



SOUTH  
KESTEVEN  
DISTRICT  
COUNCIL

## Planning Committee

2 March 2023



## S22/1567

Proposal: Erection of four detached bungalows  
Location: Land at 255 Harrowby Lane, Grantham, Lincolnshire, NG31 9TT  
Applicant: Mr J Priestley - Langstaff Property Developments UK Limited  
Agent: Mr John Dickie - John Dickie Associates  
Application Type: Full Planning Permission  
Reason for Referral to Committee: Site is within close proximity to Cllr  
Key Issues: Impact on the character and appearance of the area  
Impact on neighbouring residential amenities

Technical Documents: Drainage Plan received 4 August 2022  
Ecology Appraisal by Allied Ecology dated October 2022

### Report Author

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**Corporate Priority:**

**Growth**

**Decision type:**

**Regulatory**

**Wards:**

**Belmont**

**Reviewed by:**

Ellie Sillah, Principal Planning Officer

20 February 2023

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

To authorise the Assistant Director of Planning to GRANT planning permission, subject to conditions



Key



Application  
Boundary



## **1 Description of Site**

- 1.1 The site lies to the northern side of Harrowby Lane, Grantham. The site lies to the eastern fringe of the settlement and comprises a site that previously contained a single residential dwelling.
- 1.2 The site comprises a rectangular plot that previously comprised the residential dwelling, along with a square area of additional land located to the rear.
- 1.3 The site is bound to the north by a number of garages, with residential properties fronting onto Fifth Avenue neighbouring the site to the west. These dwellings are two storey in scale and are located on a lower land level.

To the east of the application site lies an area of open space which is elevated in level, with land levels rising as you progress easterly along Harrowby lane, Grantham, towards the hamlet of Harrowby.

## **2 Description of Site**

- 2.1 This application seeks full planning permission for the erection of four detached bungalows, within the land previously associated with No.225 Harrowby Lane, Grantham, along with a detached garage to serve each dwelling.
- 2.2 The proposed bungalows are to be detached in form and are proposed as to comprise three properties within the northern plot of land, with a single bungalow located as to front Harrowby Lane.
- 2.3 Plot one would consist of an open plan living/kitchen/dining area, utility, three bedrooms (one with en-suite) and a bathroom. Plots two, three and four, which will comprise a matching scale and design, would also consist of an open plan living/kitchen/dining area, utility, three bedrooms (one with en-suite) and a bathroom.
- 2.4 The bungalows are proposed to be constructed in Weinberger Corn Yellow facing brick, with each property proposing to incorporate solar panels on the roof of the properties.
- 2.5 The site would be served via the formation of a new access road, leading directly from Harrowby Lane. A turning point is illustrated beyond plot one.

## **3 Relevant History**

- 3.1 S19/1105 - Outline Planning Permission for demolition of existing dwelling and erection of 5 dwellings and associated garaging with approval being sought for access, layout and scale – Approved Conditionally

## **4 Policy Considerations**

- 4.1 **SKDC Local Plan 2011 – 2036**  
Policy SD1 – The Principles of Sustainable Development in South Kesteven

Policy SP1 – Spatial Strategy  
Policy SP2 – Settlement Hierarchy  
Policy SP3 – Infill Development  
Policy DE1 – Promoting Good Quality Design  
Policy SB1 – Sustainable Building  
Policy ID2 – Transport and Strategic Transport Infrastructure

#### 4.2 **National Planning Policy Framework (NPPF) (Adopted July 2021)**

Section 2 – Achieving sustainable development  
Section 4 – Decision-making  
Section 5 – Delivering a sufficient supply of homes  
Section 9 – Promoting sustainable transport  
Section 12 – Achieving well-designed places

