



**SOUTH  
KESTEVEN  
DISTRICT  
COUNCIL**

## Planning Committee

20 January 2022



### S21/1210

Proposal:	Reserved matters application for access, appearance, layout and scale details relating to outline permission S18/0452 (Residential Development)
Location:	Ferndale House Swinstead Road Corby Glen NG33 4NU
Applicant:	Nottingham Community Housing Association and Modus Partnership
Agent:	RG+P Ltd.
Application Type:	Major Residential
Reason for Referral to Committee:	Major application
Key Issues:	Impact on Character of Area Impact on Residential Amenity Highways Drainage
Technical Documents:	Site Location Plan Proposed Plans

#### Report Author

Ellie Sillah (Senior Planning Officer)



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**Corporate Priority:**

**Growth**

**Decision type:**

**Regulatory**

**Wards:**

**Castle**

**Reviewed by:**

Chris Brown (Principal Planning Officer)

10 January 2022

#### Recommendation (s) to the decision maker (s)

To authorise the Assistant Director of Planning to GRANT planning permission, subject to conditions outlined in the report.

## **1 Description of Site**

- 1.1** The application site lies to the west of Swinstead Road within the village of Corby Glen. Ferndale Close bounds the site to the north, with open countryside to the west. To the south is The Ron Dawson Memorial Hall and playing fields, with open countryside beyond. To the south of the proposed access road and to the east of the main part of the site is a large, detached bungalow (with accommodation in the roof), The Paddocks.
- 1.2** On the opposite side of Swinstead Road (to the east) is a site allocated for residential development, identified in Policy H1 of the Local Plan as LV-H5, for approximately 250 dwellings.

## **2 Description of Proposal**

- 2.1** The application follows outline permission S18/0452 and seeks approval for reserved matters including details of access, appearance, layout and scale.
- 2.2** The proposal is for 25no. dwellings in total comprising the following mix:
- 2no. 1 bed bungalows
  - 2no. 2 bed bungalows
  - 8no. 2 bed dwellings
  - 12no. 3 bed dwellings
  - 1no. 4 bed dwelling
- 2.3** The majority would be semi-detached. 5no. of the dwellings would be detached. 100% of the development is proposed as affordable housing.
- 2.4** The proposed layout of the scheme includes access from Swinstead Road to the north side of a recently built large bungalow, The Paddocks, and to the south of Ferndale House. The road branches off in two directions within the site continuing towards the north west, and one road turning to the south. The dwellings are positioned fairly evenly spaced along the roads, with a large open green area and attenuation pond to the south west part of the site.
- 2.5** The layout has undergone revisions following a Design PAD meeting. The main changes are summarised below:
- Buildings re-designed into 4 separate character areas created via material and tile colour changes (Buff brick / Red tiles, Stone wall/ grey tiles, Red brick / Red tiles and Buff brick / Grey tiles), window and porch style changes, including creation central enhanced red brick dwellings behind estate railings (5-7, 16-17) (See below plan)
  - Plot 16 changed to dual aspect on the important corner in the centre of the site
  - Plots 12-15 revised to face POS with plot 12 being dual aspect
  - Boundary treatments revised including a low stone wall added to site entrance, existing hedge retained as much as possible on road frontage, estate railings added to central area with proposed new hedging to front gardens
  - Omitted proposed trees from end of main road to have view out into countryside
  - The updated swale design following detail drainage design.
  - Additional fence added to rear of The Paddock on the title boundary

- Footpath shown to link across farm track to adjacent playing fields



**KEY**

- Buff brick external walls, red roof tiles
- Fortecrete external walls, grey roof tiles
- Red brick external walls, red roof tiles
- Buff brick external walls, grey roof tiles

### 3 Relevant History

- 3.1 S18/0452 – Residential Development (Outline permission, approved by committee on 21.08.2018 and decision issued 05.03.2019 with Section 106 agreement)

### 4 Policy Considerations

- 4.1 SKDC Local Plan 2011 – 2036
- Policy SD1: The Principles of Sustainable Development in South Kesteven
  - Policy H2: Affordable Housing
  - Policy H4: Meeting All Housing Needs
  - Policy DE1: Promoting Good Quality Design
  - Policy ID2: Transport and Strategic Transport Infrastructure

- Policy OS1: Open Space
- EN5: Water Environment and Flood Risk Management

**4.2** National Planning Policy Framework (NPPF)  
Section 9 - Promoting sustainable transport  
Section 12 - Achieving well-designed places

## **5 Representations Received**

### **5.1 Parish Council Comments:**

**5.1.1** Corby Glen Parish Council requires that all roads, including the apparently 'private' road in front of the bungalows, should be adopted by LCC / SKDC before any building work commences.

