

APPLICATION NO	PA/2017/389
APPLICANT	Mrs Hannah Guy, Larkfleet Homes
DEVELOPMENT	Planning permission to erect 91 residential dwellings, including associated garages, infrastructure and public open space
LOCATION	Land off Station Road, Kirton in Lindsey
PARISH	Kirton in Lindsey
WARD	Ridge
CASE OFFICER	Andrew Law
SUMMARY RECOMMENDATION	Subject to a Section 106 Agreement, grant permission subject to conditions
REASONS FOR REFERENCE TO COMMITTEE	Objection by Kirton-in-Lindsey Town Council

POLICIES

National Planning Policy Framework: Paragraph 14 states that at the heart of the National Planning Policy Framework there is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

Paragraph 19 states that significant weight should be placed on the need to support economic growth through the planning system.

Paragraph 34 states that plans and decisions should ensure developments which generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Paragraph 35 of Core Planning Principle 4 states that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore developments should be located and designed, where practical, to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.

At paragraph 37 it states that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

Paragraph 48 states that local planning authorities may make an allowance for windfall sites in the five-year supply if they have compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply. Any allowance should be realistic having regard to the Strategic Housing Land Availability Assessment, historic windfall delivery rates and expected future trends, and should not include residential gardens.

Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development. Where the local planning authority cannot demonstrate a five-year supply of deliverable housing sites, relevant policies which guide housing supply should not be considered up-to-date.

Paragraph 56 states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Paragraph 64 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Paragraph 118 states that local planning authorities should aim to conserve and enhance biodiversity by refusing planning permission if significant harm cannot be avoided or adequately mitigated. Opportunities to incorporate biodiversity in and around developments should be encouraged.

Paragraph 129 states that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

North Lincolnshire Local Plan:

Policy H5 (a-i only) (New Housing Development)

Policy H8 (Housing Design and Housing Mix)

Policy H10 (Public Open Space Provision in New Housing Development)

T1 (Location of Development)

Policy T2 (Access to Development)

T6 (Pedestrian Routes and Footpaths)

Policy T19 (Car Parking Provision and Standards)

HE9 (Archaeological Evaluation)

Policy DS1 (General Requirements)

Policy DS3 (Planning Out Crime)

DS13 (Groundwater Protection and Land Drainage)

Policy DS14 (Foul Sewage and Surface Water Drainage)

North Lincolnshire Core Strategy:

Policy CS1 (Spatial Strategy for North Lincolnshire)

Policy CS2 (Delivering more Sustainable Development)

Policy CS3 (Development Limits)

Policy CS5 (Design)

Policy CS7 (Overall Housing Provision)

Policy CS8 (Spatial Distribution of Housing Sites)

Policy CS9 (Affordable Housing)

Policy CS16 (North Lincolnshire's Landscape, Greenspace and Waterscape)

Policy CS17 (Biodiversity)

Policy CS18 (Sustainable Resource Use and Climate Change)

Policy CS22 (Community Facilities and Services)

Policy CS23 (Sport, Recreation and Open Space)

Policy CS24 (Health Care Provision)

Policy CS25 (Promoting Sustainable Transport)

Policy CS27 (Planning Obligations)

Housing and Employment Land Allocations DPD:

Policy KIRH-1 – Land west of Station Road

Policy PS1 (Presumption in Favour of Sustainable Development)

CONSULTATIONS

Highways: Initially raised concerns with the proposed layout in respect of highways features. The applicant subsequently amended the proposed layout plan to take account of these concerns and the Highways officer has confirmed that the layout is now acceptable and has recommended conditions should permission be granted.

Archaeology: The applicant commissioned an archaeological assessment of the site comprising desk-based research, geophysical survey and the excavation of trial trenches. No evidence was found to suggest that the known archaeological sites in the area extend into the site. As such no further archaeological work is required.

Conservation: No objection. There is no impact on heritage assets in the surrounding area and no intervisibility between the site and the Kirton in Lindsey conservation area which is screened by modern housing estates.

Ecology: Initially raised concerns that the proposal did not provide adequate replacement habitat in connected networks, either to ensure the conservation of existing protected and priority species or to provide biodiversity enhancement. Following the submission of additional information with regard to how habitat connections will be incorporated into the

development the council's Ecologist has confirmed that the proposal is now acceptable and suggests conditions should planning permission be granted.

Section 106 Officer: Sets out what obligations are required to comply with the relevant policies. Following the submission of a formal viability assessment the council's Spatial Planning officers have confirmed that only educational contributions will be sought in this instance as any other contributions would render the scheme unviable. These contributions should be secured by section 106 agreement.

