
REPORT TO:	DEVELOPMENT CONTROL COMMITTEE	AGENDA ITEM:	5
DATE OF MEETING:	24TH AUGUST 2004	CATEGORY:	DELEGATED
REPORT FROM:	CHIEF EXECUTIVE	OPEN	
MEMBERS' CONTACT POINT:	JULIE BELLM (5848)	PARAGRAPH NO:	N/A
		DOC:	
SUBJECT:	SITE VISITS	REF:	JB/SJS
WARDS AFFECTED:	HILTON AND HATTON	TERMS OF REFERENCE:	DC01

1.0 Recommendations

1.1 See copies of the reports to the last Meeting.

2.0 Purpose of Report

2.1 To receive the reports of the Development Control Committee Site Visits in respect of the following:-

- (a) Outline application (all matters except means of access to be reserved) for a school at LCH2 and Area H22 on land north of Welland Road, former Hilton Depot, Hilton (9/2004/0370/M)(Copy of the report to the last Meeting attached at Annexe 'A').
- (b) Outline application (all matters to be reserved except for means of access) for residential development at LCH2 and Area H22 on land north of Welland Road, former Hilton Depot, Hilton (9/2004/0553/M)(Copy of the report to the last Meeting attached at Annexe 'B').
- (c) The removal of existing commercial enterprise and replace with the erection of two dwellings to the rear of land at the rear of 70-72 Scropton Road, Hatton (9/2004/0589/F)(Copy of the report to the last Meeting attached at Annexe 'C').

3.0 Detail

3.1 See copy of the reports to the last Meeting.

4.0 Financial Implications

4.1 None.

5.0 Corporate Implications

5.1 None.

6.0 Community Implications

6.1 See copy of the reports to the last Meeting.

7.0 Background Papers

7.1 None.

03/08/2004

Item 1.2

Reg. No. 92004 0370M

Applicant:

St Modwen Developments Ltd
Lyndon House
58/62 Hagley Road
Edgbaston
Birmingham
B168PE

Agent:

Barton Willmore
Barton Willmore Planning Partnership
Beansheaf Farmhouse
Bourne Close
Calcot
Reading
RG317BW

Proposal: **Outline application (all matters except means of access to be reserved) for a school at LCH2 And Area H22 Land North Of Welland Road Former Hilton Depot Hilton**

Ward: Hilton

Valid Date: 29/03/2004

Site Description

The land to be potentially used as a school site lies immediately to the south of the parish council playing fields. There is fence along the common boundary but the remaining boundaries are open having been cleared of former army storage buildings. The land is substantially level and there are no dwellings in the vicinity.

Proposal

This is an outline application seeking permission for the principle of locating another school on the Hilton Depot site to serve the enlarged community. Access would be from a newly constructed spur from Welland Road running past the proposed school site. It is proposed that the route of Meadow Lane be reopened as a pedestrian route from the village to the new school site.

Applicants' supporting information

The new development has placed the existing school under increasing pressure and has led the Education Authority to identify the need for a single form entry (210) place primary school requiring a new site of 0.75 hectares.

Discussions with officers have identified that the site should be accessible to both the existing village and the new development. The new site adjoins the existing playing fields and it is suggested that the school could be allowed joint use of the playing fields during the day.

The site was originally allocated to provide Low Cost Housing and the removal of the land to provide a school would take some 35 – 40 dwellings from the overall site development.

Planning History

The allocation of the depot to provide a mixed-use site was first suggested in 1989 following Toyota's decision to locate at Burnaston and was subsequently included as a major proposal in the Local Plan. It was anticipated that the expansion of the existing primary school would be sufficient to serve the expanded village. Experience has shown that the number of dwellings on the depot has increased as a result of Government advice and the number of children per household has proved greater than anticipated.

LCH 2 was land identified in the Master Plan for low cost housing and the land was to be offered to the Council at half its market value. A subsequent survey of the need for low cost housing in Hilton revealed that the LCH 1 site would meet the need of the village and surrounding parishes for the foreseeable future.