### **5.2 LCC Highways/SuDS Comments:**

**5.2.1** Notice is hereby given that the County Council as Local Highway and Lead Local Flood Authority:

Requests that any permission given by the Local Planning Authority shall include the conditions below.

#### CONDITIONS (INCLUDING REASONS)

**5.2.2** Notwithstanding the details as shown on drawing numbers: FW2060-D-400-01, 02 and FW2060-E-500-01, 02 the proposed drainage strategy shall incorporate a SuDS drainage design for the disposal of surface water run-off from the proposed development site including the provision of a detailed drainage strategy report with geotechnical interpretive reports (infiltration assessments, ground water tables, hydraulic calculations).

#### **5.2.3** Highway Condition 33

The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority.

The scheme shall:

- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide attenuation details and discharge rates which shall be restricted to 1.4 litres per second;
- provide details of the timetable for and any phasing of implementation for the drainage scheme;

and

- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No dwelling shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

#### **5.2.4 Highway Condition 00**

No development shall take place until a Construction Management Plan and Method Statement has been submitted to and approved in writing by the Local Planning Authority which shall indicate measures to mitigate against traffic generation and drainage of the site during the construction stage of the proposed development.

The Construction Management Plan and Method Statement shall include;

- phasing of the development to include access construction;
- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- wheel washing facilities;
- the routes of construction traffic to and from the site including any off site routes for the
- disposal of excavated material and;
- strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (permanent or temporary) connect to an outfall (temporary or permanent) during construction.

The Construction Management Plan and Method Statement shall be strictly adhered to throughout the construction period.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction and to ensure that suitable traffic routes are agreed.

#### **5.2.5 Highway Condition 26**

Before any dwelling is occupied, all of that part of the estate road and associated footways that forms the junction with the main road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

In the interests of safety, to avoid the creation of pedestrian trip hazards within the public highway from surfacing materials, manholes and gullies that may otherwise remain for an extended period at dissimilar, interim construction levels.

#### **5.2.6 Highway Condition 29**

The permitted development shall be undertaken in accordance with an Estate Road Phasing and Completion Plan, which shall first be approved in writing by the Local Planning Authority. The Plan shall set out how the construction of the development will be phased and standards to which the estate roads on each phase will be completed during the construction period of the development.

To ensure that a safe and suitable standard of vehicular and pedestrian access is provided for residents throughout the construction period of the development.

#### **5.2.7 Highway Condition 20**

The development hereby permitted shall not be occupied before the provision of two sets of pedestrian crossing points have been provided on Swinstead Road as shown on drawing number:

FW2060-D-501-02, to connect the development to the existing footway network, has been provided in accordance with details that shall first have been submitted to, and approved in writing by, the Local Planning Authority. The works shall also include appropriate arrangements for the management of surface water run-off from the highway.

To ensure the provision of safe and adequate pedestrian access to the permitted development, without increasing flood risk to the highway and adjacent land and property.

### **5.3 Environmental Protection Comments:**

**5.3.1** Reference your memorandum dated 23<sup>rd</sup> June 2021; Environmental Protection has reviewed the documents in respect of the above application. There are no comments relating to the above S21/1210 application (access, appearance, layout and scale). The applicant/developer should implement the recommendations/conclusions of the geo-environmental assessment recorded in the S18/0452 planning application for the development and detailed in the planning decision notice.

