

APPLICATION NO	PA/2018/2316
APPLICANT	Mr Mark Wilden, Premier Property Acquisitions Ltd
DEVELOPMENT	Outline planning permission for up to 10 dwellings with all matters reserved for subsequent approval
LOCATION	Land off Burnside, Broughton, DN20 0HT
PARISH	Broughton
WARD	Broughton and Appleby
CASE OFFICER	Scott Jackson
SUMMARY RECOMMENDATION	Subject to a Section 106 agreement, grant permission subject to conditions
REASONS FOR REFERENCE TO COMMITTEE	Objection by Broughton Town Council

POLICIES

National Planning Policy Framework:

Chapter 2 – Achieving sustainable development

Chapter 4 – Decision-making

Chapter 5 – Delivering a sufficient supply of homes

Chapter 9 – Promoting sustainable transport

Chapter 11 – Making effective use of land

Chapter 12 – Achieving well-designed places

Chapter 14 – Meeting the challenge of climate change, flooding and coastal change

Chapter 15 – Conserving and enhancing the natural environment

Chapter 16 – Conserving and enhancing the historic environment

North Lincolnshire Local Plan: Policies DS1, DS16, LC5, T2, T6, T9, T19 H5, H8 and H10 apply.

North Lincolnshire Core Strategy: Policies CS1, CS2, CS5, CS6, CS7, CS8, CS9, CS18, CS19, CS25 and CS27 apply.

CONSULTATIONS

Highways: No objection, but recommend conditions and an informative in relation to works within the highway.

LLFA Drainage: A highway drain exists on Burnside. New connections into this drain require approval, and upgrades to the drain may be required to enable the additional flows at the developer's expense. Recommend conditions in relation to the submission and implementation of a surface water drainage scheme, based on the Flood Risk Assessment.

Environment Agency: No objection or comments.

Leisure: It is anticipated that leisure provision should be added to the planning requirements for this application. No request for on-site formal leisure provision and therefore a contribution of £9000 towards improving sports equipment at Ancholme Leisure Centre is sought.

Public Health: No objection.

Historic Environment Record: The applicant has submitted an archaeological desk-based assessment report in accordance with policy 189 of the National Planning Policy Framework as the site lies within an area of archaeological potential close to Roman Ermine Street. HER records show that an archaeological field evaluation was also undertaken on the application site in 2015; the report of this work has not been submitted with the current application but is available in the HER. The archaeological field evaluation comprised the excavation of sample trial trenches across the site but revealed no remains of archaeological significance. As such, no further archaeological work is recommended in connection with the development of this site.

Anglian Water: The foul drainage from this development is in the catchment of Broughton (Humber) Water Recycling Centre that will have available capacity for these flows. The sewerage system at present has available capacity for these flows via a gravity fed discharge regime. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection. Recommend a number of informatives in relation to foul and surface water drainage disposal.

Humberside Fire and Rescue: Adequate access for fire-fighting should be provided to all buildings and adequate provision of water supplies for fire-fighting appropriate to the proposed risk should be considered.

Environmental Health: The application for residential development is a sensitive end use. Furthermore, mapping held by this department identifies a number of structures on site of an unknown use which have the potential to introduce contaminants to the site unknown to this department. It is the developer's responsibility to assess and address any potential contamination risks. Recommend that a phase 1 assessment is submitted as a minimum requirement. In the absence of this information recommend conditions in respect of contaminated land investigation, construction operation hours, for the provision of electrical vehicle charging points and the submission of a Construction Environmental Management Plan.

Spatial Planning: The National Planning Policy Framework identifies that affordable housing should be sought on all major applications which includes residential developments of 10 or more dwellings. As the site falls within a rural location, current policy states that 10% of the development should be provided for affordable housing. The provision can be on site, either as physical dwellings or off site, as a financial contribution. 10% of a development of 10 dwellings would be 1 dwelling.

Depending on how the contribution is given to the council, the council would hope for the affordable housing to be retained in some form in perpetuity (if not a final contribution) and so, therefore, this should be requested through the Section 106.

Under council policy for a development of this size, there would be no request for the provision of open space on site. Therefore, in order to maximise the housing provision, an off-site financial contribution of £5142.60 towards the maintenance of existing areas of open space is sought.

Capital Team (Education): No educational contributions are sought for this development.

Environment Team (Ecology): The survey methods used and the survey effort deployed are appropriate for the site in question. The surveyors found that the application site was used by commuting bats of four species, but in very low numbers. As a result, the layout of the site does not need to be modified to favour foraging or commuting bats. Recommend conditions in relation to the submission and implementation of a biodiversity management plan.