The Council, in its review of the Local Plan identified the need for additional housing in the Derby sub area and proposed that two areas of employment land at the Depot site be reallocated for housing development. This together with the factors identified above lead to the need for the allocation of a further school site.

Negotiation with the developers has identified the application site and its transfer at nil cost to the County Council would follow the reallocation to housing of the employment land if that proposal is accepted by the Local Plan Inspector. The Inspector's report on the objections to the Local Plan is expected in September.

Responses to Consultations

Hilton Parish Council is concerned that:

- the proposed site for the school would not be suitable,
- it may not have the capacity to meet future needs,
- it may lead to additional congestion on Peacroft and Back Lane and
- using Meadow lane as a pedestrian access would be unsafe especially as its northern end serves several houses.

The Parish Council also has legal and safety concerns about the proposed school utilising the Parish Council's playing area.

The County Planning Authority has no objection to the principle of the development but the Local County Councillor Mr Littlejohn has expressed similar concerns to those raised by the Parish Council.

The County Highway Authority has no objection subject to the submission of a school travel plan with the detailed planning application.

The police liaison officer has no objection to the principle of the development but would wish to see the details when they are submitted.

The Environment Agency has no objection subject to a condition requiring the submission of surface water retention details within the site.

Responses to Publicity

7 letters in a standard format have been received objecting to the development on the ground that, whilst the school is needed, the access from Back Lane could cause congestion that would be a nuisance to existing residents as parents park on the road to drop their children off for school.

Two other letters raise objections following a public meeting in the village to discuss this proposal (this meeting was attended by officers of the LEA and the Planning Services Manager):

- even were access to Meadow Lane to be denied to cars, traffic congestion and danger, adding to the existing problem with congestion in Peacroft Lane, would arise at the corner of Back and Mill Lanes where there is a blind bend
- local residents have not been consulted about what is best for their area and children
- the proposals are presented as a concluded arrangement based solely on convenience and cheapness for the Local Authorities
- no consideration appears to have been given to other sites and residents are made to feel that any changes they may require would cause delay to the provision of much needed facilities. Other sites should have been considered at the outset when proper playing field provision could have been made.
- similarly the Parish Council is being pressurised to allow joint use of the playing field
- a second school further off and more distinctly related to the new development would help to avoid confusion about catchment areas and rivalry for school places and avoid congestion along Back Lane.
- The road surface is in poor condition more traffic would accelerate the rate of deterioration.

Structure/Local Plan Policies

The relevant policies are:

Local Plan Housing Policy 1 and Community Facilities Policy 1

Emerging Local Plan: Housing Policy 6 and Community Facilities Policies 2 and 4

Planning Considerations

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

- The suitability of the use of the site as a school
- The impact on the surrounding land uses
- Access to the site and traffic congestion arising
- The need for a Section 106 Agreement.

Planning Assessment

The site lies in the area designated for residential development in the adopted Local Plan. The emerging Local Plan identifies the need for additional education provision within the site. The proposed location is well related to both the existing village and the current and next phases of the housing development on the depot site.

The opportunity to provide another link between the depot and the village that was lost when the depot was developed is welcomed. It will be necessary to limit its use to pedestrians and cycles as the lane's junction with Back Lane is unsuited to taking more than the existing anticipated level of traffic (Development of and conversion of buildings to 7 dwellings).

The impact on the surrounding land uses in the immediate vicinity of the application site and in particular, the school building would be minimal. None of the houses with permission on the depot site immediately adjoining the site has been built. The school would be located precisely where the bulk of the as yet undeveloped new housing is to be located. Nevertheless access from the original part of the village would not be excluded. The land to the north would remain in open use, as this area is the Parish Council's playing field. Pedestrians already use Meadow Lane to gain access to the playing fields and as most of the children that would attend the school would come from the new development, it is not expected that significant traffic would be generated from the Back Lane area of the village. Any problems that arise in this connection are matters for resolution by the County Council using highway powers to manage traffic. However, the route would re-establish what was an historic link to the village enabling better integration of the old and the new.