## **5 Representations Received**

### 5.1 **Harrowby and Londonthorpe Without Parish Council**

5.1.1 We have some concerns re this application namely:

1. Layout as shown seems very cramped with a narrow driveway, we doubt there is room for large emergency vehicles like fire engines to access, this of course would be the same for Refuse wagons. In fact, is it wide enough for 2 cars to pass.?
2. Access on to Harrowby Lane needs to be properly addressed as this increases the number of vehicles entering directly in line with Kenilworth Road, the visibility at present is poor. Four properties with the average two cars per home means six more likely problems.
3. Space for visitors parking to these properties is limited if all have two vehicles.
4. The plans are unclear on what trees are to come down. It clearly shows/states the hedging going in.
5. What process is to be put in place for Refuse Collection? If these are occupied by older people taking bins to Harrowby lane for some would be far too much on the slope of this site. A specific point for collection would need to be built in the plans.
6. The plans mention Solar and Heat Pumps but not Electric Car Charging Points, is this not now statutory!

### 5.2 **Lincolnshire County Council (Highways and SuDS)**

5.2.1 No objections subject to conditions.

### 5.3 **Lincolnshire Wildlife Trust**

5.3.1 Following the Ecological Appraisal document, we wish to lift our holding objection on the condition that the recommended mitigation and safeguarding measures (section 6) as well as the recommended ecological enhancements (section 7) in the Ecological Appraisal are adhered to. We deem these measures to be necessary due to the proximity of the proposed development site to protected species and habitats.

## **6 Representations as a Result of Publicity**

6.1 This application has been advertised in accordance with the Council's Statement of Community Involvement and six letters of representation have been received from residents of four differing addresses. The points raised can be summarised as follows:

1. Overlooking to No.135 Fifth Avenue
2. Access concerns
3. Boundary treatments
4. Compliance with sustainable building
5. Refuse collection from the proposed bungalows
6. Flooding and Drainage
7. Property value

The above issues are discussed within the Evaluation section of the report.

## **7 Evaluation**

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise. The Council adopted the South Kesteven Local Plan 2011-2036 in January 2020, which forms the Development Plan for the District, and is the basis of decision-making in South Kesteven alongside the Lincolnshire Minerals and Waste Local Plan (where relevant).

7.2 The Planning Inspectorate confirmed that the Council has a 5.2 year housing land supply in October 2022 and therefore full weight can be attributed to the policies in the South Kesteven Local Plan.

The policies and provisions set out in the National Planning Policy Framework (updated July 2021) are also a material consideration in the determination of planning applications, alongside the recently adopted Design Guidelines for Rutland and South Kesteven.

### **7.3 Principle of development**

7.3.1 Policy SD1 (The Principles of Sustainable Development in South Kesteven) sets out the overarching obligation for development proposals to minimise its impact on climate and contribute toward a strong, stable and more diverse economy. The policy requires consideration of a number of matters including the impact of development of climate change, minimising the need to travel, avoiding development of areas of flood risk and development proposals giving rise to pollution, encouraging the use of previously developed or underutilised land, providing a supply of housing to meet the needs of present and future generations, and enhancing the character, natural environment and cultural and historic environment of the District.

7.3.2 The South Kesteven Local Plan (SKLP) sets out the principles for the location of development within Policies SP1 and SP2. Policy SP1 (Spatial Strategy) outlines the strategy for the District during the plan period. It identifies that the overall strategy of the

Local Plan is to deliver sustainable growth, including new housing and job creation, in order to facilitate growth in the local economy and support local residents.