Environmental Health: Initially raised concerns that a noise impact assessment had not been submitted with the application and requested this document prior to determination. Following the submission of a noise impact assessment and further clarification in this regard the council's Environmental Health Officer has confirmed that the proposal is acceptable in principle and has recommended conditions should planning permission be granted.

Drainage Team: Initially raised concerns with the level of information submitted in support of the application. Following the submission of an updated Flood Risk and Drainage Assessment and further discussions with the applicant, the council's Drainage team has confirmed that the proposal is acceptable in principle and has recommended conditions to secure an acceptable SuDS drainage scheme should planning permission be granted.

Education: Require educational contributions for primary places only. The educational contributions equate to £3,011 per dwelling.

Environment Agency: No comments to make.

Network Rail: No objection in principle but set out a list of requirements which must be met by the developer. These requirements have been brought to the attention of the applicant.

Humberside Fire and Rescue: No objection. Make informative comments.

TOWN COUNCIL

Kirton Town Council objects on the following grounds:

- The proposed development is of an unacceptably high density and is over-development of the site.
- The proposals do not meet the housing needs of the area and should contain more affordable housing and dwellings suitable for the elderly.
- The area in question is subject to surface water flooding and the proposals to address this risk are inadequate.
- The proposed development is overbearing and does not provide adequate space between the dwellings. It is out of keeping with the nearby Richdale estate which is less intensive development with green spaces and verges etc.

PUBLICITY

This application has been publicised by site and press notices. Letters of objection have been received citing the following concerns:

- too many houses for size of the site
- no bungalows for older people
- who will own the boundary at the back of houses on the Richdale estate?
- potential for a cut through where the current pumping station is, which would be used by children wanting to access the park
- the field currently floods during heavy rain without housing on it; building the proposed houses will result in increased flooding
- infrastructure and local services cannot cope with additional dwellings
- there are existing parking issues in the town centre and this development will result in additional traffic which will make parking and congestion issues worse
- access will be dangerous
- no through-route for refuse vehicles so they will have to turn around on site
- the current sewage system is not adequate to cater for additional properties in this location and will need upgrading
- loss of privacy to existing properties
- will struggle to sell properties close to railway line
- impact on neighbours during construction
- noise from the new pumping station
- impact on wildlife/hedgerows
- devaluation of neighbouring properties.

One letter of support has also been received stating that the principle of housing on the site should be supported, but it would be preferable to have less houses and a noise report should be provided with regard to the adjacent railway line.

STATEMENT OF COMMUNITY INVOLVEMENT

Alison Homes undertook a programme of pre-application consultation during October and November 2016. This consultation included engagement with the local MP, North Lincolnshire Council, Kirton in Lindsey Town Council, local stakeholders and residents of Kirton in Lindsey. The consultation also included a public exhibition on Thursday 3 November held at the Diamond Jubilee Town Hall which was attended by 40 people, with 27 people providing feedback. Concerns raised by respondents related primarily to the following issues:

- drainage, sewage and flooding

- access and an increase in traffic, especially combined with the proposed development on the east side of Station Road
- too many houses proposed, putting pressure on services.

ASSESSMENT

Site

The application site is a parcel of agricultural land measuring 2.75 hectares located within the development limit for Kirton in Lindsey as defined in the Housing and Employment Land Allocations Development Plan Document 2016 (HELA DPD). The site is bounded by Station Road to the east, a residential estate to the south, a railway line (on a raised embankment) to the west and a small industrial estate to the north. Access to the site is gained via Station Road to the east.

The site is located within flood zone 1 of the Strategic Flood Risk Assessment for North Lincolnshire and as such is not considered to be at high risk of flooding. Furthermore, the site is not covered by, nor sited directly adjacent to, any special designations with regard to ecological or landscape interest.

Proposal

This application seeks planning permission for the erection of 91 dwellings including associated garages, infrastructure and public open space. The proposed residential development incorporates a mix of 1, 2, 3, 4 and 5 bedroom house types. The development includes an on-site area of public open space with a Local Equipped Area of Play (LEAP). A limited portion of the public open space on site will perform a storm attenuation function (surface water attenuation pond) and the public open space area will also house a new pumping station associated with an upgraded foul drainage system agreed with Severn Trent.