The vehicular access to the site would come through the new housing development area. Welland Road is designed as a bus route and would be capable of accepting the traffic generated by the new school. The County Highway Authority has no objection to the development and the requirement for a school travel plan can be required through the use of a condition.

The ultimate recipient of the land would be the County Education Authority. Agreement has been negotiated relating to the re allocation of E1 & E2 for housing development. This awaits the publication of the Inspector's report to be taken further. Accordingly, it is not considered necessary at this stage to require a Section 106 Agreement for this application.

In the event that the Parish Council will not agree joint use of the playing fields, an amendment/alternative to the current proposal will need to be negotiated but this should not stand in the way of the proposal as it stands in planning terms.

Issues of school catchments and how the schools should be constituted in relation to one another are for the LEA to deal with.

None of the other matters raised through the publicity and consultation process amount to material considerations outweighing the assessment of the main issues set out above.

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. Notwithstanding the originally submitted plan this permission shall relate to the amended drawing 6675/24 received under cover of your letter dated 25 May 2004.

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

4. In addition to the details required above, a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be implemented upon the opening of the school and thereafter annual monitoring reports shall be submitted to the Local Planning Authority.

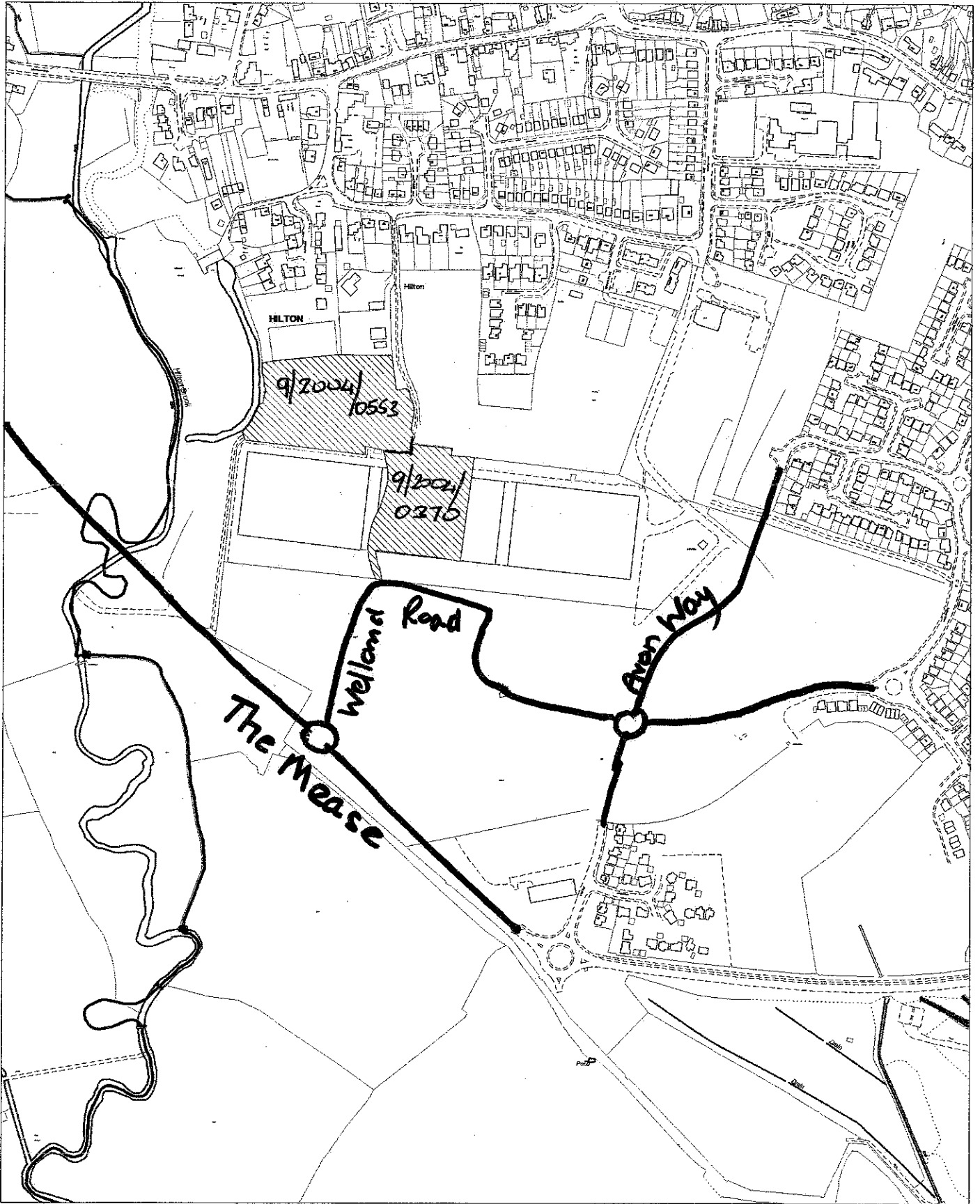
In order to reduce the need to travel by car and in order to monitor the effectiveness of the approved travel plan.