- 7.3.3 Decisions about the location and scale of new development will be taken on the basis of the settlement hierarchy set out in Policy SP2. Policy SP2 (Settlement Hierarchy), alongside Policy SP1, seeks to focus the majority of new development to Grantham to support and strengthen its role as a Sub-Regional Centre, with "new development which helps to maintain and support the role of the three market towns of Stamford, Bourne and the Deepings" also being allowed, provided that the proposal does not "compromise their nature and character". The application site in this instance lies within the town of Grantham, and as such, comprises the Sub-Regional Centre, as defined by policy SP2.
- 7.3.4 The application seeks Full Planning Permission for the erection of four residential dwellings, within land currently associated with No.255 Harrowby Lane. South Kesteven's Local Plan outlines that development within Grantham will be supported in accordance with Policy SP3, SP4 and all other relevant policies.
- 7.3.5 In this instance, the site is immediately neighboured by residential properties to the west, with further residential properties lying adjacent the site to the southern side of Harrowby Lane. Whilst open countryside lies to the east, the site is located within an area that is predominately residential in character. Therefore, in principle, it is considered that the site lies within the main settlement of Grantham, falls within an existing residential area and is not considered to comprise an edge of settlement location given its defining characteristics and neighbouring built form. As such, the site is considered to fall to be assessed as an infill site, and therefore falls to be assessed against Policy SP3 (Infill Development).
- 7.3.6 Policy SP3 (Infill Development) goes on to state that for "all settlements defined in Policy SP2, infill development, which is in accordance with all other relevant Local Plan policies, will be supported provided that:
- a. it is within a substantially built up frontage or re-development opportunity (previously development land);
  - b. it is within the main built up part of the settlement;
  - c. it does not cause harm or unacceptable impact upon the occupier's amenity of adjacent properties;
  - d. it does not extend the pattern of development beyond the existing built form; and it is in keeping with the character of the area and is sensitive to the setting of adjacent properties.
- 7.3.7 The National Planning Policy Framework (NPPF) outlines, within para 60, that "to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay".
- 7.3.8 Para 69 of the NPPF also emphasises the importance that the contribution of small to medium sized sites can make in meeting the housing requirements. ("Small and medium sized sites can make an important contribution to meeting the housing requirement of an

area and are often built-out relatively quickly"). This policy seeks to ensure that there is a sufficient supply of homes and advises that sites of all sizes make a contribution to the housing requirement of an area.

- 7.3.9 As detailed above, when considering the acceptability of 'infill development', as required by Policy SP3, development must be within the built up frontage or a redevelopment opportunity, must be within the main built up settlement, and must not extend the pattern of development beyond the existing built form.
- 7.3.10 The application site lies within an area that is predominately characterised by residential properties. The proposed development would provide four additional dwellings, with the development site being served by the formation of a new access that runs to the west of the proposed dwellings. Whilst three of the proposed dwellings would be set back from the highway of Harrowby Lane, given the proposed siting and the overall characteristics of the site, the proposed development would relate to the surrounding built form and highway. Furthermore, plot one ensures that the proposed development would comprise a frontage onto Harrowby Lane.
- 7.3.11 Taking into account the site characteristics and the surrounding area, it is considered that the proposal would accord with the aforementioned matters referred to within criterion a and b of Policy SP3.
- 7.3.12 Taking the above into account, the proposed development is considered to be of an appropriate form of development for the location and would be in accordance with the overall principles of the spatial strategy. As such, the proposals are considered to be in accordance with the requirements of Policy SD1, Policy SP1, SP2 and policy SP3 of the South Kesteven Local Plan. This is subject to the assessment against site specific criteria; including (but are not limited to) the impact of the proposal on the character or appearance of the area, impact on the residential amenities of neighbouring occupiers and impact on highway safety, which are discussed in turn as follows.

#### **7.4 Impact on the character and appearance of the area**

- 7.4.1 Policy DE1 (Promoting Good Quality Design) of the adopted Local Plan states (amongst other criteria) that to ensure high quality design is achieved throughout the District, all development proposals will be expected to make a positive contribution to local distinctiveness, vernacular and character of the area. Proposals should reinforce local identity and not have an adverse impact on the streetscene, settlement pattern or the landscape / townscape character of the surrounding area.
- 7.4.2 Part 12 of the NPPF (Achieving well-designed places) states that good design is a key aspect of sustainable development and new development should be visually attractive as a result of good architecture and appropriate landscaping.
- 7.4.3 It is important that new residential development should be of the highest quality to enhance and reinforce good urban design characteristics. It is generally accepted that good design plays a key role towards sustainable development. Regard must be had towards the impact that the proposed dwelling would have on local character, including

topography, street patterns, building lines, boundary treatment and through scale and massing.

