

Suggested Conditions

1. Approval of the following details shall be obtained from the Local Planning Authority before any part of the development is commenced:
 - a. the layout of the building(s)
 - b. the scale of the building(s)
 - c. the appearance of the building(s)
 - d. the means of access to the site and building(s)
 - e. the landscaping of the site.

Reason: To comply with the provisions of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012.

2. Plans and particulars of the reserved matters referred to in condition 1 (above) shall be submitted in writing to the Local Planning Authority before the expiry of three years from the date of this permission. The development shall only be carried out strict conformity with such details as are approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

3. The development hereby approved shall be commenced before the expiry of five years from the date of this permission or before the expiry of two years from the date of approval of the last of the reserved matters required to be approved, whichever is the latter.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

4. The approved plans to which this permission relates are:-

HI 05/003 Rev B

HI 05/005 Rev A

Reason: To comply with Section 91(3) of the Town and Country Planning Act 1990.

5. No part of the development shall commence until a detailed Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority.

No development or other operations shall take place except in strict accordance with Method Statement as is approved. The Method Statement shall include the following:

- 1) A specification for tree protection fencing and ground protection measures that comply with British Standard 5837:2005;
- 2) A Tree Protection Plan showing the location of the trees to be removed and retained with their crown spreads, Root Protection Areas, Construction Exclusion Zones, and location of protective fencing and ground protection measures accurately plotted;
- 3) A full specification for any access, driveway, path, underground services or wall foundations within retained tree Root Protection Areas or Construction Exclusion Zone, including any related sections and method for avoiding damage to retained trees;

4) Details of general arboricultural matters including proposed practices with regards to cement mixing, material storage and fires;
5) Details of the frequency of supervisory visits and procedures for notifying the findings of such visits to the Local Planning Authority;
6) Method for protecting retained trees during demolition works;
7) Details of all proposed tree works, including felling and pruning.
Reason: To ensure the work is carried out to accepted arboricultural practices for the long term well-being of the tree(s).

6. No part of the development shall commence until full details for the arboricultural supervision of tree protection measures and any ground works within retained tree(s) Root Protection Areas, as specified by BS5837:2012 or as shown on a Tree Protection Plan have been submitted to and approved in writing by the Local Planning Authority. The supervisory works shall be carried out in strict accordance with the details as approved.
Reason: To ensure the work is carried out to accepted arboricultural practices for the long term well-being of the tree(s).

7. The existing trees, shrubs and hedges shown on drawing no. TPG/TCP/OL/06/18/01 contained with the submitted Tree Report, shown for permanent retention, shall not be cut down, grubbed out, lopped or uprooted. Any trees, shrubs or hedges removed or being severely damaged or becoming diseased shall be replaced with trees, shrubs or hedging plants of the equivalent size and species.
Reason: To ensure the amenity afforded by the trees is continued into the future.

8. No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall provide for the disposal of foul, surface and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.
Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

9. The development shall be carried out in strict accordance with the findings and recommendations contained within the Ecology Assessment Version 2 as carried out by Susan Worsfold and dated 03rd October 2018 approved as part of this application. The mitigation and compensation measures hereby approved shall be fully implemented prior to first use of the development.
Reason: In order to protect wildlife interests, which are afforded special protection.

10. No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been

submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety

11. Prior to first occupation of the development hereby approved, the vehicular access shall provide visibility splays of 2.4m x 25m in both directions measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1m in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

Reason: To ensure that adequate visibility is provided at the proposed point of access to the highway.

12. The vehicular access hereby approved shall be a minimum width of 4.8m for a minimum distance of 5m behind the adjoining highway.

Reason: To allow the simultaneous passing of two vehicles in the interest of highway safety.