5. The development shall not be commenced until precise details of the intensity, angling and shielding, and the area of spread of the lights have been submitted to and approved in writing by the Local Planning Authority. The lights shall be installed in accordance with these details and thereafter retained in conformity with them. The submitted scheme shall comply with the Institute of Lighting Engineers "Guidance notes for the Reduction of Light Pollution" (2000).

Reason: To preserve amenity.

6. No development permitted shall be commenced until details for the provision and implementation of surface water run-off limitation have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of the buildings. The submitted scheme shall incorporate sustainable drainage principles.

To prevent the increased risk of flooding.



South Derbyshire
District Council
Civic Offices
Civic Way
Swadlincote
DE11 6AH

Land South of Farm Close and Back Lane
Former Hilton Depot

Date Plotted 12/8/2004

NORTH ↑

Plot centred at 424410 330532

Scale 1:5000

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03/08/2004

Item 1.3

Reg. No. 92004 0553M

Applicant:

St Modwen Developments Ltd
Lyndon House
58/62 Hagley Road
Edgbaston
Birmingham
B168PE

Agent:

Barton Willmore
Barton Willmore Planning Partnership
Beansheaf Farmhouse
Bourne Close
Calcot
Reading
RG317BW

Proposal: **Outline application (all matters to be reserved except for means of access) for a residential development at Area H22 on LCH2 And Area H22 Land North Of Welland Road Former Hilton Depot Hilton**

Ward: Hilton

Valid Date: 30/04/2004

Site Description

The site occupies part of an open area to the north of the Hilton Depot. It was excluded from the development of the depot and would be classified as a green field site for the purposes of PPG 3. It is separated from the depot site by a hedge. The land rises gently to the north towards another field beyond which are the new houses on Mill Close. To the south of the site the Depot land is allocated for housing development and buildings have recently been cleared from that part. To the west are open fields with the former route of the Hilton Brook running adjacent to the boundary. The site area is 1.23 hectares.

Proposal

This is an outline planning application to establish whether the principle of residential development is acceptable with all matters except access reserved for subsequent approval. Access to the site would be from a new road constructed off Welland Road that was granted permission earlier this year. This would form part of the wider road network serving the development.

Applicants' supporting information

It is proposed that this land replace that lost as a result of the reallocation of the LCH 2 land for school purposes (9/2004/0370/O). It is argued that the site lies within the settlement framework and that it would be in keeping with the provisions of Housing Policy 5 of the adopted Local Plan.

It is also argued that the development would be in accord with the provisions of Policy H1 of the replacement South Derbyshire Local Plan. The site is within the confines of a serviced village although the site is greenfield rather than the brownfield.