- 7.4.4 The Design Guidelines for Rutland & South Kesteven identifies that proposals should be of an appropriate scale, density, massing and height, and should take the local character and context into account. The SPD also identifies that design should "make a positive contribution to local distinctiveness, vernacular and character", and details that "design response is influenced by a number of factors including the relationship between the site or extension and other buildings, routes and spaces, views and vistas, facilities, architectural details and landscape".
- 7.4.5 Specifically relating to infill development, the Rutland and South Kesteven Design Guidelines SPD (Adopted November 2021) identifies, amongst other things, that:
- It does not need to mimic existing styles but it's scale, massing and layout should be in keeping.
  - Bin collection arrangements and locations will need careful thought and be sensitive to the existing settlement.
  - New building lines should be reasonably consistent along a street with existing buildings.
  - The density of a scheme should reflect its context... The optimum density will respond to surrounding densities whilst making efficient use of land.
  - Scale, massing and layout also need to be considered in relation to topography, views, vistas, landmarks and should be sensitive to the setting of adjacent properties. Building lines, landscape character (for example trees and hedges) and boundary treatments are also important components of local character that infill development needs to be sensitive to.
- 7.4.6 The application site lies to the northern side of Harrowby Lane and comprises an area that is predominately characterised by residential properties, being neighboured to the north, east and south, by existing residential properties or associated structures.
- 7.4.7 New residential development would therefore require the siting, design and scale to be respectful of surrounding development and ensure that the character of the area is not compromised, including the resultant dwellings siting in regard to the development pattern of the surrounding area.
- 7.4.8 The proposed development comprises four dwellings, designed as to comprise single storey bungalows within an established residential area. The application site would be readily visible from the highway and public vantage points, particularly along Harrowby Lane. Notwithstanding this, the proposal has been appropriately designed as to ensure that no unacceptable impact would be caused to the character or appearance of the area.
- 7.4.9 The dwellings are designed as to be constructed in buff brick, ensuring a suitable material palette that reflects those used within the wider vicinity of the area. The materials, coupled with the design and scale as considered above, ensure that the proposed development would not be out of character and would form an appropriate development for its locality.



- 7.4.10 It is considered that the site is of a suitable size to accommodate the resultant additional four dwellings without causing a detrimental impact to the character or appearance of the area and the development is not considered to result in an unduly dominant or prominent proposal within the streetscene.
- 7.4.11 Overall, it is considered that the proposed development would not result in an unwelcomed addition or cause a resultant built form that is unduly prominent addition within the streetscene that causes an unacceptable impact to the character or appearance of the area. The design of the proposed dwellings is considered to be suitable and is not considered to be unacceptable.
- 7.4.12 Taking the above into account, it is considered that by virtue of the design, scale and nature of the proposal, the proposed development would be acceptable. The proposal would not cause an adverse impact to the character or appearance of the area and would therefore be in accordance with the NPPF Section 12 and Policy DE1, SP2 and SP3 of the Local Plan.