TOWN COUNCIL

Object on the following grounds:

- Highways – any development would lead to additional traffic on a narrow road, which enters/leaves the estate at a busy junction with Brooklands Avenue, where there is speeding traffic and relocation of the post office.
- Drainage – worries about the drainage system being able to cope with additional development.
- Character – any development would change the character of the estate, which is mainly occupied by elderly residents.
- Wildlife – effect on the habitat and wildlife.
- Access – this is an estate road with on-street parking issues and additional vehicular movements as a result of the proposed play area.

PUBLICITY

A site notice has been displayed. Fifteen letters of objection have been received raising the following issues:

- disruption from construction activities
- the road is not appropriate to accommodate large vehicles

- impact from construction traffic
- the road is not of sufficient width
- traffic congestion
- parking issues
- impact on road safety
- impact on drainage
- impact on noise and amenity
- additional traffic
- impact on the character of the area
- devaluation of property prices
- an alternative means of access should be explored
- impact on the wider road network
- loss of wildlife habitat
- existing issue with cars parked along Burnside
- the means of access is inappropriate
- impact on drainage
- impact on the wider highway network
- there is no need for affordable housing
- relocation of the post office to the corner of Brooklands Avenue and High Street has resulted in further localised parking issues
- large vehicles will not be able to easily access the site
- impact on pedestrian safety
- each of the properties will have two vehicles
- increase in pollution
- overshadowing
- nuisance and pollution from the construction period
- removal of hedge and impact on wildlife.

Two letters of support have also been received making the following comments:

- It is a reduction in the number of dwellings proposed.
- There have never been any previous issues with parked cars or access in this area.
- The proposal seems to be of a scale and style that is in keeping.
- The town council has objected on the same issues that were resolved through the approval of the previous planning application.

STATEMENT OF COMMUNITY INVOLVEMENT

No statement of community involvement has been submitted with this planning application.

ASSESSMENT

This application is an outline submission for 10 dwellings with all matters reserved for future consideration. Of note to this proposal is a previous planning application (PA/2016/2009) which was granted outline planning permission for up to 26 dwellings, including three affordable housing units on a larger part of the site. This proposal seeks outline planning permission on a smaller section of the site to the south (0.5152 square metres), which comprises an area of garden land to the rear of properties located along Appleby Lane (six properties in total). The majority of the gardens are laid to lawn and the site is bordered by a line of trees and two bungalows along its southern boundary and residential properties to the north, west and north-east. The site is bordered by the deep gardens of residential properties located along Brooklands Avenue to the east. The site is located within the settlement boundary for Broughton within walking distance of the High Street; this is where the main concentration of local community services is located.

The main issues to consider in the determination of this planning application are the principle of development, impact on the character and appearance of the area, highway issues, impact on residential amenity and other issues.

Principle of development

The application site is garden land within the defined settlement boundary for Broughton, in a sustainable, central location within easy walking and cycling distance of a range of local facilities, including a school, doctor's surgery, shops, post office, public house and convenience store. In terms of sustainability it is within walking distance of bus stops. The proposal therefore accords with the principles of sustainable development as set out within the policies of the local plan, Core Strategy and the National Planning Policy Framework on delivering residential development in appropriate locations. The wider site (of which this development forms part) has previously been granted outline planning permission for up to 26 dwellings and therefore the principle of residential development in this part of Broughton (within the settlement boundary) has been established. The development of a smaller part of the same site for residential use is therefore considered to be acceptable in principle.

Policy H8 (Housing Design and Housing Mix) applies and states that new residential development will be permitted provided that it incorporates a high standard of layout which maintains and, where possible, improves and enhances the character of the area, and protects existing and natural and built features, landmarks or views that contribute to the amenity of the area. This site constitutes developable land within the settlement boundary

of Broughton, in a sustainable location; there is therefore a presumption in favour of residential development.

Policy CS9 (Affordable Housing) of the adopted Core Strategy applies and states that new residential development of three or more dwellings in rural settlements must make provision for an element of affordable housing. This policy seeks to ensure that 10% of housing on schemes of three or more dwellings in rural settlements is provided. The indicative layout shows 10 dwellings so this equates to one dwelling in this case. The provision of this affordable housing will be secured by a Section 106 legal agreement. It is a policy preference for this affordable housing to be provided on the site. Strategic Housing has previously commented in respect of other planning applications that there is a high demand for affordable housing in Broughton. This scheme will provide one affordable unit.

