

Erection of 360 dwellings, associated infrastructure and landscaping (reserved matters to outline planning permission ref. 13/00956/OUTM)

**Land North Of Grange Road Hugglescote Coalville
Leicestershire LE67 2BQ**

**Report Item No
A1**

**Application Reference
18/00375/REMM**

Grid Reference (E) 443959

Grid Reference (N) 313000

Date Registered:

30 August 2018

Consultation Expiry:

30 January 2019

8 Week Date:

29 November 2018

Extension of Time:

13 February 2019

Applicant:

Miss Helen Bareford

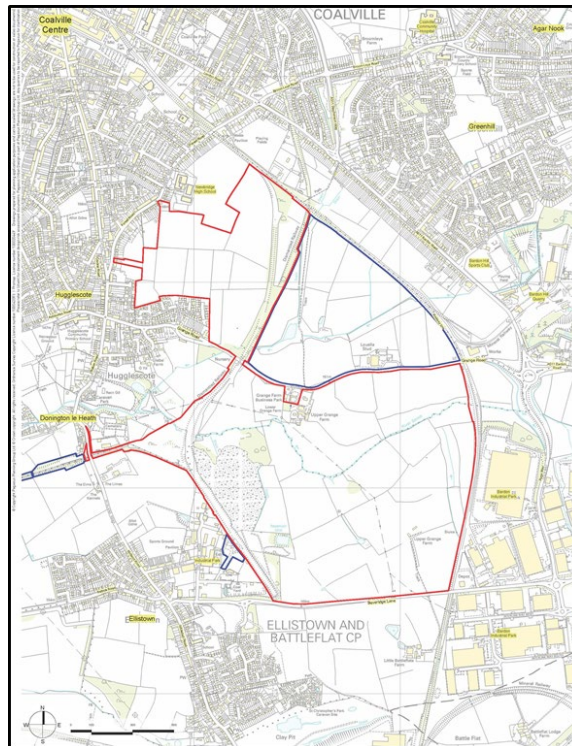
Case Officer:

James Knightley

Recommendation:

PERMIT

Site Location - Plan for indicative purposes only



Reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office
©copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence LA 100019329)

1. Proposals and Background

Executive Summary of Proposals and Recommendation

Call In

The application is referred to the Planning Committee for determination on the basis of the Planning Committee resolution of 2 December 2014 in respect of the outline planning permission.

Proposal

This is a reserved matters application for the erection of 360 dwellings and associated development, forming part of the wider South East Coalville development.

Consultations

Objections have been received from Hugglescote and Donington le Heath Parish Council and neighbouring residents in respect of the proposals. Previously-raised objections from the County Highway Authority are now understood to have been resolved; no objections are raised by any other statutory consultee.

Planning Policy

The application site lies within Limits to Development as defined in the adopted Local Plan and is also identified as a site with planning permission for housing under Policy H1.

Conclusion

The proposed development is considered to represent an appropriate form of development in accordance with the outline planning permission, and would provide for an acceptable standard of design to meet the Local Planning Authority's design objectives.

RECOMMENDATION:-

PERMIT, SUBJECT TO CONDITIONS

Members are advised that the above is a summary of the proposals and key issues contained in the main report below which provides full details of all consultation responses, planning policies and the Officer's assessment, and Members are advised that this summary should be read in conjunction with the detailed report.

MAIN REPORT

1. Proposals and Background

This is a reserved matters application for the erection of 360 dwellings on a site of approximately 18 hectares forming part of the wider South East Coalville development.

The original outline planning permission (ref. 13/00956/OUTM) was determined at the Planning Committee in December 2014, and issued in September 2016 following completion of a Section 106 obligation securing contributions including in respect of affordable housing, travel plans, travel packs, bus passes, children's play / public open space / recreation, biodiversity enhancement, education, civic amenity, libraries and healthcare. An associated Section 278 agreement between the applicants and Leicestershire County Council secured contributions towards off-site highways infrastructure.