## 7.5 **Impact on the neighbours' residential amenities**

- 7.5.1 Policy DE1 (Promoting Good Quality Design) of the adopted Local Plan states (amongst other criteria) that all development proposals will be expected to ensure there is no adverse impact on the amenity of neighbouring users in terms of noise, light pollution, loss of privacy and loss of light and provide sufficient private amenity space, suitable to the type and amount of development proposed.
- 7.5.2 Paragraph 130 of the NPPF states that developments should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 7.5.3 The proposed development, whilst comprising new built form by way of four additional dwellings is not considered to result in an unacceptable adverse impact upon the residential amenities of neighbouring occupiers.
- 7.5.4 The Rutland and South Kesteven Design Guidelines SPD details that "with regards to amenity and impact on neighbours" for proposals for infill development, section 6E should be used as a guide. The Design Guidelines for Rutland & South Kesteven advises that a 14m distance shall be sought from a habitable room/principal window to a blank two-storey elevation, with guidance of 21m separation from window to window when relating to two storey buildings (back to back). The design guidelines are clear that the distances provided are rules of thumb, likely to apply in many places, depending on site context, but not also necessary; with separation distances having the opportunity to be lower where an element of public realm or highways separates the buildings.
- 7.5.5 The proposed development would comprise adequate separation distances and comprises a carefully designed proposal, as to ensure that no unacceptable adverse impact would be caused to the residential amenities of neighbouring occupiers. The scale

of the proposed residential properties, comprising single storey bungalows, ensures that no unacceptable levels of overlooking, loss of privacy or dominance would occur.

- 7.5.6 Representation has also been received highlighting concerns regarding the proposals impact upon the residential amenities of the occupiers at No.135 Fifth Avenue. The dwelling within closest proximity to No.135 Avenue Road, plot 2, has in excess of 21.0m separation distance to the rear boundary to this neighbouring property and the separation distance to the rear elevation of this neighbouring property exceeds the guidance relating to 'back to back' two storey dwellings within the adopted Design Guidelines. As such, it is considered that no unacceptable impact would be caused to the residential amenities of this property's occupiers.
- 7.5.7 The proposal would ensure that the amenity spaces to serve each plot are suitable and of an appropriate scale. Boundary treatments are included on the Site Layout Plan including close boarded fencing and estate metal railings. This is considered acceptable.
- 7.5.8 Taking into account the nature of the proposal, scale, and design, it is considered that there would be no significant or unacceptable impact on the residential amenities of the occupiers of adjacent properties; and as such accords with the provisions of the NPPF Section 12, and Policy DE1 of the Local Plan.

## 7.6 **Ecology**

- 7.6.1 Lincolnshire Wildlife Trust were consulted during the application process and initially identified that "within 2 Km of the site there are:
- 10 Local Wildlife Sites; Alma Park, Alma Wood, Belton Park and Golf Course, Blue Harbour Road Verge, Cold Harbour Road Verges, Cold Harbour Road Verges East, Londonthorpe Scrubs, Londonthorpe Wood, Queen Elizabeth Park and River Witham, Queen Elizabeth Park
  - 1 Roadside Nature Reserve; Blue Harbour
  - 4 priority habitats; lowland calcareous grassland, lowland mixed deciduous woodland, rivers and wood-pasture and parkland
  - 39 species recorded within the past 5 years that are protected, priority and/or local priority species".
- 7.6.2 As such, an Ecological Appraisal was sought and subsequently submitted. This appraisal, prepared by Applied Ecology and comprises numerous assessments, results and recommendations. This included recommendations and means of mitigation, contained within section 6 (Recommended Mitigation and Safeguarding Measures) and section 7 (Recommended Ecological Enhancements).
- 7.6.3 Further comments were received from Lincolnshire Wildlife Trust, stating that they wish to lift their holding objection that they previously requested, on the condition that these aforementioned recommendations were adhered to.
- 7.6.4 In light of this, it has been recommended that the measures set out in the reports are secured by condition.