### **5.4 Representations as a result of Publicity**

**5.4.1** One comment in support of the proposal has been received due to the 'nice variety' of properties.

**5.4.2** 10 letters of objection have been received. These are summarised below:

- Drainage concerns – would want to see a more detailed drainage strategy
- Concern that the development will cause flooding for surrounding dwellings/gardens
- What is the purpose of the pumping station? Where is its outlet?
- Swinstead Road is not wide enough for a footpath on east side – road is already too narrow and dangerous

- Concern that the proposed crossings will not be suitable for the busy road and would not be a safe alternative – road should be widened to allow footpaths on both sides
- Increase in traffic from development and cumulatively from nearby large developments
- Road has high volume of traffic and HGVs as existing
- Development would cause overlooking and privacy issues for The Paddocks, Ferndale Close and Ferndale House
- Development bears no resemblance to outline permission
- Ownership of 'common' grass area should be clear and responsibility of maintenance should be determined upfront
- Concerns raised over the publicity/consultation procedure
- Large scale development – too many houses for size of site
- Layout could be re-arranged to retain views of countryside for properties on Ferndale Close
- Footprint of bungalows is cramped and should be increased
- Noise pollution from access running parallel to The Paddocks
- Contradicts Local Plan – site was not allocated for residential development
- Development would be visually intrusive and out of keeping with character of area

**5.4.3** The above comments are addressed within the evaluation section of this report.

## **6 Evaluation**

### **6.1 Principle of Development**

**6.1.1** The principle of development has been established through outline permission S18/0452 'Residential development (outline with all matters reserved)' which remains extant. The acceptability of the reserved matters is subject to site specific impacts as discussed below.

### **6.2 Impact on the Character and Appearance of the Area**

**6.2.1** Policy DE1 of the adopted Local Plan sets out the expectations for new development. In terms of visual impact, development should make a positive contribution to the local distinctiveness, vernacular and character of the area. Proposals should reinforce local identity and not have an adverse impact on the street scene, settlement pattern, and character of the surrounding area. Proposals should be of an appropriate scale, density, massing, height and material, given the context of the area.

**6.2.2** Paragraph 130 of the NPPF requires development to function well and add to the overall quality of the area; to be visually attractive; and to be sympathetic to local character and history, including the surrounding built environment.

**6.2.3** The designs of the dwellings vary in scale and materials including stone, red brick, buff brick, grey and red roof tiles. The dwellings face the highway, creating active frontages and all have off two off street parking spaces to the side.

**6.2.4** The dwellings would be constructed on a greenfield site, therefore this would alter the existing character and entrance to the village. The majority of the dwellings are located within the site, to the west of The Paddocks (which fronts Swinstead Road) therefore would not be overly prominent on the approach to the village. The built form would not go beyond the west of the existing dwellings to Ferndale Close, therefore would not encroach upon the open countryside to the west. The site would retain its open, rural character through the incorporation of an area of open space (approx. 5000 sq. m) to the south west section, which would include swales, an attenuation pond and trees. A mix of boundary treatments would be used including brick walls, hedgerow, and timber fencing. Street trees would be incorporated along the entrance road and 900mm high curved walls would be constructed either side of the entrance road, in Forticrete stone with a red brick base and stone coping, adding interest and character to the development. A pumping station would be located to the southern part of the site, enclosed by safety fencing and screened with hedgerow.

**6.2.5** Overall, the proposed scheme is considered to be in keeping with the character of the village and is not considered harmful in terms of visual amenity and with amendments made to the scheme during the consideration of the application.

### **6.3 Impact on Residential Amenity**

**6.3.1** Policy DE1 requires new development to not have any adverse impacts on residential amenity for neighbouring occupants in terms of a loss of light, light pollution, loss of privacy, or noise. Proposals should include sufficient private amenity space, suitable to the development proposed.

**6.3.2** Paragraph 130 of the NPPF requires development to ensure a high standard of amenity for existing and future users.

**6.3.3** The dwellings in closest proximity to the development include those on Ferndale Close to the north, and The Paddocks to the south of the access road.