All matters were reserved for subsequent approval, and all five reserved matters for the phase to which this application relates (i.e. access, appearance, landscaping, layout and scale) are included for consideration as part of this reserved matters submission. However, the outline planning permission was accompanied by an indicative development framework plan indicating the general location of built development, open space and highway infrastructure within the site, and has subsequently been subject to approved discharge of condition submissions in respect of a site-wide masterplan, Design Code and a vehicular access strategy.

As per the site-wide masterplan, the scheme would provide for areas of public open space, including balancing facilities adjacent to the Grange Road site entrance and to the western side of the site, two children's play areas, and various other areas of incidental public open space / green infrastructure.

As referred to later in this report, a piece of land has also been identified as a potential area for expansion of the Hugglescote Surgery close to the site access.

2. Publicity

13 neighbours notified.

Press Notice published Leicester Mercury 12 September 2018.

Site Notice published 12 September 2018.

3. Summary of Consultations and Representations Received

Hugglescote and Donington le Heath Parish Council objects on the following grounds:

- Proposed children's play provision does not meet the requirements of the District Council's SPD or the Section 106 agreement
- Full landscaping details ought to be submitted
- Bus route is too direct and would encourage rat-running - traffic calming measures should be horizontal, not vertical
- Consideration should be given to providing an access to Newbridge Academy
- More use should be made of alternative road surfacing materials
- Insufficient bungalows or two bed market dwellings
- Pedestrian link should be provided to the safeguarded potential surgery extension site
- A footway should be provided between the site entrance and the existing footway on Grange Road
- Travel Plan should be updated to reflect subsequent changes in public transport services

Leicestershire County Council Lead Local Flood Authority has no objections

Leicestershire County Council Highway Authority final comments awaited

Leicestershire County Council Rights of Way has no objections subject to conditions

Leicestershire Police makes a number of recommendations in respect of reducing the opportunities for crime

National Forest Company has no objections overall, but suggests some minor alterations to the proposed landscaping. The proposed intention to use timber equipment as part of the children's play contributions is welcomed.

Network Rail has no objections subject to conditions

North West Leicestershire District Council Strategic Housing team has no objections

North West Leicestershire District Council Environmental Protection team has no objections subject to conditions

North West Leicestershire District Council Urban Designer has no objections

North West Leicestershire District Council Waste Services Team advises that updated plans will be required to include all necessary bin collection points

Severn Trent Water advises that a sewer modelling study would be required to determine if foul flows could be accommodated within the public foul water sewer

Third Party Representations

Representations have been received from occupiers of 5 properties, making the following comments:

- Not enough two bed dwellings
- Impact from side-on two and three storey dwellings directly to rear of existing dwellings on Hawley Close
- Overlooking
- Loss of property value
- Loss of view
- Insufficient green space / play areas / recreational areas proposed
- Proposed balancing facility would be stagnant water which would attract mosquitos / waterborne insects
- Insufficient infrastructure (including in respect of education, transportation, shops and medical facilities)
- Increased traffic
- Queries whether there would be provision to extend Hugglescote Surgery and its car park
- Neighbours' deeds preclude development to the rear of their property
- Three storey properties should be located adjacent to Newbridge School
- Work has already commenced
- Dust and noise from construction works
- Groundwater issues

4. Relevant Planning Policy

National Policies

National Planning Policy Framework (2019)

The following sections of the National Planning Policy Framework (NPPF) are considered relevant to the determination of this application:

Paragraphs 8, 11 and 12 (Achieving sustainable development)
Paragraphs 47, 54 and 55 (Decision-making)
Paragraphs 106, 109 and 110 (Promoting sustainable transport)
Paragraphs 122 and 123 (Making effective use of land)
Paragraphs 124, 127, 128, 129 and 130 (Achieving well-designed places)
Paragraph 165 (Meeting the challenge of climate change, flooding and coastal change)

Further advice is provided within the MHCLG's Planning Practice Guidance.