Policy H10 (Public Open Space Provision in New Housing Development) of the North Lincolnshire Local Plan applies and states that new housing developments on windfall sites of 0.5 hectares or more will be required to provide recreational open space on a scale and in a form appropriate to serve the needs of residents. The site area is 0.5152 hectares and constitutes a windfall site for residential development in Broughton. The council's Spatial Planning team has commented that an off-site financial contribution of £5142.60 towards the maintenance of existing open space is sought; this is in lieu of the provision of open space within the development site. The off-site financial contribution towards existing open space/play equipment would be secured through a Section 106 legal agreement.

Street scene and settlement character

The pattern of residential development around which development is proposed is characterised by a mix of semi-detached and detached properties set back from the highway with deep rear gardens, some of which extend to 170 metres in depth. The pattern of development to the south of the site changes to one of modern detached properties set within smaller plots (albeit spacious plots); the density of housing is higher. To the east of the site are examples of properties located to the rear of dwellings on Brooklands Avenue, on backland plots. The prevailing height of dwellings to the north, east and west of the site is two-storey; the height of the dwellings to the south (on the modern residential estates) is a mix of two-storey and bungalows.

Given the depth of these rear gardens (particularly along Appleby Lane) and the distance from existing properties, it is considered that the development will result in an appropriate scale of residential development which infills a section of garden land between Burnside and South View/Trinity Court. The development will not be viewed in isolation, it will be viewed against the built context of a modern housing estate located directly to the south. Therefore the introduction of a modern housing development immediately to the north of a modern housing estate is considered to assimilate with the character and appearance of neighbouring residential properties. There is sufficient separation distance from neighbouring residential properties and space within the site for a development of this scale (10 dwellings) to be provided, which could also be considered as being in keeping with the character and appearance of the area.

An illustrative plan has been submitted by the applicant's agent. This plan, whilst only indicative, provides an overview of the potential layout of the site and demonstrates that 10 dwellings, with associated parking and gardens, can be accommodated on the site, together with space for an access road and turning areas. The block plan, whilst indicative, shows that each of the 10 plots will be of comparable scale and size to the existing

settlement pattern established along Sycamore Close, Beech Close and Burnside to the south and south-west. Although no scale parameters have been submitted with the planning application, it is considered that the introduction of two-storey dwellings will be consistent with the prevailing height of existing properties close to the site.

Highway issues

This is an outline planning application with all matters (including means of access) reserved for subsequent consideration. Notwithstanding this, the indicative block plan shows the proposed means of access to the site from Burnside. Burnside is an estate road which has the capacity for one vehicle to safely pass another. The indicative plan shows that an access road can be provided to an overall width of 5 metres, together with an extension to the footway into the site from Burnside to either side of the proposed internal access road. In addition, the indicative plan shows that the footway will continue from Burnside into the site, thereby providing pedestrian permeability and a safe means of accessing the site on foot. Highways have raised no objection to the proposal on highway safety grounds or on grounds of additional traffic movements being generated along local roads in Broughton. A number of the objections, including that submitted by Broughton Town Council, allude to the relocation of the post office from further up the High Street. Whilst it is acknowledged that the post office has relocated closer to the junction of Burnside with Brooklands Avenue, this facility is located over 100 metres from the junction and there is restricted parking in the carriageway immediately surrounding the post office. The issue of vehicles being parked within the carriageway along Burnside and the obstruction of traffic is as a result of local residents choosing to park their vehicles in this location.

A previous application (PA/2014/1178) was partly refused due to concerns over highway safety. However, the planning inspector, when assessing highway safety for that appeal, concluded that the width of the carriageway was sufficient to allow vehicles to pass one another, that most of the dwellings along Burnside have adequate space for car parking available within their plots and the existing layout of Burnside is not designed in a way which seriously impedes the free flow of traffic. In addition, the planning inspector considered the issue of additional traffic movements generated from the proposed development and concluded that the evidence did not demonstrate that Burnside or the junction with Brooklands Avenue operated in an unsafe manner, that the additional traffic movements from the proposed development would not be sufficient to cause material harm to highway safety on Burnside or at its junction with Brooklands Avenue and, following its completion, any additional movements of large vehicles to and from the site along Burnside that would result from the appeal proposal, for example delivery vehicles to the proposed dwellings, would be limited in frequency.