The proposal would be to encourage housing development at the lower end of the PPG 3 range of densities (30 dwellings per hectare) to reflect the relationship of the site to the lower densities and the scale and character of this part of the village. On this basis the site would yield between 35 & 45 dwellings.

The applicants state that the development of this land represents an obvious piece of rounding off within the settlement boundary and is well related to the existing pattern of development. The site location is argued to be highly sustainable as it is well related to central facilities and will make good the loss of houses on LCH 2. The applicants recognise the opportunity afforded by this application to establish a pedestrian link into the main village via Meadow Lane to Back Lane.

The traffic impact is not considered to be significant as the school traffic would be primarily generated from within the depot site and the new housing would result in similar traffic levels that would have been generated by the development of LCH 2 for housing.

The applicants conclude by the stating that the development is in accord with the adopted Local Plan and that there are no material consideration that the application should be determined other than in favour of the applicant's given the requirements of Section 54 A of the Town and Country Planning Act 1990.

Planning History

The site has no planning history but lies adjacent to the Hilton Depot site.

Responses to Consultations

Hilton Parish Council has no objection to the development.

The County Planning Authority has no objection to the development.

The County Highway Authority recommends a Grampian condition requiring that no dwellings be occupied until two routes for vehicular traffic have been provided to a standard where they are usable by traffic generated by the development. *(The second access point could be ensured when the reserved matters application is submitted for the remaining land to the south. This would be either a shortening of the overall cul de sac length or by a direct access from Area H19)*

The Environmental Health Manager has no objection and does not anticipate that noise would be a problem in this area. He would wish to have a condition directing construction traffic along The Mease rather than using other Estate roads to access the site.

Responses to Publicity

Severn letters of objection have been received all stating that the extension of the depot onto a green field site is unwarranted and unneeded. The current Local Plan is already placing a strain on the village infrastructure.

Structure/Local Plan Policies

The relevant policies are:

Joint Structure Plan: Housing Policy 5

Local Plan: Housing Policy 1 & 5

Emerging Local Plan: Policy H1, H10, ENV 17, C3, C5

Planning Considerations

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

- The provisions of the Development Plan
- The need for infrastructure and facilities contributions
- The need for affordable homes
- The need for a section 106 Agreement

Planning Assessment

The site also lies within the settlement framework of the adopted Local Plan. The principle of the development is therefore in general accord with the provisions of the Local Plan. The site lies within the built confines of Hilton and this settlement has been identified as a serviced village in the emerging Local Plan. However, the site is greenfield being former agricultural land. Policy H1 of the emerging Local Plan only makes provision for the development of brownfield sites within the confines of villages. Nevertheless, the site is wholly within the established confines of the village and the proposal would represent a logical conclusion to the development of this part of the village.

The site is of a size that would trigger contributions as required by the above-mentioned policies and discussions have been held with the developers to secure the provision of contributions towards school places, health authority requirements, open space maintenance and low cost housing. In this instance there is not an immediate requirement for housing to be provided by a RSL but low cost private sector housing is needed.

None of the other matters raised through the publicity and consultation process amount to material considerations outweighing the assessment of the main issues set out above.

Recommendation

Subject to a Section 106 Agreement being signed to secure contributions towards affordable housing, school and health provision and the maintenance of open space,

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. 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.

4. No development shall take place until details of a scheme for the disposal of surface and foul water have been submitted to and agreed in writing by the Local Planning Authority. The scheme shall be carried out in conformity with the details which have been agreed before the development is first brought into use.

Reason: In the interests of flood protecting and pollution control.