Adopted North West Leicestershire Local Plan (2017)

The application site lies within Limits to Development as defined in the adopted Local Plan and is also identified as a site with planning permission for housing under Policy H1 (site H1h). The following adopted Local Plan policies are considered relevant to the determination of this application:

Policy D1 - Design of new development
Policy D2 - Amenity
Policy H6 - House types and mix
Policy IF1 - Development and Infrastructure
Policy IF3 - Open Space, Sport and Recreation Facilities
Policy IF4 - Transport Infrastructure and new development
Policy IF7 - Parking provision and new development

Other Policies

Good design for North West Leicestershire SPD

Leicestershire Highways Design Guide

5. Assessment

Principle of Development

The principle of development on this site for residential purposes was established by the grant of the original outline planning permission in September 2016 and, as a submission for reserved matters approval, the present application essentially seeks agreement of details in respect of the access, appearance, landscaping, layout and scale. Assessment of this application should therefore relate to the implications of the particular scheme proposed under this reserved matters application; issues relating to the principle of the development and associated matters are not relevant to this application.

Other Matters Relating to the Outline Planning Permission

In addition to a range of conditions requiring submission and approval of details in respect of various matters prior to trigger points such as commencement / occupation etc., the outline planning permission also requires certain matters to be included as part of the reserved matters application(s) (either for the site as a whole or the relevant phase). These conditions include

requirements in respect of: provision of a masterplan (Condition 5); a Design Code (Condition 8); a statement setting out how the Design Code has been complied with (Condition 9); details of modelling and buffer works relating to the River Sence (Conditions 11 and 16); a vehicular access strategy (Condition 27); a site-specific Travel Plan for the relevant phase (Condition 31); and details of continuous routes suitable for buses (Conditions 32 and 33). However, whilst these conditions generally require these matters to be submitted with the first reserved matters application for the relevant phase, the consortium has already sought to address the majority of these on a site-wide basis under separate discharge of condition applications, and the submission requirements under Conditions 5, 8, 11, 16 and 27 have, in effect, already been complied with. In terms of the remaining conditions referred to above, the following conclusions are reached:

Condition 9: In accordance with the condition, the application is accompanied by a statement setting out how, in the applicant's view, the scheme meets the requirements of the approved Design Code, and the requirements of the condition are met. Officers' assessment of the scheme's performance against the Code is set out in more detail under Urban Form, Design and Site Layout below.

Condition 31: The application is accompanied by a Travel Plan; further assessment would be necessary under Highway Safety, Transportation and Access Issues below.

Condition 32: The application documents include a copy of the approved vehicular access strategy which contains details intended to demonstrate that the scheme would (when implemented in conjunction with the Wainwright Road Phase 2 scheme to the west, the subject of a resolution to permit subject to Section 106 obligations (ref. 15/00641/FULM)) provide a continuous route suitable for bus use through the respective sites connecting Forest Road with Grange Road. The submitted layout plans also show provision of a bus route connecting the site up to the line of the former mineral railway (and which would then enable connection through to the land to the east of the railway as and when development of the site to the east has progressed. Subject to the confirmation of the County Highway Authority that the road design / geometry would be suitable for use by buses (i.e. if the revised layout is found to be acceptable, as discussed in more detail under Highway Safety, Transportation and Access Issues below), the scheme is considered acceptable in this regard. [NB Condition 33 provides for equivalent requirements in respect of land south of Grange Road, and no submission is therefore required in connection with this parcel.]

Urban Form, Design and Site Layout

The proposed development would provide for a total of 360 dwellings, equating to a gross site density of 19.9 dwellings per hectare (or a net density of 28.4 dwellings per hectare). Paragraph 122 of the NPPF requires development to make efficient use of land; the density of the proposed development would, when having regard to the location of the development and the implications of meeting the District Council's design policies, be considered reasonable in this location.