In conclusion, the planning inspector stated in their report *'that the proposed development would not cause material harm to highway safety. The proposal would therefore accord with the provisions of saved Policy T2 of the North Lincolnshire Local Plan 2003 (NLLP) and the Framework related to this matter'*. It is worth noting that this application is for less dwellings than the previous two outline planning applications that have been considered for this site and therefore on that basis would generate less car movements.

Given the content of the planning inspector's report and no objection from highways, it is considered that the proposal would not cause material harm to highway or pedestrian safety in this case.

Residential amenity

This is an outline planning application with all matters reserved for subsequent consideration. Issues relating to the layout, scale, height of dwellings, window arrangements and potential for loss of residential amenity would be assessed as part of any subsequent reserved matters planning application. As stated previously, the indicative plan shows that 10 dwellings can be constructed on the site and have sufficient separation distance to the nearest residential properties located on Burnside to the south. The majority of the objections submitted relate to highway and pedestrian safety concerns.

It is inevitable that the construction period will result in some level of disruption to nearby residential properties through noise and other disturbance; however, this will be relatively short-term without harming the long-term amenity of residents. In addition, a condition is recommended by Environmental Health that construction operations only take place between the hours of 8am to 6pm Monday to Friday, 8am to 1pm on Saturdays and at no time on Sundays or public/bank holidays. The imposition of this condition is considered sufficient to protect residential amenity, particularly during the construction period.

A previous planning application was also partly refused on the grounds of loss of residential amenity. In considering the impact on residential amenity, the planning inspector, when considering PA/2014/1178, stated in their report that the noise from the construction works would be temporary in nature, that the increase in traffic would be limited in its amount and frequency and the *'proposed development would not cause material harm to the living conditions of occupiers of existing dwellings alongside the proposed access route to the site'*.

Other issues

The width of the proposed access road and the approach road (Burnside) is considered sufficient to allow emergency and larger vehicles to enter and leave the site. The local planning authority can only consider the point of access which is proposed from Burnside in this case. Highways have raised no objection to the means of access proposed to serve the site. Therefore there is no requirement to consider an alternative means of access to the site. A condition is recommended by Highways which requests wheel-cleaning facilities. This will reduce the potential for mud to be deposited onto local roads.

Devaluation of property prices is not a material planning issue and will not be assessed in this case. In addition, the impact of the proposed residential development upon a particular demographic profile of residents in this part of Broughton is not a material planning issue, therefore it will not be assessed.

Anglian Water has confirmed there is sufficient capacity within the foul sewer to accommodate the additional foul drainage flows from the proposed development. This is an outline planning application and there is scope within any subsequent reserved matters application for a surface water drainage scheme to be submitted for consideration. In addition, LLFA Drainage has recommended conditions in relation to the submission and implementation of a surface water drainage strategy, based on the Flood Risk Assessment submitted with the planning application.

Environmental Health has recommended that a full contaminated land investigation be undertaken. However, in their response to the previous application in 2014, no such request was made. For reasons of consistency, it is considered reasonable to recommend

a condition that any unexpected contamination found during construction works is fully investigated.

A bat survey dated March 2017 has been submitted in support of this application. This report concludes that there was no pattern of activity indicative of significant numbers of bats emerging or returning from/to a roost and the surveys revealed that the site is used by low numbers of individual bats that pass through it rather than use it for foraging purposes. In light of these conclusions, it is considered prudent to recommend conditions for the submission and implementation of a biodiversity management plan; this will secure opportunities for biodiversity gain across the site and is consistent with both the response from the council's ecologist and with guidance in the NPPF.

Community involvement

The applicant has not undertaken any community involvement prior to the submission of this major planning application. All representations received in response to this planning application were as a result of notifying the public, advertising the proposed development in the local newspaper and displaying a site notice.

RECOMMENDATION

Subject to completion of a formal agreement under Section 106 of the Town and Country Planning Act 1990 providing for one on-site affordable house, a contribution of £5142.60 towards the maintenance of existing off-site open space and a contribution of £9000 towards the improvement of sports equipment at Glanford Leisure Centre, 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 3rd January 2020 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.
Approval of the details of the layout, scale, and appearance of the building(s), the means of access thereto and the landscaping of the site (hereinafter called 'the reserved matters') shall be obtained from the local planning authority in writing before any development is commenced.

Reason

The application has been made under Article 5(1) of the Town & Country Planning (Development Management Procedure) (England) Order 2015.

2.
Plans and particulars of the reserved matters referred to in condition 1 above, relating to the layout, scale, and appearance of any buildings to be erected, the means of access to

the site and the landscaping of the site, shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason

The application has been made under Article 5(1) of the Town & Country Planning (Development Management Procedure) (England) Order 2015.