5. Potential grampian style condition plus any further reasonable planning requirements of the County Highway Authority.

03/08/2004

Item 1.4

Reg. No. 92004 0589F

Applicant:

Mr S Ermolenko
70, Scropton Road
Hatton
Derby
DE65 5DT

Agent:

W. Royall
Reeves Royall Partnership Ltd
Knightley Farm, Callingwood,
Needwood,
Burton On Trent
Staffordshire
DE139PU

Proposal: The removal of existing commercial enterprise and replace with the erection of two dwellings to the rear at Land At The Rear Of 70 72 Scropton Road Hatton Derby

Ward: Hatton

Valid Date: 25/05/2004

This application has been brought to the Committee at the request of Councillor Whyman.

Site Description

The site comprises a level area of ground wherein there is a workshop on the north boundary associated with the applicant's business. Houses adjoin the east and south boundaries and there is open countryside to the west and north. The site is screened from adjacent dwellings by substantial walls. In places these are about 2.5 metres high and 2.0 metres in other locations. The houses fronting Scropton Road are two-storey, but the other dwellings are bungalows.

Proposal

The proposal involves the erection of two bungalows with rooms in their roofs. Access would be via the existing drive off Scropton Road. The workshops would be cleared for the site to facilitate the erection of the dwellings should they be permitted.

Applicants' supporting information

The site conforms to the definition of brownfield land and the scale of the dwellings is such that they could be described as 'low cost'. The site lies in a predominantly residential area and replacing the workshop with residential use would benefit all the neighbouring dwellings.

Planning History

The workshop use was permitted in the mid 1990's.

Responses to Consultations

The County Highway Authority has no objection subject to the maintenance of the sight line across the frontage of No 70 Scropton Road and the provision of appropriate parking and turning space within the site before the dwellings are occupied.

The Environment Agency has sent its informal views about the proposal. If the site was flooded in November 2000 then finished floor levels (ffl) should be set at 600mm above that level. If no then ffl should be 600mm above existing ground level. The current use of the site is described as a workshop and a desktop study to establish if the site is contaminated is recommended. If so, then further works would be necessary to establish a method for dealing with the contamination would need to be formulated and implemented.

Responses to Publicity

Three letters have been received objecting to the development for the following reasons:

- a) There have been several accidents in the area of Scropton Road recently and this causes some concern, albeit that there are no objections to a single dwelling. Traffic calming measures have been requested on Scropton Road because of the increase in traffic especially at the morning and evening peak times.
- b) Both these properties flooded some 3 years ago. Floor levels would need to be raised above flood levels and this would make the houses more visible from other properties. Houses to the south might well be overlooked from ground floor windows and the pitched roof (accommodating a bedroom within it) would be overbearing. Windows should not be permitted looking towards these houses.
- c) The access is not capable of serving the five houses that would have access from it.
- d) There is an old clay sewer under the drive that had to be repaired on several occasions; Severn Trent Water should be requested to take responsibility for future repairs and maintenance.

Structure/Local Plan Policies

The relevant policies are:

Joint Structure Plan: Housing Policy 5

Local Plan: Housing Policy 5

Emerging Local Plan: Policy H1 and ENV 21.

Planning Considerations

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

- The Development Plan policies
- The ability of the site to accept the level of development proposed.
- The flooding issue

Planning Assessment

The site lies in the confines of the serviced village and the principle of housing development is acceptable. The access to the site is acceptable to the County Highway Authority subject to

conditions, the concerns expressed by objectors in this regard would be difficult to sustain at appeal if permission were refused.

The initial comments of the Environment Agency indicate that if the site did flood then the dwellings should be set 600mm above that flood level. There is a relatively new bungalow, immediately adjoining the application site at the rear of No 70 that is set 600mm above existing ground level. According to an objector, that property did not flood but it was a close call.

The Environment Agency has improved flood protection along the River Dove since that flood. Nevertheless, in their view, it would be prudent to require that the dwellings be set at a level that would protect them from a repeat of the November 2000 flood. Thus, in the worst case scenario the level of the house floor would be raised more than 600mm above existing ground level.