The scheme is essentially intended as a landscape led development in accordance with the principles set out in the agreed Design Code for the site as a whole. In particular, the principal routes through the site would be tree-lined in accordance with the agreed street typology.

During the course of the application, the scheme has been the subject of extensive discussions between officers (including the District Council's Urban Designer) and the applicant, intended to address a number of concerns raised by the Urban Designer in respect of the originally submitted scheme. In particular, the Urban Designer was concerned that, whilst the general

disposition of development proposed was broadly in accordance in accordance with the site-wide masterplan, other principles of good design (as set out in the Council's Good design for North West Leicestershire SPD) would still be needed to be followed, and including matters such as identifying and responding to the site's opportunities. The Urban Designer was also concerned that, whilst the masterplan (and its street structure) provide a sound basis for legibility, it is nevertheless still necessary for each individual development within the scheme as a whole to provide a scheme with "memorable" elements / features so as to aid legibility within each parcel, and to include appropriate levels of internal connectivity. This is necessary in order to avoid a situation whereby each parcel is, internally, still difficult to navigate (both physically and mentally (i.e. in terms of the role that having more distinctive / recognisable locations within the site help form a mental map of the place)).

Following the various amendments, the Urban Designer confirms that his concerns are now addressed, following the making of what he considers to be significant improvements. He furthermore considers that the scheme is consistent with the masterplan and is Design Code compliant and, as the masterplan and Code have been produced and approved with Building for Life 12 in mind, it can be concluded that the scheme would perform well against Building for Life 12, subject to the imposition of conditions to address more detailed issues (including, for example, treatment of boundaries, landscaping and materials). Whilst details of external materials have been submitted with the amended plans, the view is taken that further consideration of some of the materials proposed (and their disposition within the site having regard to plot prominence etc.) will need to be had so as to ensure that the design quality of the scheme is secured. The Urban Designer also recommends attachment of conditions relating to the treatment of the proposed open space at the northern end of the site, including the implementation of a piece of public art required to aid site legibility, and also conditions designed to ensure that pedestrian links and unadopted drives proposed to maintained by a management company are available (including provision of signage (in the form of blocks in the surface) to clarify those drives' status. Subject to the imposition of the conditions recommended by the Urban Designer, the scheme is therefore considered acceptable in terms of the design, and would comply with the relevant development plan and SPD policies.

In terms of housing mix issues, Local Plan Policy H6 requires a mix of housing types, size and tenure to meet the identified needs of the community. Whilst tenure is in effect addressed by the existing Section 106 obligations securing affordable housing (7.5%) as part of the development, Policy H6 refers to the need to have regard to the most up-to-date Housing and Economic Development Needs Assessment (HEDNA), and sets out the range of dwelling size (in terms of numbers of bedrooms) identified as appropriate in the HEDNA as follows:

<i>Tenure</i>	<i>No. of Bedrooms (% of each tenure type)</i>			
	<i>1</i>	<i>2</i>	<i>3</i>	<i>4+</i>
Market	0-10	30-40	45-55	10-20
Affordable	30-35	35-40	25-30	5-10

The submitted scheme proposes the following (%):

<i>Tenure</i>	<i>No. of Bedrooms</i>			
	<i>1</i>	<i>2</i>	<i>3</i>	<i>4+</i>
Market	-	2	26	72
Affordable	15	48	37	-

On this basis, it is considered that, whilst the proposed affordable housing would appear to accord fairly well with the HEDNA's suggested mix, the market housing would be weighted more towards larger units than as suggested in the HEDNA (although it is acknowledged that Policy H6 indicates that the HEDNA mix is one of a number of criteria to be considered when applying the policy). Policy H6 also requires a proportion of dwellings suitable for occupation by the elderly (including bungalows) and, in response to concerns raised by officers and the ward member, the scheme has been amended such that four bungalows are now proposed to be provided. Whilst, in terms of the proposed market housing mix (i.e. in terms of bedroom numbers etc.), the scheme as proposed would not appear to perform particularly well against the criteria in Policy H6, it is acknowledged that recent Inspectors' decisions elsewhere in respect of housing mix have indicated that reserved matters applications cannot normally be used to secure a specific mix of house types (i.e. as housing mix is not, in itself, a reserved matter).

