

<b>APPLICATION NO</b>	<b>PA/2022/1498</b>
<b>APPLICANT</b>	Mr Alan Blades
<b>DEVELOPMENT</b>	Planning permission to erect a detached dwelling, with garage and new vehicular access
<b>LOCATION</b>	Land adjacent to Swinster House, Swinster Lane, East Halton, DN40 3NR
<b>PARISH</b>	East Halton
<b>WARD</b>	Ferry
<b>CASE OFFICER</b>	Scott Jackson
<b>SUMMARY RECOMMENDATION</b>	<b>Grant permission subject to conditions</b>
<b>REASONS FOR REFERENCE TO COMMITTEE</b>	Departure from the development plan

## **POLICIES**

**National Planning Policy Framework:** Sections 5, 12 and 15 apply.

**North Lincolnshire Local Plan:** RD2, DS1, DS7, DS14, T1, T2, T19, H5, H8, LC20 and LC5 apply.

**North Lincolnshire Core Strategy:** CS1, CS2, CS3, CS5, CS7, CS8, CS16 and CS17 apply.

**New North Lincolnshire Local Plan Submission:** The new North Lincolnshire Local Plan was submitted for public examination to the Planning Inspectorate on 11 November 2022. Examination of the Plan has therefore commenced, although public hearing sessions are not anticipated until early in 2023. The Submitted North Lincolnshire Local Plan can be given some weight as a material planning consideration in the determination of planning applications. The relevant policies regarding this application include:

Policy SS1: Presumption in Favour of Sustainable Development

Policy SS2: A Spatial Strategy for North Lincolnshire

Policy SS3: Development Principles

Policy SS5: Overall Housing Provision

Policy SS6: Spatial Distribution of Housing Sites

Policy SS11: Development Limits

Policy RD1: Supporting Sustainable Development in the Countryside

Policy DQE1: Protection of Landscape, Townscape and Views

Policy DQE6: Sustainable Drainage Systems

## **Housing and Employment Land Allocations Development Plan Document**

### **CONSULTATIONS**

**Highways:** No objection, but recommend conditions.

**LLFA Drainage:** No objection, but recommend conditions.

**Environmental Protection:** No objection, but recommend a condition.

### **PARISH COUNCIL**

No response received.

### **PUBLICITY**

A site notice has been displayed. Seven responses have been received objecting to the proposal on the following grounds:

- the dwelling and land could be used in conjunction with the applicant's business
- potential damage to grass verges
- construction vehicles being parked in the highway and damaging grass verges
- underlying ground conditions would not support the use of soakaways
- existing ditches are not maintained
- increase in potential for surface water flooding
- it will urbanise the lane
- the quiet character of the rural lane will be eroded
- impact on privacy
- impact on local services/infrastructure
- impact on wildlife
- a bungalow would be more appropriate
- increase in traffic
- noise and disruption during the construction phase
- object to any further housing development
- it will create a precedent for further housing development

- the proposal is contrary to planning policy.

In addition, a letter from a local resident has been received which clarifies a few matters on the part of the applicant.

## **ASSESSMENT**

### **Planning history**

7/1977/0324: Erection of a dwelling – refused 03/06/1977

PA/2012/1193: Application for a certificate of lawful development for existing land and former cattle housing for the grazing of horses – lawful 01/02/2013

PA/2015/0582: Planning permission to erect two houses with detached garages – refused 22/07/2015.

The application site consists of an area of scrubland which is vegetated along two of its boundaries with trees and hedges and has an existing field gate access in its south-eastern corner. The site is outside the defined settlement boundary for East Halton, in flood zone 1, and extends to 903 square metres in area. It is bordered by housing to the east, south and west. There is a grass verge to the front of the site and a drainage ditch along the eastern boundary. Planning permission is sought to erect a dormer-style bungalow with a detached garage, associated private amenity space and off-street parking.

