Authority to ensure sufficient off-street parking is provided in the interests of highway safety and efficiency.

13. The dwellings shall not be occupied until the turning area has been laid out in accordance with the application drawing and maintained thereafter free of any impediment to its designated use.

Reason: As recommended by the Highway Authority in the interests of highway safety and efficiency.

Informatives:

To note and act upon as necessary the comments of the Coal Authority (see attached letter).

Further to the above Informative, the responsibility and subsequent liability for safe development and secure occupancy of the site rests with the developer and/or landowner. This grant of planning permission does not give a warranty of ground support or stability, neither does it necessarily imply that the requirements of any other controlling authority would be satisfied.

18/06/2002

Item 1.11**Reg. No.** 9 2002 0343**Applicant:**

A Walker
21 Victoria Street
Melbourne
Derbyshire

Agent:

N Astle
24 The City
Woodville
Swadlincote
Derbyshire
DE117DH

Proposal: The erection of a detached house and double garage on Land
At The Rear Of 52 Derby Road Melbourne Derby

Ward: Melbourne

Valid Date: 27/03/2002

Site Description

The site lies within both the built up area of Melbourne and the Conservation Area and has lately been in limited use for business purposes.

Access to the site is gained between 52 Derby Road and the Liberal Club premises.

Proposal

The applicant seeks permission for a detached dwelling of traditional design and materials. The site is constrained so as to leave a parking area for existing flats over 52 Derby Road.

Site History

Full planning permission was granted for a smaller detached house on the site in September 2001 (9/2001/0711/F).

Responses to Consultations

The Parish Council has no objection.

Melbourne Civic Society objects because the proposal would involve backland development with inadequate access that would overshadow adjacent plots and cause loss of privacy.

The Highway Authority and Severn Trent Water Limited have no objection in principle.

Structure/Local Plan Policies

The relevant policies are:

Joint Structure Plan: Housing Policy 6 and Environment Policy 9.

Local Plan: Housing Policy 5 & 11 and Environment Policy 12.

Planning Considerations

The main issues central to the determination of this application are:

- The principle of development.
- The impact on the character and appearance of the conservation area.
- Residential amenity.
- Highway safety.

Planning Assessment

The site lies in the confines of Melbourne, which is identified as a sustainable settlement. PPG3 encourages the best use of land and in particular the development of previously used land. Furthermore there is an extant permission affecting the land. Therefore the proposal is acceptable in principle.

The design of the dwelling reflects traditional form and detail. Its appearance would be generally similar to the permitted scheme, albeit larger. From within the conservation area the dwelling would only be visible from the access to the site. It would be seen in front of modern dwellings in Beech Avenue, which are currently visible from this point. Overall the development would have a neutral impact on the character and appearance of the conservation area.

By the use of controlled aspect design the development would satisfy the space guidelines set out in supplementary planning guidance. Whilst there would be a degree of overshadowing to the garden of 54 Derby Road in the morning, this part of the garden is set well away from the host dwelling. Accordingly there would be no demonstrable harm to the living conditions of the occupants.

On the advice of the Highway Authority the development would not have an adverse effect on highway safety.

Recommendation

GRANT permission subject to the following conditions:

1. The development permitted shall be begun before the expiration of five years from the date of this permission.

Reason: To conform with Section 91(1) of the Town and Country Planning Act, 1990

2. Notwithstanding the originally submitted details, this permission shall relate to the amended drawing nos. NA/AW/2A, 4 & 5 received 30 May 2002.

Reason: For the avoidance of doubt, the original submission being considered unacceptable.

3. A sample of both the roof tile and the brick shall be submitted for approval in writing by the Local Planning Authority before work commences.

Reason: To ensure the building/extension is in keeping with its surrounding in the interest of the character and visual amenity of the area.

4. Large scale drawings to a minimum Scale of 1:20 of external joinery, including sections, precise construction method of opening and cill and lintel details shall be submitted to and approved in writing by the Local Planning Authority before building work starts. The external joinery shall be constructed in accordance with the approved drawings.

Reason: The details submitted are inadequate to determine whether the appearance of the building would be acceptable.

5. Notwithstanding any details submitted, no development shall take place until there has been submitted to and approved in writing by the Local Planning Authority plans indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved details before the development is occupied or in accordance with a timetable which shall first have been agreed in writing with the Local Planning Authority.