## 7.7 Highway Issues

- 7.7.1 Paragraph 111 of the NPPF advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 7.7.2 Local Plan Policy ID2 is consistent with NPPF section 9 and deals with transport issues, requiring that new developments should not severely impact on the safety and movement of traffic on the highway network.
- 7.7.3 The application in this instance includes the formation of a new access. The access road would run towards the western fringe of the site, with the initial access being gained via Harrowby Lane.
- 7.7.4 Comments have been received raising concerns regarding the access width and whether emergency vehicles could fit. The private drive is the same width as shown on the indicative site layout submitted with the approved Outline consent (4.31m).
- 7.7.5 As part of this application process, Lincolnshire County Council Highways/SuDS, as Local highway Authority, has been consulted. No objections were raised, subject to the attachment of relevant conditions and informatives, with the consultation response identifying that "in view of these criteria, the Highways and Lead Local Flood Authority does not consider that this proposal would result in a severe impact with regard to NPPF".
- 7.7.6 The proposed development would ensure that suitable access is provided to and from the site, with adequate parking provided for each property. Conditions have been attached, similar to those requested by LCC Highways.
- 7.7.7 The proposal would therefore be acceptable and would not have an unacceptable adverse impact on highway safety in accordance with Local Plan policy ID2 and the NPPF Section 9.

## 7.8 Climate Change

- 7.8.1 Policy SB1 (Sustainable Buildings) states that all development proposals will be expected to mitigate and adapt to climate change; stating that "All development proposals will be expected to mitigate against and adapt to climate change, to comply with national and contribute to local targets on reducing carbon emissions and energy use unless it can be demonstrated that compliance with the policy is not viable or feasible".
- 7.8.2 This policy goes on to state, amongst other criteria, "New development should demonstrate how carbon dioxide emissions have been minimised in accordance with the following energy hierarchy" and "All new development should demonstrate how they can support low-carbon travel, to achieve this:
- a. new residential development will be expected to provide electric car charging points
  - b. new commercial developments shall make provision for electric car charging points.
- The number of charging points required will be determined on a case by case basis".

- 7.8.3 Paragraph 152 of the NPPF states that "the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the re-use of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure".
- 7.8.4 In the context of the above, the characteristics of the location, being located within Grantham, a market town with plentiful services, an application of the nature proposed can be achieved whilst ensuring accordance with the overarching sustainability objectives of the Local Plan in respect of minimising the need to travel and encouraging low carbon travel. Furthermore, the proposed development incorporates sustainable measures such as including solar panels.
- 7.8.5 Policy SB1 principally relates to the sustainability credentials of the built form of the application schemes. It is therefore considered that the details provided, alongside the use of planning conditions; requiring the provision of electric car charging points would ensure the proposals compliance with policy SB1.

## 7.9 **Other Matters**

- 7.9.1 Representation has been received during the Local Authority's consultation exercises that have raised concerns regarding an impact on property value. Property value, regardless of this being an increase or devalue, is not a material planning consideration.
- 7.9.2 Comments also raise concerns relating to refuse collection. A bin storage area is shown on the proposed site plan. If the access road remains private, a refuse collection vehicle may not use the road and the bins would need to be located on the adopted highway (Harrowby Lane) for collection. Although the distance the bins would need to be carried would be greater than the advised 25m, it is not considered unreasonable in this instance.
- 7.9.3 Drainage and flooding have also been raised as a concern. The site is within Flood Zone 1 therefore is at low risk of fluvial flooding and is shown to be at very low risk of surface water flooding on the Environment Agency flood maps. A drainage plan has been submitted with the application and the proposed site layout plan includes permeable paving. As such, there is no concern that the proposal would increase the risk of flooding within the surrounding area from any source, in accordance with Policy EN5 of the Local Plan.
- 7.9.4 It is noted that trees would be removed for the proposal. Although regrettable, the trees are not protected by a Tree Preservation Order, nor are they within a conservation area, therefore their removal does not require any consent from the Council. Nonetheless, a soft landscaping scheme is included on the site layout plan which includes the planting of new trees which would enhance the scheme visually as well as mitigate the loss of existing trees. The soft landscaping can be secured by condition.

## 8 **Crime and Disorder**

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

## **9 Human Rights Implications**

- 9.1 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.