In terms of affordable housing generally, the Section 106 agreement requires the provision of a minimum of 7.5% affordables; whilst the need to comply with the terms of the Section 106 agreement is not directly relevant to the determination of this reserved matters application (and the precise nature of the proposed affordable contribution within this phase would need to be agreed separately under the provisions of the Section 106 agreement prior to commencement on the phase), it is noted that the proposed total of 27 affordable units would meet this requirement; insofar as the mix of affordable units is concerned in terms of dwelling size and tenure type, this would also need to be resolved under the provisions of the Section 106 agreement. At this stage, however, the District Council's Strategic Housing team raises no significant concerns over the house types indicated as intending to be the affordable contribution shown on the submitted layout.

Under the provisions of the Section 106 obligation entered into at the outline stage, a significant contribution to green infrastructure (including public open space, children's play and National Forest planting) is required to be implemented (within the site as a whole). Insofar as this part of the wider site is concerned, the submitted layout broadly corresponds with the various areas of proposed green infrastructure on the indicative layout submitted at the outline stage and the subsequently approved masterplan, and would be considered to provide a suitable network of open space as part of the development's overall landscape-led approach.

Under the provisions of the Section 106 agreement, the developer for each phase of the wider development is required to agree the details of those areas of public open space etc. under that agreement prior to commencement on the relevant phase. As such, this is essentially a matter relating to discharge of planning obligations rather than the current reserved matters application.

It is noted that the proposed layout would result in the development of a section of one of the areas of public open space identified on the masterplan for housing (in effect, an additional two to three plots). However, the applicant draws attention to other areas of the scheme where additional open space or other green infrastructure is provided over and above that indicated on the masterplan and considers that, overall, the current reserved matters scheme would provide for a small increase in total open space compared with the masterplan. Whilst this calculation is difficult to be precise over given the scale at which an indicative masterplan is produced at, it is accepted that, overall, there would appear to be no material loss of overall green space and, as such, the scheme is acceptable in this regard. It is noted that one of the proposed play areas is in a slightly different position from that originally envisaged in the masterplan (in part due to slight realignment of the principal route proposed in response to neighbour concerns over the original submission); again, this is not considered significant, however, and the overall size of

the proposed play area exceeds that previously indicated on the masterplan.

Highway Safety, Transportation and Access Issues

As set out above, whilst the site is subject to an agreed vehicular access strategy, the details of the proposed means of access are a reserved matter for determination as part of this application. The submitted scheme shows a principal route connecting the site from the Wainwright Road Phase 2 scheme in the west (itself connecting with Forest Road) and Grange Road to the south. A link eastwards (and crossing the former mineral railway) is shown providing a future connection to the site to the east (and which also has outline planning permission for residential development). The vehicular access strategy indicates that this link will be provided up to the wider South East Coalville outline planning permission site boundary (i.e. the eastern side of the former railway) prior to the occupation of 200 dwellings on the part of that wider site the subject of this reserved matters application. In addition, the submitted documents confirm that that part of the former railway to the north of Grange Road would be enhanced as a pedestrian and cycle route in association with this phase of the wider development.

The County Highway Authority had initially raised objections to the application as submitted (primarily in respect of internal layout issues, and compliance with the County Council's standards for adoption of new roads), but has since been engaging with the applicant in order to resolve the issues. At the time of preparing this report, the County Highway Authority's formal response to the amended submissions designed to address the concerns was awaited, and any further comments received will be reported on the Update Sheet. It is however understood from the County Council that the amended submissions are likely to address the remaining concerns.