**6.3.4** Plots 8 -11 are bungalows and are sited to the north west part of the site. The minimum distance to the dwellings on Ferndale Close is 22m. The minimum distance from Plots 7 and 8 (two storey dwellings) to any dwellings on Ferndale Close is 37m. Considering the separation distances, positioning of the dwellings, and intervening boundary treatments, plus the low height of the bungalows, I do not consider that the proposal would result in any unacceptable impacts on residential amenity for the occupant of Ferndale Close in terms of loss of light, loss of privacy, overbearing impact or noise disturbance.

**6.3.5** The dwelling in closest proximity to the Paddocks would be Plot 25, a minimum of 11m away. There are no first floor windows to the side elevations of Plots 22 or 25 (both facing the rear boundary of The Paddocks). The windows to the rear elevations would not result in any direct views to habitable rooms and the separation distances are considered sufficient that there would not be a loss of privacy. Further, a boundary fence is proposed along the east boundary.

**6.3.6** With the above in mind, the impact on residential amenity for neighbouring occupants is considered acceptable.



- 6.3.7** The spacing between the proposed dwellings on site is considered acceptable in terms of amenity for future occupiers of the development.
- 6.3.8** Objections relating to the proposal obstructing views into the countryside have been noted, but in any case, are not material planning considerations. The separation distances and proposed layout are such that the views from Ferndale Close would be altered but not completely obstructed.
- 6.3.9** Noise has been raised as a concern due to the proximity of the access road into the site to The Paddocks. Considering the relatively low number of vehicular movements the development would generate, I do not consider that the noise levels would be significantly increased for nearby occupants, especially when considering the location adjacent to Swinstead Road which has much higher levels of traffic than the proposed access road would. There is also potential for noise to be generated from the pumping station to the south of the site. However, given the separation distance from the closest dwelling, I do not consider it would have an unacceptable impact on amenity for future occupiers and no objections have been received from the Council's Environmental Protection Team.

## **6.4 Highway issues**

- 6.4.1** Policy ID2 of the Local Plan requires all new development to apply principles to reduce the need for travel, maximise the use of sustainable transport modes, and ensure there would be no severe impact on the safety and movement of traffic on the highway network.
- 6.4.2** Paragraph 111 of the NPPF directs that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 6.4.3** LCC Highways have no objections to the proposed access or the road layout within the site which includes highway to be adopted plus three private drives (serving plots 10-15 and 20-23). Conditions have been recommended that can be attached to the permission if approved. These are noted within the consultee comments section of the report.
- 6.4.4** The outline permission included a condition that required the provision of a footpath along the west side of Swinstead Road to the Memorial Hall. Concerns have been raised by local residents regarding the existing width of the road, stating it is not wide enough and it is dangerous to walk along. The installation of a footpath would further narrow the road. The narrow width of the road (4.9m in parts) is an extant issue and is not one that would be exacerbated by the proposal.
- 6.4.5** Rather than implementing the footpath, it has been suggested by LCC Highways that a series of crossings should be put in to safely access the existing footpath on the opposite side of the road. This would prevent the footpath from causing the width of the road to become even narrower and would provide safe access for pedestrians walking from the development or the village, to the Memorial Hall. Although the condition itself would not be met, the crossings would satisfy the reason for the condition and can be secured by a condition attached to this permission if approved. The comments suggesting widening the road have been noted, however given the scale of the proposal, it would not be reasonable to require such works. Further, the land required for the widening of the road is not within the ownership of the applicant.

**6.4.6** In addition to the crossings, a pedestrian access gate has been included on the proposed plan from the south boundary of the site, across the track to the playing field as an alternative pedestrian route. The intention would be to install a gate opposite to the playing field. The track that runs between the site and the playing field is not owned by the developer. As such the use/creation of this access would be dependent on a separate agreement between the owner and developer. This additional route would provide a safe alternative route to the memorial hall/playing field for occupants of the site, however it should be noted that the acceptability of the proposal does not rely on this access being implemented. Further, due to the track not being within the ownership of the developer, it would not be reasonable to condition that this access is implemented as there is no guarantee that an agreement would be reached.

## **6.5 Drainage**

**6.5.1** Policy EN5 of the Local Plan states that all development must avoid increasing flood risk elsewhere. Runoff from the site post development must not exceed pre-development rates for all storm events up to and including the 1% Annual Exceedance Probability (AEP)\* storm event with an allowance for climate change. The appropriate climate change allowances should be defined using relevant Environment Agency guidance.