The main issues in the determination of this application are:

- **the principle of development;**
- **the scale and density of the proposed development;**
- **the design of the scheme;**
- **potential impacts on residential amenity;**
- **potential impacts on highway safety;**
- **potential ecological impacts; and**
- **whether the proposal will have an unacceptable impact on foul and surface water drainage.**

Principle

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material

considerations indicate otherwise. In this instance the development plan consists of the North Lincolnshire Local Plan (NLLP) which was adopted in May 2003, the North Lincolnshire Core Strategy (NLCS) which was adopted in June 2011 and the Housing and Employment Land Allocations (HELA) DPD which was adopted in March 2016. Material considerations exist in the form of national planning policy and guidance contained within the National Planning Policy Framework (NPPF) and the suite of documents comprising of the Planning Practice Guidance (PPG).

The site is identified within the HELA DPD as Land west of Station Road and is allocated for residential development of 100 houses under policy KIRH-1 of this document. The HELA DPD and policy KIRH-1 was adopted by North Lincolnshire Council on 7 March 2016, following examination by an independent inspector, and as such forms part of the development plan for North Lincolnshire.

Notwithstanding the above, it should also be noted that the site is located within the development boundary of Kirton in Lindsey, where residential development is acceptable in principle, and is located within walking distance of a range of local facilities and services.

Concern has been raised with regard to the level of services in Kirton in Lindsey and whether the volume of housing proposed for the town is sustainable or even required. The Authority has an adopted target within the NLCS to deliver 754 dwelling per annum up to 2026 which is based upon objectively assessed need. Policy CS1 of the NLCS identifies Kirton in Lindsey as being one of a number of market towns, which are considered to be important service centres serving the needs of local communities across North Lincolnshire. Policy CS1 confirms that an appropriate level and range of new housing development will be provided to support the market towns as sustainable communities with an aspiration to deliver 2,171 dwellings in these settlements over the plan period. Policy CS8 further sets out that there is a requirement to deliver 181 dwellings in Kirton in Lindsey specifically. Therefore it is considered that Kirton in Lindsey is a sustainable settlement with the key facilities, services, employment opportunities and regular public transport to support new housing development of the scale proposed.

It is concluded that the adopted housing allocation (KIRH-1) establishes the principle of residential development on this site and that the proposal generally accords with the relevant policies of the development plan and the National Planning Policy Framework in respect of delivering housing in sustainable locations.

Scale and density

Concerns have been raised by the town council and local residents that the proposed development is too dense and represents over-development of the site.

As stated above, policy KIRH-1 allocates the application site for residential development of 100 dwellings. The proposal seeks consent for 91 dwellings and as such falls short of the allocation in terms of numbers. The number of dwellings proposed on the site has been influenced by a number of factors, including the need to provide separation between the dwellings and the railway line to the west, the need to provide sustainable drainage features on site and the need to provide a new pumping station as part of an upgraded foul water drainage system. For these reasons it is considered that, despite the proposal falling short of the 100 dwellings anticipated by policy KIRH-1, there is no significant conflict with this policy in terms of density.

In addition to policy KIRH-1, policy CS7 of the Core Strategy sets out an aspirational minimum density of 40-45 dwellings per hectare on sites within the market towns. However, this policy acknowledges that, whilst housing developments should make efficient use of land, the density of new developments should be in keeping with the character of the area. Kirton in Lindsey has a densely developed historic core; however, the application site is located towards the outskirts of the settlement where a less dense pattern of development is evident. The proposed development of 91 dwellings results in a density of approximately 33 dwellings per hectare and as such falls short of the 40 dwellings per hectare minimum density sought by policy CS7. However, this lesser density is, to some degree, influenced by the need to use parts of the site for landscaping and drainage features and is considered to be more appropriate to the density of surrounding developments. On this basis it is considered that the proposed scheme does not result in over-development of the site and is in keeping with the character of the area in accordance with policy CS7 of the North Lincolnshire Core Strategy.

Design

The proposed scheme consists of 91 dwellings with a mix of accommodation types, of differing sizes and arrangements, including detached, semi-detached and terraced properties. This is in accordance with policies KIRH-1 of the HELA DPD and CS7 of the NLCS which both seek a mixture of housing types and tenures.

The layout presents three detached dwellings along the frontage with Station Road, which is in keeping with the adjacent Richdale estate to the south and the recently approved residential development to the eastern side of Station Road (PA/2016/1704) and provides continuance in the street scene when travelling along Station Road. The development has been designed to be sympathetic to existing development in the locality, which is predominantly two-storey with a mixture of traditional and more recent estate type housing in evidence. The dwellings are to be two-storey in height (9 metres maximum ridge height) and will make use of relatively traditional designs and use of materials. The scale and design of the proposed dwellings is considered to be appropriate for this site and will enable the development to sit comfortably within its setting.