Reason: In the interests of the appearance of the area.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, the dwelling hereby permitted shall not be altered, enlarged or extended, no satellite dishes shall be affixed to the dwelling and no buildings, gates, walls or other means of enclosure (except as authorised by this permission or required by any condition attached thereto) shall be erected on the application site (shown edged red on the submitted plan) without the prior grant of planning permission on an application made in that regard to the Local Planning Authority.

Reason: To maintain control in the interest of the character and amenity of the area, having regard to the setting and size of the development, the site area and effect upon neighbouring properties and/or the street scene.

7. Pointing of the existing/ proposed building(s) shall be carried out using a lime mortar no stronger than 1:1:6 (cement:lime:yellow sand). The finished joint shall be slightly recessed with a brushed finish in accordance with Derbyshire County Council's advisory leaflet "Repointing of Brick and Stonework".

Reason: In the interests of the appearance of the building(s).

8. A sample panel of pointing 2 metres square or such other area as may be agreed by the Local Planning Authority shall be prepared for inspection and approval in writing by the Local Planning Authority prior to the implementation of any other works of pointing.

Reason: In the interests of the appearance of the building(s) and the locality generally.

9. External joinery shall be in timber and painted to a colour and specification which shall have been previously agreed in writing by the Local Planning Authority.

Reason: In the interests of the appearance of the building(s) and the character of the area.

10. All plumbing and service pipework, soil and vent pipes, electricity and gas meter cupboards and heating flues shall be located inside the building unless specifically agreed in writing by the Local Planning Authority. The type, number and position of heating and ventilation flues outlets shall be agreed in writing with the Local Planning Authority before development is commenced.

Reason: In the interests of the appearance of the building(s) and the character of the area.

11. Gutters and downpipes shall have a black finish and be fixed direct to the brickwork on metal brackets. No fascia boards shall be used.

Reason: In the interests of the appearance of the building(s), and the character of the area.

12. Prior to the development hereby approved commencing, details of the finished floor levels of the buildings hereby approved and of the ground levels of the site relative to adjoining land levels, shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall be constructed in accordance with the agreed level(s).

Reason: To protect the amenities of adjoining properties and the locality generally.

13. Before any other operations are commenced the existing vehicular access to Derby Road shall be made available in accordance with the application drawings to include visibility splays of 2 m x maximum to the north-west, laid out and constructed in accordance with a specification that shall have previously been submitted to and approved in writing by the Local Planning Authority. The area in advance of the visibility splay shall be retained in perpetuity clear of all obstructions in excess of 1 metre in height relative to the adjoining nearside carriageway channel level.

Reason: In the interests of highway safety.

14. The dwellings shall not be occupied until an area has been provided within the site curtilage for the parking and turning of vehicles in accordance with the application drawings. The area shall be laid out and constructed in a solid bound material and thereafter retained free of any impediment to its designated use.

Reason: In the interests of highway safety.

15. The windows in the north west wall of the building shall be permanently glazed in obscure fixed glass and the first floor windows to the north east elevation shall be permanently glazed with obscure glass and hinged and fitted with opening restrictors in accordance with details and specifications that shall have previously been submitted to and approved in writing by the Local Planning Authority.

Reason: To avoid overlooking of adjoining property in the interest of protecting privacy.

18/06/2002

Item 1.12**Reg. No.** 9 2002 0383**Applicant:**

M & G Northern Ltd
Ecclehall Business Park
Hawkins Lane
Burton On Trent
DE141PT

Agent:

John Gratton
Blair Gratton Associates
83 Burton Road
Derby
DE11TJ

Proposal: The erection of two houses on Land Being The Site Of Windy Ridge, 30 Meynell Street Church Gresley Swadlincote

Ward: Gresley

Valid Date: 05/04/2002

Site Description

A prefabricated bungalow at an elevated level and a garage located alongside the road frontage formerly occupied the site. Dwellings constructed at varying levels surround the site.

Proposal

The proposed scheme shows two detached houses set back at seven and nine metres from the front boundary with the road and elevated approximately 2.45 metres and 1.9 metres above road level respectively. The previous bungalow was at about 3.5 metres above road level. An amended plan has been submitted recently showing the ridgeline on both houses reduced by incorporating some of the first floor accommodation in the roof space with dormer windows. At the same time, the garage position and level on plot two has been moved back and raised respectively.

Planning History

Outline permission for the erection of two dwellings on the site was granted in August 2000.

Responses to Consultations

The County Highway Authority has no objection to the application provided vehicular visibility splays are protected on the site frontage.

The Environmental Health Manager has no objection.