**6.5.2** Surface water should be managed effectively on site through the use of Sustainable Drainage Systems (SuDs) unless it is demonstrated to be technically unfeasible. All planning applications should be accompanied by a statement of how surface water is to be managed and in particular where it is to be discharged. Surface water connections to the public sewage network should only be made in exceptional circumstances. On-site attenuation and infiltration will be required as part of any new development wherever possible. Opportunities must be sought to achieve multiple benefits, for example through green infrastructure provision and biodiversity enhancements in addition to their drainage function. The long-term maintenance of structures such as swales and balancing ponds must be agreed in principle prior to permission being granted. Development proposals should demonstrate that water is available to serve the development and adequate foul water treatment and disposal already exists or can be provided in time to serve the development. Foul and surface water flows should be separated where possible.

**6.5.3** A drainage strategy has been submitted with the application, however the Lead Local Flood Authority has commented:

**6.5.4** 'Notwithstanding the details as shown on drawing numbers: FW2060-D-400-01, 02 and FW2060-E-500-01, 02 the proposed drainage strategy shall incorporate a SuDS drainage design for the disposal of surface water run-off from the proposed development site including the provision of a detailed drainage strategy report with geotechnical interpretive reports (infiltration assessments, ground water tables, hydraulic calculations).'

**6.5.5** The following conditions (as required by LCC) can be attached to the permission if approved:

**6.5.6** Highway Condition 33

The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority.

The scheme shall:

- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide attenuation details and discharge rates which shall be restricted to 1.4 litres per second;
- provide details of the timetable for and any phasing of implementation for the drainage scheme;

and

- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No dwelling shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

**6.5.7** Foul water drainage is proposed to be connected to the mains sewer at Swinstead Road. The proposed pumping station to the south of the site is required due to the topography of the site, in order to pump the foul water towards Swinstead Road. It has been confirmed in an email from the agent that the pumping station is to be adopted by Anglian Water under a Section 104 agreement.

**6.5.8** To summarise, it is considered that a suitable drainage strategy can be achieved on the site for both surface water and foul water disposal and therefore it can be dealt with by condition. This has been confirmed by the Lead Local Flood Authority in an email dated 10.01.22.

## **6.6 Affordable Housing and Need**

**6.6.1** The scheme is proposed as 100% affordable. Policy H2 requires schemes to provide a minimum of 30% affordable dwellings. There is no requirement to demonstrate a specific need to provide above the required percentage. There is a district wide need for affordable

housing of which this proposal would contribute to. In terms of local need, the dwellings would be allocated based on a set of criteria, prioritising local people with a connection to the area first and foremost.

- 6.6.2** Policy H4 (Meeting All Housing Needs) requires all major proposals for residential development to provide appropriate type and sized dwellings to meet the needs of current and future households in the District. The scheme provides a variety of house types and sizes including small bungalows.
- 6.6.3** Comments have been received stating the size of the bungalows are unacceptable. The local plan does not set any specific space standards for new dwellings, however the nationally described space standards recommend a minimum of 50sq m for a single storey dwelling for 2 people and 39 sq. m internal floorspace for 1 person. The proposed 2 bed bungalows would have 57 sq. m internal floorspace and the 1 beds would have 45 sq. m. It is acknowledged that the 1 beds are slightly smaller than the nationally described space standards if they were to be occupied by 2 people, however they are slightly larger than recommended for 1 person. As such the scale of the bungalows is considered acceptable.

## **6.7 Other Matters**

- 6.7.1** Concerns have been raised that the proposal would de-value surrounding properties. This is not a material consideration therefore carries little weight, and it would not be reasonable to refuse the application on this basis.

## **7 Crime and Disorder**

- 7.1** It is considered that the proposal would not result in any significant crime and disorder implications.

## **8 Human Rights Implications**

- 8.1** Articles 6 (Rights to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation. It is considered that no relevant Article of that act will be breached.