Whilst the site is currently open grass land, it is not designated as being of specific amenity importance and is very well enclosed by existing residential and commercial development and an operational railway line set on a raised embankment. Furthermore, the site is located within the defined development limit for the settlement. Therefore, the proposed development is effectively infill development and will not result in encroachment into the open countryside. The proposed residential development will be viewed against the backdrop of existing development and will have no significant adverse impact on the character and appearance of the area. The visual impact of the development will be further mitigated by the retention of existing boundary trees and hedging and through new, additional soft landscaping.

Amenity

The proposed development has been designed in such a way as to ensure that it is sympathetic, in terms of scale and proximity, to existing development located outside the site boundary, including the residential properties to the south. The new dwellings are designed to face the access road, with their rear gardens facing the adjacent properties to the south of the site. There is a separation distance well in excess of 20 metres between the rear elevations of the proposed dwellings and those of the nearest dwellings adjacent

to the site. Whilst there is no policy or guidance which sets a specific separation distance, it is generally adopted good practice to seek a minimum distance of 20 metres between habitable room windows in order to protect amenity. The impact of the development on adjacent residential properties will be further mitigated by the retention of existing boundary hedging. It is considered that the separation distances between new and existing dwellings will prevent unacceptable loss of light, overlooking or overbearing impact on neighbouring properties.

It is acknowledged that some disturbance will be generated during the construction of the proposed development. However, this could be said of any new development and this disturbance would be limited to the construction phase only and as such would be relatively short-lived. Furthermore, at the request of the council's Environmental Health Officer (EHO), conditions have been recommended to restrict the hours of construction operations and to secure an acceptable construction environmental management plan providing mitigation measures in relation to noise, vibration, dust and light during construction. It is considered that these conditions will prevent any unacceptable impact on the amenity of neighbouring properties during construction.

In addition to the potential impact on the amenity of existing neighbouring properties, concerns have been raised with regard to the proximity of the proposed new dwellings to the operational railway line to the west. In this regard, and at the request of the EHO, a noise impact assessment has been produced to consider the potential impacts of the railway line and adjacent commercial properties to the north on the amenity of the future occupiers of the proposed dwellings. This assessment concludes that, subject to suitable mitigation measures, the proposal is acceptable and the dwellings will not be subject to unacceptable noise and disturbance from existing developments. The council's EHO has reviewed the noise assessment and has agreed the conclusions subject to a condition to secure an acceptable noise mitigation scheme. This condition will adequately protect the residential amenity of the future occupiers of the dwellings.

Highway safety

The proposed residential development will be accessed via a new access point directly from Station Road to the east. The internal layout of the roads is dictated to some extent by the shape of the site and the relatively straight section of road leading from the access point to the rear of the site will incorporate traffic calming features. Each dwelling is to be provided with a minimum of two off-street parking spaces. The council's Highways officer has raised no objection to the proposal with regard to the proposed access, road layout and parking provision subject to conditions. On this basis it is considered that the proposed development will have no unacceptable impact on highway safety.

Ecology

The application site predominantly comprises grassland; however, the council's ecologist has confirmed that this grassland is known to be used for foraging by protected species on neighbouring land (Gleadell's Mill). The ecologist initially raised concerns that the proposed layout did not provide adequate new or replacement habitat in connected networks, either to ensure the conservation of existing protected and priority species or to provide biodiversity enhancement. Subsequently the applicant has, following discussions with the council's ecologist, provided a layout plan showing proposals for ecological mitigation and biodiversity enhancement measures to be incorporated into the scheme. The council's ecologist has confirmed that these measures will mitigate harm to protected and priority

species on neighbouring sites and will provide the necessary biodiversity benefits on site. Subject to conditions to secure the aforementioned mitigation and biodiversity enhancement, it is considered that the proposed development will have no unacceptable ecological impact.

Drainage

Concerns have been raised by the town council and local residents with regard to drainage and the fact that the application site is known to flood during heavy rainfall. Concerns have also been expressed with regard to the capacity of the foul sewage system to accommodate the number of dwellings proposed.