Thus, an increase of a further 150mm (750mm above existing ground level) is provisionally recommended on the basis that the adjacent bungalow did not flood in November 2001. The Environment Agency's comments on this suggestion will be reported at the meeting.

In relations to the concerns of the neighbour about overlooking, the proposed dwelling immediately to the rear of No 72 Scropton Road would indeed be at the higher level as described above. Two ground floor windows are proposed in the elevation facing that dwelling but no openings are proposed in the roof. If the 750 mm suggestion were acceptable to the Committee, then the height to the top of the ground floor windows would be 2.9 metres above existing ground level. This would mean that an average sized person would not have a view over the wall. In the event that a tall person was looking out of the window the angle of view would be such that there would be oblique views into habitable rooms and the window is some 20 metres from the back of the adjacent dwelling. The main aspect of this proposed dwelling is to the west over the fields. The other proposed window is to a bedroom and given the screen wall and the angle of view, this window conforms to adopted guidelines for the separation of dwellings.

The buildings are sufficiently far apart not to infringe guidelines on overbearing and thus the height of the roof could not reasonably form a reason for refusal.

The second dwelling is proposed adjacent to the north boundary. The adjacent bungalow is set in front of the proposed dwelling. The proposed dwelling has been designed with no habitable rooms facing the neighbour and the distance between the windows and flank walls is such that there should be no overbearing effect on windows of the adjacent bungalow even with the increased floor level.

None of the other matters raised through the publicity and consultation process amount to material considerations outweighing the assessment of the main issues set out above.

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. The finished floor levels of the dwelling hereby permitted shall be set at 750mm above the existing ground level.

In the interests of ensuring the dwellings do not flood at times of normal rainfall.

3. No development approved by this planning permission shall be commenced until:
- a) A desk top study has been carried out which shall include the identification of previous site uses, potential contaminants that might reasonably be expected given those uses and other relevant information. Using this information a diagrammatical representation (Conceptual Model) of the site for all potential contaminant sources, pathways and receptors shall be produced.
 - b) A site investigation has been designed for the site using the information obtained from the desk study and any diagrammatical representations (Conceptual Model). This should be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on the site. The investigation must enable a risk assessment to be undertaken relating to ground and surface waters both on and off the site which may be affected, and refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
 - c) The site investigation has been undertaken in accordance with details approved by the Local Planning Authority and a risk assessment has been completed.
 - d) A Method Statement detailing remediation requirements, including measures to minimise the impact on ground and surface waters, using the information obtained from the Site Investigation has been submitted to the Local Planning Authority. This should be approved in writing by the Local Planning Authority prior to that remediation being carried out on the site.

Prior to the commencement of main site works the approved remediation works shall be completed in accordance with the approved method statement to the satisfaction of the Local Planning Authority. Appropriate validation of the remedial scheme shall be submitted to the Local Planning Authority for written approval.

To ensure the site is suitable for its intended use, to protect the quality of the water environment.

4. The frontage of No 70 shall be maintained in perpetuity free of any obstruction exceeding 1m (600mm for vegetation) relative to road level for 2m into the site from the highway boundary.

Reason: In order to maximise visibility for drivers emerging from within the site onto the classified highway.

5. Prior to the first use of the development hereby permitted, parking facilities shall be provided so as to accommodate two cars within the curtilage of each dwelling. Thereafter, (notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995), two 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.