## **9 Conclusion**

- 9.1** To summarise, the proposal is considered to be in accordance with the relevant Local Plan Policies and the NPPF. I therefore recommend that planning permission should be granted, subject to conditions as listed below.

**RECOMMENDATION: To authorise the Assistant Director of Planning to GRANT planning permission, subject to conditions outlined in the report.**

## **PLANNING CONDITIONS**

### **Approved Plans**

- 1 The development hereby permitted shall be carried out in accordance with the following list of approved plans:

100-527AR/005Q Site layout  
100-527AR/007D Plots 8 and 9  
100-527AR/008D Plots 10 and 11  
100-527AR/009D Plots 12 and 13  
100-527AR/010D Plot 3  
100-527AR/011D Plots 18-19, 20-21, 22-23  
100-527AR/012D Plot 5  
100-527AR/013D Handed Plots 2 and 4  
100-527AR/015E Street Scenes  
100-527AR/014D Plot 1  
100-527AR/017F Boundary Treatments  
100-527AR/018B External Materials  
100-527AR/019C Site Section  
100-527AR/020A Plots 24 and 25  
100-527AR/021B Materials Distribution Plan  
100-527AR/022 Plots 6 and 7  
100-527AR 023A Bin Collection Strategy  
100-527AR/026 Plots 14 and 15  
100-527AR/027 Plots 16 and 17  
21.1605.001 Rev A Landscaping 1 of 4  
21.1605.002 Rev A Landscaping 2 of 4  
21.1605.003 Rev A Landscaping & Tree Protection 3 of 4  
21.1605.004 Rev A Landscaping 4 of 4

Unless otherwise required by another condition of this permission.

Reason: To define the permission and for the avoidance of doubt.

### **Before the Development is Commenced**

- 2 Prior to commencement, a drainage strategy shall have been submitted to and approved in writing by the local planning authority. Notwithstanding the details as shown on drawing numbers: FW2060-D-400-01, 02 and FW2060-E-500-01, 02 the proposed drainage strategy shall incorporate a SuDS drainage design for the disposal of surface water run-off from the proposed development site including the provision of a detailed drainage strategy report with geotechnical interpretive reports (infiltration assessments, ground water tables, hydraulic calculations). The scheme shall:

- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide attenuation details and discharge rates which shall be restricted to 1.4 litres per second;
- provide details of the timetable for and any phasing of implementation for the drainage scheme;

and

- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No dwelling shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

The permitted development shall be undertaken in accordance with the approved surface water drainage scheme.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development, in accordance with Policy EN5 of the SKDC Local Plan 2020.

- 3 No development shall take place until a Construction Management Plan and Method Statement has been submitted to and approved in writing by the Local Planning Authority which shall indicate measures to mitigate against traffic generation and drainage of the site during the construction stage of the proposed development.

The Construction Management Plan and Method Statement shall include;

- phasing of the development to include access construction;
- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- wheel washing facilities;
- the routes of construction traffic to and from the site including any off site routes for the disposal of excavated material and;
- strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (permanent or temporary) connect to an outfall (temporary or permanent) during construction.

The Construction Management Plan and Method Statement shall be strictly adhered to throughout the construction period.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction and to ensure that suitable traffic routes are agreed.

- 4 The permitted development shall be undertaken in accordance with an Estate Road Phasing and Completion Plan, which shall first be submitted to and approved in writing by the Local Planning Authority prior to any development above ground level. The Plan shall set out how the construction of the development will be phased and standards to which the estate roads on each phase will be completed during the construction period of the development.

Reason: To ensure that a safe and suitable standard of vehicular and pedestrian access is provided for residents throughout the construction period of the development.

## **Before the Development is Occupied**

- 5 Before any dwelling is occupied, all of that part of the estate road and associated footways that forms the junction with the main road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of safety, to avoid the creation of pedestrian trip hazards within the public highway from surfacing materials, manholes and gullies that may otherwise remain for an extended period at dissimilar, interim construction levels.