Responses to Publicity

Six neighbour letters have been received objecting to the proposals for the following reasons:

- a. The two houses would tower over the existing houses (by about 7 feet above Meynell Street) and not be in keeping with the surrounding area. Construction further back on the site would mean the dwellings would be much higher than the adjacent buildings and also look wrong. A single dwelling on the site would be more in keeping with the street.
- b. Adjoining properties would be overshadowed and overlooked and would suffer a loss of privacy causing more stress to the occupiers. In particular, one property, which has a sunken garden already, struggles for light and would suffer a significant further loss of light.
- c. Noise and disturbance from traffic and other activities would increase given that two elderly people previously occupied the site.
- d. The existing lack of parking on Meynell Street would get worse and the Supplementary Planning Guidance (SPG) quotes the need for 3 spaces on site with no more than two in line. Further parking on the road would cause severe disruption and make access by emergency vehicles and refuse collection difficult.
- e. There is currently a major problem of flooding due to inadequate drainage in the area. The development would make flooding problems worse. It is not clear that drains serving adjoining properties would not be undermined.
- f. A mature tree and hedge would be lost which currently offer seclusion to the site and neighbouring properties (within the National Forest).
- g. As Meynell Street is unadopted, it would be very easy for construction vehicles to churn up.
- h. The contractors have already displayed many examples which show a total disregard for the residents of the street. The applicant should have completed the section of the form regarding numbers of vehicles that would be accessing the site each day.

Structure/Local Plan Policies

The relevant policies are:

Joint Structure Plan: General Development Strategy Policy 3 and Housing Policy 3.

Local Plan: Housing Policy 4 and 11

Supplementary Planning Guidance (SPG): Housing Design and Layout.

Planning Considerations

The main issues central to the determination of this application are:

- The impact on the amenities of the occupiers of neighbouring property.
- The impact of the development on the street scene.
- Highway safety

Planning Assessment

The development plan seeks to ensure that layout and design in housing developments results in reasonable amenities in terms of light, air and privacy for both existing and new dwellings. It attempts to ensure that these matters are properly considered through the application of the Council's Supplementary Planning Guidance (SPG).

The principle of whether the site should be redeveloped for housing has already been established at the outline stage and the scheme now stands to be judged on siting design and external appearance. A major constraint is that the site comprises in the main a fairly severe slope of

about 7 metres rising over a distance of about 37 metres (i.e. just over 1 in 5) to the rear. The architects show sections through both dwellings which demonstrate a fairly significant reduction to existing site levels (compared to the previous dwelling on the site) to allow the houses to be sited lower in the street. This is achieved whilst retaining as usable a garden area as possible at the rear and reasonable graded access at the front (shown at 1 in 12 on the frontage, rising to 1 in 7 outside the garages). In turn, a recent amendment shows the ridgeline of both dwelling reduced to levels comparable with the dwellings either side. This is considered to be a reasonable balance between the constraints of the site and the amenity issues raised by neighbours. The scheme also accords with the provisions of the SPG. In terms of the existing context of the site, Meynell Street is very mixed in character, comprising dwellings of varying styles and ages and therefore it could not be demonstrated that the traditional design of the submitted scheme would be harmful.

With regard to other issues: the impact on highway safety was considered acceptable at the outline stage; it is unlikely that there could be any sustainable objection on noise and disturbance grounds given the site in its former state could have been occupied by any number or age of occupiers; the hedge and tree (a multi-stemmed ash) on the site frontage are not protected but a landscaping scheme could secure their replacement with species more appropriate to their location planted in a position to allow for better visibility at the access with the street.

Recommendation

GRANT permission subject to the following conditions:

1. No part of the development shall be carried out until precise details, specifications and, where necessary, samples of the facing materials to be used in the construction of the external walls and roof of the building(s) have been submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the appearance of the existing building and the locality generally.

2. Notwithstanding the originally submitted details, this permission shall relate to the amended drawing no. 140.04D and 05C.

Reason: For the avoidance of doubt, the original submission being considered unacceptable.

3. The dwellings hereby approved shall be constructed strictly in accord with the levels drawing submitted unless otherwise agreed in writing with the Local Planning Authority.

Reason: For the avoidance of doubt.

4. Notwithstanding any details submitted, no development shall take place until there has been submitted to and approved in writing by the Local Planning Authority plans indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved details before the development is occupied or in accordance with a timetable which shall first have been agreed in writing with the Local Planning Authority.

Reason: In the interests of the appearance of the area.