## **10 Conclusion and Planning Balance**

- 10.1 Taking the above into account, it is considered that the proposal is appropriate for its context and would be in accordance with the NPPF (Sections 5, 9 and 12) and Policy DE1, SP2, SP3 and DE1 of the South Kesteven Local Plan, along with the relevant details contained within the Rutland and South Kesteven Design Guidelines. The proposal would result in the creation of four new dwellings in a sustainable location and would not result in any unacceptable impacts in relation to character, amenity, highways safety, drainage or ecology. The recommendation is to approve the application. There are no material considerations that indicate otherwise although conditions have been attached.

## **11 RECOMMENDATION: To authorise the Assistant Director of Planning to GRANT planning permission subject to the following conditions:**

- 1 The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended).

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

1. Drawing No: JDA/2022/695/LOCATION/001 - Site Location Plan (Received on 04 August 2022)
2. Drawing No: JDA/2022/695/SITE/001B - Site Layout (Received on 30 September 2022)
3. Drawing No: JDA/2022/695/P1/001B - Plot One Layout and Elevations (Received on 16 November 2022)
4. Drawing No: JDA/2022/695/P2-4/001B - Plots 2 - 4 Layouts and Elevations (Received on 16 November 2022)
5. Drawing No: JDA/2022/695/P4/GAR/001 - Plot Four Garage Plans (Received on 24 October 2022)
6. Drawing No: JDA/2022/695/DRAINAGE/001 - Drainage Layout (Received on 04 August 2022)
7. Drawing No: JDA/2022/695/Lighting/001 - Lighting Layout (Received on 04 August 2022)

Unless otherwise required by another condition of this permission.

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

- 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 (temporary or permanent) 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 Before any part of the development hereby permitted is occupied/brought into use, the external elevations shall have been completed using only the materials stated in the planning application forms and approved plans.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

- 5 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 as shown on Drawing No: JDA/2022/695/SITE/001B - Site Layout.

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.

- 6 The development hereby permitted shall be carried out in accordance with the recommendations contained within section 6 (Recommended Mitigation and Safeguarding Measures) and section 7 (Recommended Ecological Enhancements) of the Ecological Appraisal prepared by Allied Ecology, dated 11 October 2022 (Report Ref: 22055 - Ecological Appraisal vf).

Reason: In the interests of the protection of local wildlife and to accord with the provision of Local Plan Policy DE1 and EN2.

- 7 Before any part of the development hereby permitted is occupied/brought into use, the works to provide an area for the storage of refuse and recycling shall have been

completed in accordance with the approved details and shall thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse.

- 8 Before any part of the development hereby permitted is occupied/brought into use, the works to provide the surface and foul water drainage shall have been completed in accordance with the details as shown on the approved plans.

Reason: To ensure the provision of satisfactory surface and foul water drainage is provided in accordance with the provisions of the adopted South Kesteven Local Plan.

- 9 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 as shown on Drawing No: JDA/2022/695/SITE/001B - Site Layout.

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.

- 10 The turning facilities, as shown on drawing No: JDA/2022/695/SITE/001B Rev: B (Received on 30 September 2022), shall be provided on site prior to the first occupation of any dwelling hereby approved and shall thereafter remain available for that purpose.

Reason: In the interests of highway safety.

- 11 Within a period of five years from the first occupation of the final dwelling/unit of the development hereby permitted, any trees or plants provided as part of the approved soft landscaping scheme, that die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced in the first planting season following any such loss with a specimen of the same size and species as was approved in condition above unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

- 12 Before any part of the development hereby permitted is occupied, an electric vehicle charging point shall be made available for use for the occupiers of the dwelling and shall thereafter be retained as such for the lifetime of the development.

Reason: To ensure that the development contributes to low carbon travel in accordance with Policy SB1 of the South Kesteven Local Plan (2020).

# Proposed Site Layout Plan

12855000  
ndkoff Calderdale Edge



x = 2.4m  
y = 43m