3.

Application for approval of the reserved matters shall be made to the local planning authority before the expiration of three years from the date of this permission.

Reason

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

4.

The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason

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

5.

No above-ground works 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.

6.

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.

7.

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.

8.

No development shall begin until details of the private driveway, including construction, drainage, lighting and where appropriate signage/street naming arrangements, have been agreed in writing with the local planning authority and no dwelling on the site shall be occupied until the private driveway has been constructed in accordance with the approved details. Once constructed the private driveway shall be retained.

Reason

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

9.

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.

10.

No development shall take place until details of the drainage, construction, services and lighting of the proposed access road, including the junction with the adjacent highway, 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.

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.

18.

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

- 8am to 7pm Monday to Friday

- 8am to 1pm on Saturdays.

No construction or site clearance 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

To maintain the living standards of the adjoining residential property/the surrounding residential area and to enable any alternative use to be assessed against the criteria in policy DS1 of the North Lincolnshire Local Plan.

19.

No above-ground works shall take place until a scheme for the provision of electrical vehicle charging points shall be submitted to and approved in writing by the local planning authority. The scheme shall be designed to take account of good practice guidance as set out in the Institute of Air Quality Management Land Use Planning and Development Control:

<http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf>

and contemporaneous electrical standards including:

- Electrical Requirements of BS7671:2008;

- IET Code of Practice on Electrical Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7.

The approved scheme shall be installed in full and retained in perpetuity thereafter.

Reason

To facilitate the uptake of low emission vehicles and reduce the emission impact of traffic arising from the development in line with the National Planning Policy Framework.

20.

No development shall take place until a construction environmental management plan (CEMP) has been submitted to and agreed in writing by the local planning authority. The CEMP shall include particular reference to noise, vibration, lighting and dust. The development shall take place in accordance with the approved details.

Reason

To define the terms of the permission and in the interests of safeguarding residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

21.

No above-ground works shall take place until details of the positions, design, materials and type of boundary treatment to be built/planted have been agreed in writing by the local planning authority. The agreed boundary treatment shall be built/planted before the dwellings are occupied, and once built/planted it shall be retained.

Reason

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

22.

No above-ground works shall take place until details have been submitted to and approved in writing by the local planning authority of the make, type and colour of all external facing materials for the development and only the approved materials shall be used.

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.

23.

Within three months of the commencement of development, a biodiversity management plan shall be submitted to the local planning authority for approval in writing. The plan shall include:

- (a) details of measures to avoid harm to nesting birds and hedgehogs during demolition, vegetation clearance and construction works;
- (b) details of at least three bat roosting features to be installed in new dwellings;
- (c) details of nest boxes to be installed to support house sparrow, starling and other garden birds;
- (d) restrictions on lighting to avoid impacts on bat roosts, bat foraging areas, bird nesting sites and sensitive habitats;
- (e) provision for hedgehogs to pass through any fencing installed between gardens and between areas of grassland;
- (f) prescriptions for the retention of existing hedgerows;

- (g) prescriptions for the planting and aftercare of native trees and shrubs of high biodiversity value;
- (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 dwellings.

Reason

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

24.

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 completion of the approved development, 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.

25.

No above-ground works shall take place until a detailed surface water drainage scheme for the site has been submitted to and agreed in writing by the local planning authority. The scheme should be based on the submitted Flood Risk Assessment, produced by RAB Consultants dated 14th March 2019 and shall be based on sustainable drainage principles. The drainage scheme shall demonstrate that surface water run-off generated up to and including the 1 in 100 year critical storm (including an allowance for climate change) will not exceed the run-off from the existing site and how the completed scheme is to be maintained and managed for the lifetime of the development. None of the dwellings hereby approved shall be occupied until they are connected to the approved drainage system.

Reason

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

26.

The development hereby permitted shall be carried out in accordance with the following approved plans: dmc/8524/001 Rev A.

Reason

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

Informative 1

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

Informative 2

The development hereby granted planning permission requires works to be carried out within the limits of the adopted (public) highway. Therefore:

- before ANY construction works take place within the limits of the highway you **MUST** contact the highway authority on telephone number 01724 297000 to arrange for the relevant permissions/licenses to be issued;
- before ANY service (utility) connections take place within the limits of the highway you **MUST** contact the highway authority on telephone number 01724 297319 to arrange for the relevant permissions/licenses to be issued.

Informative 3

In determining this application, the council, as local planning authority, has taken account of the guidance in paragraph 38 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.