Insofar as the proposed site access is concerned, a Stage 1 Road Safety Audit and designer's response was required; this is now understood to have been provided to the County Highway Authority under the associated Section 278 agreement procedure, and no further information is understood to be necessary on this issue.

A right of way (Footpath N86) crosses the site, but its route would not appear to be significantly affected (in terms of alignment) in that its existing definitive map line passes through land proposed to form publicly available open space. Whilst the County Council's Rights of Way Officer considers that the route could in fact be affected, no objections are nevertheless raised, subject to conditions. Insofar as the *amenity* value of the right of way is concerned, it is noted that this part of footpath N86 would no longer pass through undeveloped agricultural land, and there would be an element of an adverse impact in this regard. However, it is considered that, by virtue of the provision of a significant increase in the overall extent of car-free routes associated with the proposals, any impacts in terms of the amenity value of the existing footpath would be more than outweighed by these new pedestrian route benefits.

In terms of the submitted Travel Plan relating to this phase of the wider scheme, this sets out a range of measures designed to reduce reliance on single occupancy vehicle trips. This has been assessed by the County Highway Authority, and is considered acceptable. In response to the application, Hugglescote and Donington le Heath Parish Council notes that one of the bus services assessed (Roberts No. 159 service) is to be reviewed in 2019 and may cease operation. Whilst this concern is noted, it is accepted that, as matters currently stand, the service remains operational, and ought to be taken into account within the Travel Plan. Regardless, however, the site has outline planning permission, and the principle of housing on the site is in effect established, and it would not be appropriate to seek to revisit the principle of development even if the existing bus services serving the site were not to be continued. It is also noted that, under the provisions of the Section 278 agreement entered into at the outline

stage, the County has the option to direct contributions from the Coalville Transportation Infrastructure fund towards the Coalville to Leicester bus service.

Residential Amenity

Insofar as this reserved matters application is concerned, it is considered that the principal residential amenity issues would be in respect of the impacts on the future living conditions of residents of both the proposed development and existing nearby properties. In this regard, it is considered that the relationship between the various dwellings (including in terms of scale, siting and positioning of windows etc.) is of particular relevance.

In terms of the impacts on neighbouring occupiers (and the impacts of those neighbouring properties on the occupiers of the proposed new dwellings), it is noted that there are existing dwellings adjacent to the south western parts of the site (Hawley Close), and amended plans were sought during the course of the application in order to seek to address concerns raised by some of the residents of these adjacent properties. Insofar as these dwellings are concerned, it is noted that these are, for the most part, backing onto the development, and in an area of the site where the proposed new dwellings would be facing towards the existing development (with a proposed new lane and pedestrian connection serving the proposed dwellings situated between existing and proposed housing). Where this "front to rear" relationship would be provided, the minimum 20m separation prescribed for the more common back-to-back type relationship as set out in the Good Design for North West Leicestershire SPD would be complied with and would, it is considered, indicate that the relationship shown would be appropriate. One of the existing Hawley Close dwellings would be side-on to the new development (and where a 12m minimum separation distance would normally be required). However, this existing dwelling has a side conservatory extension which, it is considered, would indicate that a greater degree of separation ought to be provided. Whilst the 20m back-to-back distance would not be achieved, having regard to the separation indicated (16m approx.), the intervening lane, and the existing hedgerow along the boundary, the relationship proposed would be reasonable in this case, and no unacceptable loss of amenity would result to the existing property, nor would any unacceptable impacts on the nearest new dwellings arise. In view of the proposed finished floor levels for the units in this area of the site which are comparable to existing neighbours' properties to the west, no additional issues arising from relative levels would be likely.

In terms of other amenity issues, whilst (as set out above), the scheme would include for lanes adjacent to existing properties' curtilages, it is considered that these would be very lightly trafficked (only serving a few dwellings each) and, as such, no adverse impacts in terms of vehicular movements would be considered likely to arise.