The applicant intends to incorporate sustainable drainage features into the design of the scheme, including the attenuation pond shown in the rear corner of the site. The attenuation pond will hold water during periods of heavy rain and, along with other SuDS features, will ensure that surface water run-off rates do not exceed greenfield run-off rates for the site. The existing riparian-owned ditch to which surface water from the development will ultimately outfall is proposed to be cleared of vegetation as part of the development site works. Soakaways are not proposed due to the low infiltration rates on site. The council's drainage team has discussed the drainage proposals with the applicant and, subject to comprehensive conditions to secure an acceptable final drainage scheme, they have raised no objection to the proposed development. It is considered that these conditions will adequately address any potential for surface water flooding as a result of the development and will ensure that water is not discharged onto surrounding land.

With regard to foul water, it is proposed to have a gravity foul system within the site to convey flows towards the proposed new Severn Trent Water pumping station and a wet well situated to the southern end of the area of public open space. This new foul sewage infrastructure forms part of a Severn Trent Water flood alleviation scheme designed to address existing drainage problems in the area and provide sufficient capacity to support the proposed development. A condition is proposed to secure the proposed foul sewage scheme.

Other matters

A response has been received from the council's Section 106 officer requesting obligations with regard to affordable housing, education, recreation and leisure. The applicants have submitted a formal viability assessment to the council for consideration. This document has been assessed by the Spatial Planning team and it has been confirmed that the requested obligations would make the scheme financially unviable. On this basis it has been agreed that contributions will, in this instance, only be sought with regard to education. This will allow for the delivery of this allocated housing site and complies with the relevant policies which confirm that obligations can be waived if they are proven to make a scheme unviable. The council's Education team have confirmed that there is a need for contributions towards the provision of primary school places only and that this contribution equates to £3,011 per dwelling. The applicant has agreed to this contribution, which will be secured via a section 106 agreement.

The applicant has confirmed that they intend to maintain the on-site area of public open space. A suitable management scheme and the future maintenance of this area will be secured as part of the Section 106 agreement.

A number of concerns have been raised with regard to the capacity of the existing doctor's surgery and whether the proposed development would impose an unmanageable burden on this surgery. The NHS has been consulted on the application and no response has been received confirming any need for contributions to upgrade the existing facilities. In the absence of any proven need or request from the NHS, it is not possible for the local planning authority to request a contribution in this regard as to do so would be contrary to policy (contributions can only be requested where they are proportionate, justified and necessary). In the absence of any request from consultees in this regard it must be assumed that the proposed development will place no unacceptable burden on healthcare facilities within the settlement.

Concerns have been raised with regard to the impact of the development on property value in the area. This is not a material planning consideration and as such should be given no weight in the determination of this application.

Conclusion

This application seeks full planning permission for the erection of 91 dwellings on a site which is allocated for residential development as part of the adopted development plan. The principle of development is therefore acceptable. Furthermore, as outlined above, it is considered that the proposed development will have no unacceptable impact on the local area with regard to design and visual impact, highway safety, residential amenity, ecology or drainage. For these reasons the proposed development is considered to be acceptable and this application is recommended for approval subject to conditions.

RECOMMENDATION

Subject to the completion of a formal agreement under Section 106 of the Town and Country Planning Act (1990) to secure £3,011 per dwelling to fund the provision of education infrastructure at Kirton Primary School and maintenance of the on-site area of public open space, the committee resolves:

- (i) It is mindful to grant permission for the development;**
- (ii) the decision be delegated to the Group Manager – Development Management and Building Control upon completion of the obligation;**
- (iii) if the obligation is not completed by 15 May 2017, the Group Manager – Development Management and Building Control be authorised to refuse the application on grounds of inadequate provision of essential community benefits; and**
- (iv) the permission so granted be subject to the following conditions:**

1.

The development must be begun before the expiration of three years from the date of this permission.

Reason

To comply with section 91 of the Town and Country Planning Act 1990.

2.

The development hereby permitted shall be carried out in accordance with the following approved plans: PL-03 Rev B, 2224/A00/DS, 2306/A00/DS, 2308/A00/DS, 2318/A00/DS, 2324/A00/DS/AS, 2401/A00/DS, 2409/A00/DS, A00/GAR/01, A00/GAR/02, A00/GAR/03, A00/GAR/04, BT-01, ET-01, RM-01 and ADC1451/001.

Reason

For the avoidance of doubt and in the interests of proper planning.

3.

The external materials used in the construction of the dwellings shall be those set out on drawings ET-01 (External Materials) and RM-01 (Roof Materials) unless otherwise agreed in writing by the local planning authority.

Reason

To ensure that the building is in keeping with its surroundings in the interests of visual amenity, in accordance with policy DS1 of the North Lincolnshire Local Plan.