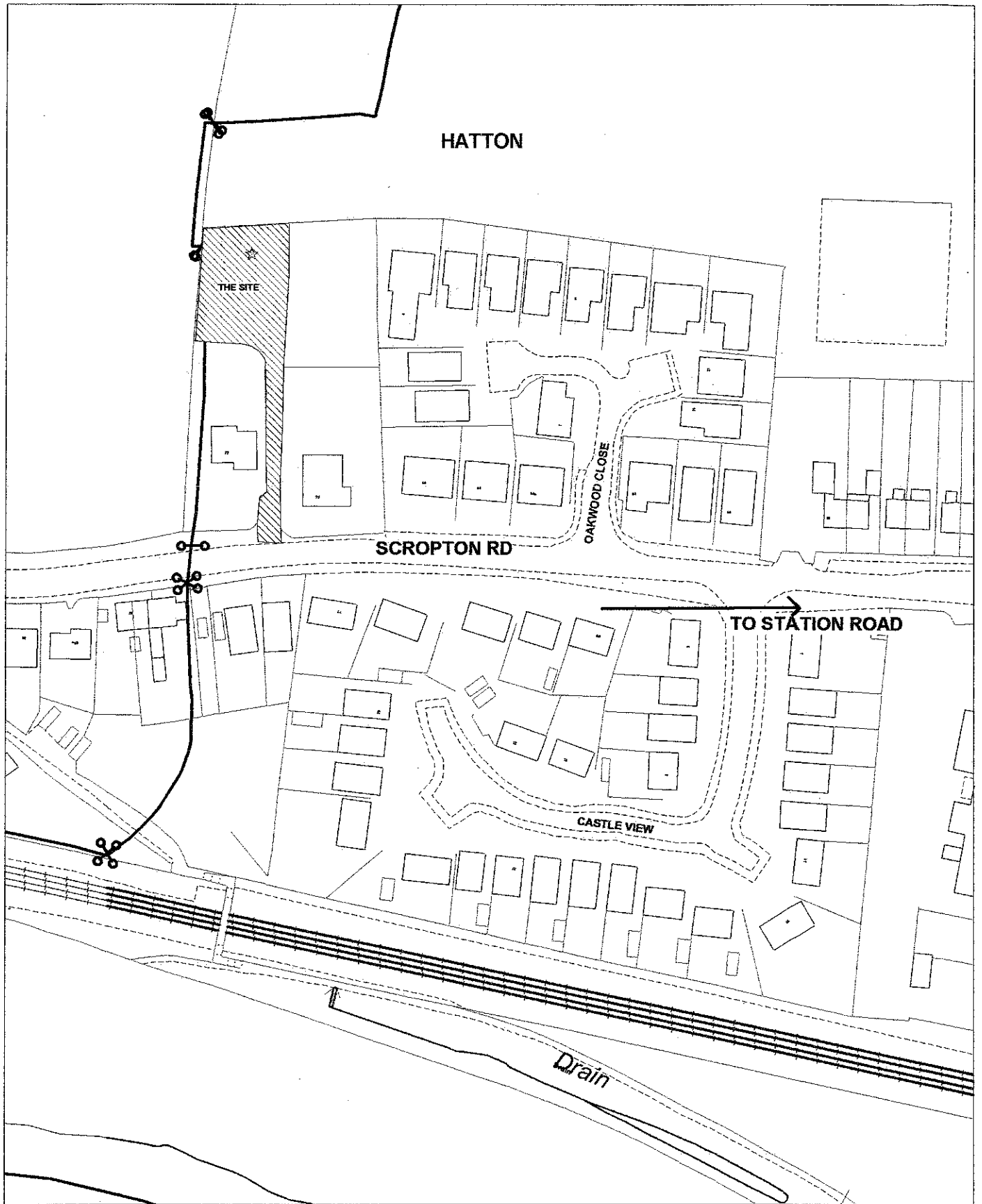
6. No part of the development shall be carried out until precise details, specifications and, where necessary, samples of the facing materials to be used in the construction of the external walls and roof of the building(s) have been submitted to and approved in writing by the Local Planning Authority.


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

7. 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 on the east and north boundaries of the site. 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.

8. Reasonable additional planning requirements of the Environment Agency.



 South Derbyshire District Council Civic Offices Civic Way Swadlincote DE11 0AH	Land rear of 70-72 Scropton Road Hatton	Date Plotted 12/8/2004	NORTH ↑
		Plot centred at 421034 329930	Scale 1:1250
	Crown Copyright. All rights reserved. South Derbyshire District Council	License No LA 079375	