Other Matters

It is noted that Network Rail has requested attachment of a number of conditions; where these are matters relevant to a planning condition, however, they already covered by conditions attached to the outline planning permission. Other matters raised by Network Rail are, it is considered, more appropriately addressed by way of a note to applicant.

Whilst Severn Trent Water has advised that a sewer modelling study would be required to determine if foul flows can be accommodated within the public foul water sewer, under the conditions attached to the outline planning permission the applicant would need to demonstrate that an appropriate scheme of drainage were provided prior to commencement of development, and is not directly relevant to this reserved matters application.

A number of comments are made by third parties in respect of the extent of infrastructure

required to accommodate the proposed development; these issues were in effect addressed at the outline stage (and any required enhancements secured under the Section 106 and 278 agreements). Insofar as healthcare was concerned, the Section 106 agreement secures a financial contribution of up to £276,931.20 towards the improvement of healthcare facilities serving the wider South East Coalville site. At the time of the original outline application, NHS England indicated that this would be likely to be directed towards enhancement of existing GP surgeries, and the sum sought was on the basis of the costs associated with providing an additional 7 clinical rooms. Whether or not the contribution (or a portion of it) were to be directed towards the adjacent Hugglescote Surgery and / or other surgeries likely to serve the wider site would be a matter for the West Leicestershire CCG in due course. However, during the course of the current reserved matters application (and in order to address concerns raised by the local ward member and the Parish Council), the scheme has been amended so as to identify a potential area for expansion of the Hugglescote Surgery so as to enable this to take place in the event that such a scheme were proposed in the future. It is considered that an appropriate condition(s) would be necessary to control the safeguarded site's treatment (in effect as a landscaped area) until such time as it were developed (and beyond that, in the event that it were no longer required).

A number of concerns had been raised by the District Council's Waste Services team in respect of availability of access for waste vehicles and the location of bin collection points. In response, the applicant has made a number of amendments in order to seek to address these concerns and, at the time of preparing this report, the further comments of the Waste Services team were awaited. The applicant also confirms that it would be agreeable to indemnifying the Waste Services team in respect of any potential future damage to the unadopted (management company maintained) lanes. Any required indemnification could be secured using an appropriate form of legal agreement (and in accordance with any advice on this matter from the District Council's Legal Services team).

Conclusions

As set out above, the principle of the development has already been established by way of the outline planning permission, and assessment is therefore limited to those issues falling within the reserved matters.

The reserved matters scheme the subject of this application is considered to be acceptable, and previously raised design concerns are considered to have been addressed to an acceptable degree. Subject to the confirmation of the County Highway Authority that the matters it has raised in terms of the detailed site layout have been addressed, therefore, it is recommended that reserved matters approval be granted.

RECOMMENDATION- PERMIT, subject to no contrary representations raising new issues being received by 15 March 2019, and subject to the following condition(s):

- 1 Compliance with outline planning permission
- 2 Approved plans
- 3 Landscaping (including future maintenance and management)
- 4 Hard surfacing
- 5 Materials

- 6 Boundary treatment (including means of construction of any stone walls)
- 7 Tree Protection
- 8 Levels
- 9 Pedestrian and cycle connections (including any works to public rights of way and other routes (e.g. former mineral railway))
- 10 Car parking
- 11 External lighting
- 12 Windows, doors, rainwater goods, utility boxes, chimneys, eaves and verges
- 13 Windows to car parking areas
- 14 Bin / recycling storage and collection points
- 15 Street name plates
- 16 Retaining walls / structures
- 17 Substations / pumping stations etc.
- 18 Compliance with details approved pursuant to outline planning permission conditions (and forming part of the reserved matters submission)
- 19 Strategy for treatment of safeguarded land
- 20 Provision of vehicular connection to land to the east
- 21 Strategy for provision (and future stopping up) of turning head adjacent to the western site boundary
- 22 Provision of public art and semi-mature trees to northern public open space
- 23 Provision of signage in respect of unadopted roads / drives intended for public use

Plus any other conditions as recommended by the County Highway Authority