4.

Within three months of the completion of the new access, any redundant access to the site shall be removed and the area reinstated to footway/verge (including the provision of full height kerbs) in accordance with details to be submitted to and approved in writing by the local planning authority.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

5.

The existing footway fronting the site (including the existing bus stop facility) shall be improved in accordance with details to be submitted and approved in writing by the LPA. The works once approved shall be completed prior to the occupation of any dwelling directly served by Station Road.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

6.

No development shall take place until details showing an effective method of preventing surface water run-off from hard paved areas within the site onto the highway have been submitted to and approved in writing by the local planning authority. These facilities shall be implemented prior to the access and parking facilities being brought into use.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

7.

No loose material shall be placed on any driveway or parking area within 10 metres of the adopted highway unless measures are taken in accordance with details to be submitted to

and approved in writing by the local planning authority to prevent the material from spilling onto the highway. Once agreed and implemented these measures shall be retained.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

8.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that order with or without modification), nothing shall at any time be erected, retained, planted or allowed to grow over 1.05 metres in height above the level of the adjoining carriageway for a distance of 2 metres from the highway boundary across the site frontage.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

9.

No dwelling on the site shall be occupied until the vehicular access to it and the vehicle parking spaces serving it have been completed and, once provided, the vehicle parking spaces shall be retained.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

10.

No development shall begin until details of: (i) the layout, drainage, construction, services and lighting of the proposed access road, including the junction with the adjacent highway; and (ii) the number and location of vehicle parking space(s) on the site; have been submitted to and approved in writing by the local planning authority.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

11.

No dwelling on the site shall be occupied until the access road has been completed to at least base course level and adequately lit from the junction with the adjacent highway up to the access to the dwelling.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

12.

No other works shall be commenced on the site until the access road junction with the adjacent highway, including the required visibility splays, has been set out and established.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

13.

No dwelling on the site shall be occupied until the footway has been constructed up to base course level from the junction with the adjacent highway to the access to the dwelling.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

14.

No works shall be commenced on the penultimate dwelling on the site until the access road has been completed.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

15.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 (or any order revoking and re-enacting that order with or without modification), no development shall take place within any service strip adjacent to any shared surface road, and any planting or landscaping within this service strip shall be of species which shall be agreed in writing with the local planning authority prior to planting.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

16.

No development shall take place until a construction phase traffic management plan showing details of all associated traffic movements, including delivery vehicles and staff/construction movements, any abnormal load movements, contractor parking and welfare facilities, storage of materials and traffic management requirements on the adjacent highway, has been submitted to and approved in writing by the local planning authority. Once approved the plan shall be implemented, reviewed and updated as necessary throughout the construction period.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

17.

No development shall take place until a noise mitigation scheme has been submitted to and approved in writing by the local planning authority. As a minimum this noise mitigation scheme shall include details of:

- noise mitigation measures;

- predicted noise levels to be achieved at sensitive locations as a result of the noise mitigation scheme;
- details of how the noise mitigation scheme will be maintained for the lifetime of the development.

The noise mitigation scheme shall be implemented before occupation of the development and shall be retained thereafter.

Reason

To protect the amenity of the residents of the proposed dwellings and to minimise potential land use conflict in accordance with policy DS1 of the North Lincolnshire Local Plan.

18.

No development shall commence until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the local planning authority. This shall include details of mitigation measures for the control of pollution including noise, vibration, dust and light. All construction work shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the relevant planning authority.

Reason

For the protection of residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

19.

Construction and site clearance operations shall be limited to the following hours:

- 7am to 7pm Monday to Friday
- 7am to 1pm on Saturdays.

No construction operations shall take place on Sundays or public/bank holidays.

HGV movements shall not be permitted outside these hours during the construction phase without prior written approval from the local planning authority.

Installation of equipment on site shall not be permitted outside these hours without prior written approval from the local planning authority.

Reason

For the protection of residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

20.

If, during development, any odorous, discoloured or otherwise visually contaminated material is found to be present at the site then no further development shall be carried out until a written method statement detailing how this contamination shall be dealt with has been submitted to and approved in writing by the local planning authority.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with policy DS7 of the North Lincolnshire Local Plan.

21.