- 6 The development hereby permitted shall not be occupied before the provision of two sets of pedestrian crossing points have been provided on Swinstead Road as indicated on drawing number '100-527AR/005Q' to connect the development to the existing footway network, has been provided in accordance with details that shall first have been submitted to, and approved in writing by, the Local Planning Authority. The works shall also include appropriate arrangements for the management of surface water run-off from the highway.

Reason: To ensure the provision of safe and adequate pedestrian access to the permitted development, without increasing flood risk to the highway and adjacent land and property.

- 7 Before any part of the development hereby permitted is occupied/brought into use, all hard landscape works shall have been carried out in accordance with the approved hard landscaping details.

Reason: Hard landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

- 8 Before the end of the first planting/seeding season following the occupation/first use of any part of the development hereby permitted, all soft landscape works shall have been carried out in accordance with the approved soft landscaping details.

Reason: Soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

- 9 Before any part of the development hereby permitted is occupied/brought into use, a landscape management plan shall have been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- i. long term design objectives,
- ii. management responsibilities and
- iii. maintenance schedules for all landscape areas, other than privately owned, domestic gardens.

Reason: Hard and soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

## **Standard Note(s) to Applicant:**

- 1 In reaching the decision the Council has worked with the applicant in a positive and proactive manner by determining the application without undue delay. As such it is considered that the decision is in accordance with paras 38 of the National Planning Policy Framework.

- 2 The highway improvement works referred to in the above conditions are required to be carried out by means of a legal agreement between the landowner and the County Council, as the Local Highway Authority.
- 3 All roads within the development hereby permitted must be constructed to a satisfactory engineering standard. Those roads that are to be put forward for adoption as public highways must be constructed in accordance with the Lincolnshire County Council Development Road Specification that is current at the time of construction and the developer will be required to enter into a legal agreement with the Highway Authority under Section 38 of the Highways Act 1980.

Those roads that are not to be voluntarily put forward for adoption as public highways, may be subject to action by the Highway Authority under Section 219 (the Advance Payments code) of the Highways Act 1980. For guidance please refer to <https://www.lincolnshire.gov.uk>

- 4 The existing ground level of the site must not be raised above the ground level of any surrounding land without further consultation with the Lead Local Flood Authority and Local Planning Authority, to consider suitable mitigation measures to ensure that surface water flood risk is not created or increased to land adjacent to the permitted development.



# Proposed Site Plan



**DEVELOPABLE AREA SCHEDULE 100-S27**

Indicated Area, Color, Area, Allocation

Category	Area (m²)	Allocation
Buildings	1,200.00	100%
Open Space	5,091.10	100%
Other	1,000.00	100%
<b>TOTAL</b>	<b>7,291.10</b>	<b>100%</b>

Walls and railings refer to boundary plan  
 Existing trees to be removed  
 Existing retained trees  
 Proposed trees/landscaping refer to landscape plan  
 Enhanced Beivation  
 Swale

0 10 20 30 40 50m  
 N

# Proposed Street Scenes

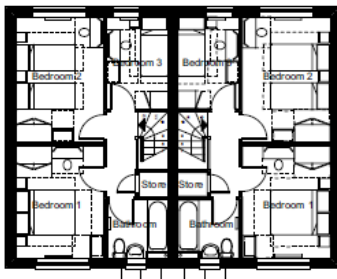


Street Scene AA

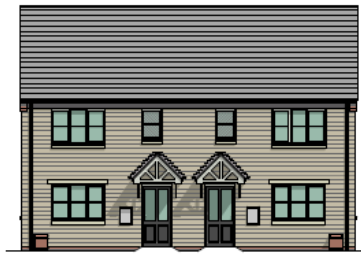


Street Scene BB

# Elevations and Plans (Example Plots 24-25)



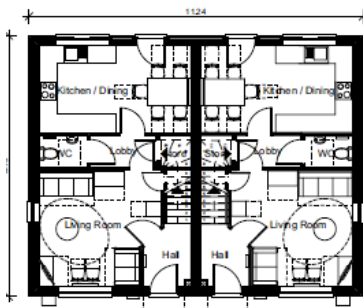
First Floor Plan



Front Elevation



Side Elevation



Ground Floor Plan  
82m<sup>2</sup>



Rear Elevation



Side Elevation