No development shall take place until a biodiversity management plan has been submitted to and approved in writing by the local planning authority. The plan shall incorporate the provisions of submitted drawing reference "M17-0726 Kirton in Lindsey Indicative Biodiversity Plan v3 SH100717" and shall include:

- (a) details of at least 12 Habitat bat boxes and 1 barge board bat roosting feature to be installed in the new dwellings;
- (b) details of a nesting site to be installed to support barn owls (*Tyto alba*);
- (c) details of 8 sparrow terraces to be installed;
- (d) restrictions on lighting to avoid impacts on bat roosts, bat foraging areas, bird nesting sites and sensitive habitats;
- (e) details of two hedgehog houses and provision for hedgehogs to pass through any fencing installed between gardens and between areas of grassland;
- (f) prescriptions for the creation and management of rough grassland habitat and the planting and aftercare of native trees and shrubs of high biodiversity value;
- (g) prescriptions for biodiversity enhancement in drainage features;
- (h) a commitment to provide each new dwelling with a wildlife gardening advice pack to be approved in writing by the local planning authority;
- (i) proposed timings for the above works in relation to the completion of the buildings.

Reason

To conserve and enhance biodiversity in accordance with policies CS5 and CS17 of the North Lincolnshire Core Strategy.

22.

The biodiversity management plan shall be carried out in accordance with the approved details and timings, and the approved features shall be retained thereafter, unless otherwise approved in writing by the local planning authority. Prior to the occupation of the 30th and 80th dwellings hereby approved, the applicant or their successor in title shall submit a report to the local planning authority, providing evidence of compliance with the biodiversity management plan.

Reason

To conserve and enhance biodiversity in accordance with policies CS5 and CS17 of the North Lincolnshire Core Strategy.

23.

No development shall take place until a strategy for the management of surface water drainage, that includes the implementation of SuDS, and their adoption and maintenance arrangements, has been submitted to and agreed in writing by the local planning authority. This must be based upon the submitted Flood Risk Assessment (Ref: MA10357-FRA-R02, Dated: 18th May 2017 & Preliminary Drainage Strategy Drawing (MA10357-200 Rev C, Dated March 2017). Further consideration and implementation of SuDS features as detailed below:

- (a) permeable block paving (not tarmac) to all drives and lined system with pipe linking main drain in road;
- (b) full consideration of swale/SuDS feature on western edge of development to reduce surcharging/flooding risk to drainage system in exceedance conditions;
- (c) full consideration of overland flow routing into the development area from the north-west, design of swale/SuDS feature to take into account this additional surface water flow - refer to surface water flood maps <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map> easting=499100&northing=399160&address=100050225784&map=RiversOrSea;
- (d) proposed outfall to be investigated - discharge from the development must not exceed 4.6 litres/second;
- (e) detailed design of balancing pond and safety features to be agreed - minimum of 500 millimetres freeboard required.

Reason

To prevent the increased risk of flooding to themselves and others, to improve and protect water quality and to ensure the implementation, and future adoption and maintenance, of the sustainable drainage structures in accordance with policy DS16 of the North Lincolnshire Local Plan, and policies CS18 and CS19 of the North Lincolnshire Core Strategy.

24.

The drainage scheme shall be implemented in accordance with the approved submitted details required by condition 23 above, shall be completed prior to the occupation of any dwelling or building within each phase or sub-phase of the development on site, and thereafter retained and maintained in accordance with the scheme for the life of the development unless otherwise agreed in writing with the local planning authority.

Reason

To prevent the increased risk of flooding to themselves and others, to improve and protect water quality and to ensure the implementation, and future adoption and maintenance, of the sustainable drainage structures in accordance with policy DS16 of the North Lincolnshire Local Plan, and policies CS18 and CS19 of the North Lincolnshire Core Strategy.

25.

No development shall take place until a scheme for the disposal of foul water has been agreed in writing by the local planning authority and none of the dwellings shall be occupied until it is connected to the approved drainage system.

Reason

To ensure satisfactory drainage is provided in accordance with policy DS14 of the North Lincolnshire Local Plan.

26.

Boundary treatments shall be built/planted in accordance with the details set out on approved drawing BT-01 (Boundary Treatments) unless otherwise approved in writing by the local planning authority.

Reason

To provide an appropriate level of screening in accordance with policies H8 and DS1 of the North Lincolnshire Local Plan.

27.

No development shall take place until proposals for landscaping have been submitted to and approved by the local planning authority. The proposals shall include indications of all existing trees and hedgerows on the site, and details of any to be retained, together with measures for their protection during the course of development.

Reason

To enhance the appearance of the development in the interests of amenity.

28.

All the approved landscaping shall be carried out within twelve months of development being commenced (unless a longer period is agreed in writing by the local planning authority). Any trees or plants which die, are removed or become seriously damaged or diseased within five years from the date of planting shall be replaced in the next planting season with others of similar size and species to those originally required to be planted, unless the local planning authority agrees in writing to any variation.

Reason

To enhance the appearance of the development in the interests of amenity.

Informative 1

This application must be read in conjunction with the relevant Section 106 Agreement.

Informative 2

Your attention is drawn to the consultation response from Network Rail dated 27 April 2017, appended to this decision notice and the comments raised within.

Informative 3

In determining this application, the council, as local planning authority, has taken account of the guidance in paragraphs 186 and 187 of the National Planning Policy Framework in order to seek to secure sustainable development that improves the economic, social and environmental conditions of the area.

50 0 50 100 150 200 m

Development Boundary

Willowbank Fisheries

Warehouse

Farm

Mast

Kirton Lindsey Station

Scrap Yard

21m

Pp Ho

Drain

Drain

Drain

Drain

Drain

Path

Drain

Track

29m

Hawcroft

18m

WEST DALE CRESCENT

RICHDALE AVENUE

EAST DALE DRIVE

ORCHARD CL

HIGHFIELD

STATION ROAD

MILLSTONE CL

MILLERS CLOSE

WINDMILL WAY

SPA HILL

DARWIN ST

GROVE ST

TORSEY S

CHURCH STREET

MARCH



NORTH LINCOLNSHIRE

COUNCIL

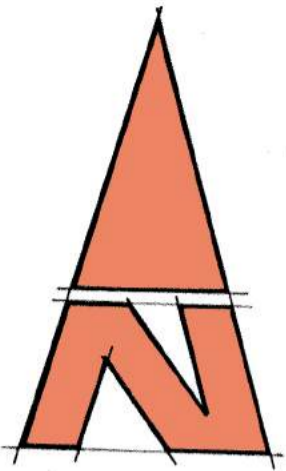
PA/2017/389

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Plot	Type	Plot	Type
1	2512	46	2328
2	2324	47	2328
3	2328	48	2328
4	2308	49	2328
5	2308	50	2328
6	2409	51	2328
7	2329	52	2328
8	2329	53	2324
9	2329	54	2224
10	2328	55	2324
11	2328	56	2324
12	2308	57	2224
13	2308	58	2224
14	2329	59	2224
15	2329	60	2224
16	2329	61	2308
17	2409	62	2308
18	2409	63	2329
19	2512	64	2329
20	2434	65	2329
21	2318	66	2308
22	2324	67	2308
23	2328	68	2329
24	2328	69	2329
25	2328	70	2329
26	2328	71	2324
27	2328	72	2224
28	2328	73	2224
29	2328	74	2324
30	2328	75	2308
31	2328	76	2308
32	2328	77	2308
33	2328	78	2308
34	2328	79	2329
35	2111	80	2329
36	2111	81	2329
37	2111	82	2401
38	2111	83	2433
39	2308	84	2401
40	2308	85	2308
41	2329	86	2308
42	2329	87	2328
43	2329	88	2328
44	2328	89	2404
45	2324	90	2404
		91	2433

LEGEND

	Existing Trees & Hedges to be retained
	Proposed Indicative Trees & Hedges
	Existing Trees & Hedges to be removed
	1.8m Close Boarded Timber Fence
	1.8m Timber Panelled Fence
	1.2m Post & Wire Fence
	1.2m Vertical Metal Fence
	1.2m Metal Estate Fence
	Brick Wall (1.8m high unless stated)



Market	House Type	Ft ²	Storeys	Bedrooms	No of	
	2111	563	2	1	4	2252
	2224	655	2	2	7	4585
	2308	926	2	3	16	14816
	2318	968	2	3	1	968
	2328	801	2	3	25	20025
	2324	984	2	3	8	7872
	2329	924	2	3	18	16632
	2401	1068	2	4	2	2136
	2404	1581	2	4	2	3162
	2409	1422	2	4	3	4266
	2433	1259	2	4	2	2518
	2434	1287	2	4	1	1287
	2512	1553	2	5	2	3106
					91	83625

Site Area = 7.34 acres gross
5.69 acres nett

Density = 15.99 units/acre
= 14,697 ft²/acre

PA/2017/389 Proposed site layout+ Not to scale



Project	Copyright reserved Do not scale All dimensions to be checked on site		
Project	KIRTON IN LINDSAY		
Drawing	Site Layout		
Date	Scale	By	Drn No.
14/11/16	1:500@A1	MC	PL-03
Rev			