**The main issues associated with this application are the principle of development, impact on the rural landscape and impact on residential amenity.**

### **Principle**

The combined effect of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 is that a planning application should be determined in accordance with the development plan unless material considerations indicate otherwise. Here, the development plan comprises the North Lincolnshire Local Plan 2003, the Core Strategy 2011 and the Housing and Employment Allocations DPD (HELAP).

The application site is outside the settlement framework set out in the Housing and Employment Land Allocations DPD: for policy purposes this would constitute development within the countryside and therefore the provisions of saved policy RD2 apply.

Saved policy H5 covers new residential development and requires it to be located within settlements or to represent infill. Policy CS2 states, 'any development that takes place outside the defined development limits of settlements or in rural settlements in the countryside will be restricted. Only development which is essential to the functioning of the countryside will be allowed to take place. This might include uses such as those related to agriculture, forestry or other uses which require a countryside location or which will contribute to the sustainable development of the tourist industry.'

Policy CS3 provides that development limits will be defined in future development plan documents. Outside these boundaries, development will be restricted to that which is essential to the functioning of the countryside. The development limits were subsequently

defined in the HELAP, and the application site is located wholly outside the defined development limit for East Halton.

Policy CS8 strictly limits housing development in rural settlements in the countryside and in the open countryside outside development limits (the proposal site). Consideration will be given to development which relates to agriculture or forestry, or is required to meet a special need associated with the countryside. Development should not have an adverse impact on the environment or landscape.

Local plan saved policy RD2 restricts development in the open countryside other than in exceptional circumstances. This policy only supports residential development outside defined development limits where it is for affordable housing to meet a proven need or for the replacement, alteration or extension of an existing dwelling; and even then, strict criteria must be achieved as set out in parts a–f of the policy.

Whilst this policy remains, it has largely been overtaken by policies in subsequent plans addressing the same issue (such as policies CS2 and CS3 referenced above). There is, therefore, a development plan presumption against housing development in this location.

The proposal is not in overall accordance with the development plan, and so the starting point would be to refuse unless other material considerations indicate otherwise. It is also acknowledged that the council cannot currently demonstrate an up-to-date five-year housing land supply. Notwithstanding the development plan policies set out above, the NPPF is a material consideration when determining planning applications. Paragraph 10 of the NPPF states, 'So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.' Paragraph 11(d) of the NPPF 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 were most important to determining the application should not be considered up to date.

In a recent appeal decision dated 20 July 2022 (PA/2020/554) the planning inspector concluded that the council does not currently have a five-year housing land supply of deliverable sites. The council's Five-Year Housing Land Supply Position Statement is awaiting an update and as such any decisions made by the planning authority will take account of the presumption in favour of sustainable development as set out in paragraph 11 of the NPPF. The current local policies which are most important for determining the application will carry reduced weight during this period. Given the current five-year land supply deficit, it is considered that there is a clear and demonstrable need for housing development in the area. Accordingly, the 'tilted balance' in paragraph 11 of the NPPF is triggered, whereby there is a presumption in favour of sustainable development and development proposals should be approved unless:

- (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed;
- (ii) or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

There are three dimensions to sustainable development as set out in paragraph 8 of the Framework: economic, social and environmental. Whilst only modest in scale, the

development does propose an additional market dwelling which will bring the following benefits:

**Economic:** Temporary small-scale employment opportunities during the construction process as well as benefits for local suppliers and businesses during that period. Longer-term employment benefits which a typical residential property may bring include repairs and maintenance as well as other works required. Potential for new residents to shop locally and use local services which are within walking and cycling distance of the site.

**Social:** The local authority area currently has a shortfall in housing supply. Whilst only modest, the development will provide much needed housing within the area contributing to the overall land supply. Whilst East Halton is a rural settlement and there will be a reliance on the private car to access many facilities and services which aren't available within the settlement, there will be an increase in people who could shop and use other services locally. Allowing additional dwellings at the edge of a settlement would bring social benefits by way of encouraging new social interactions, leading to growing local communities and supporting local services.

**Environmental:** The scheme seeks to bring forward a vacant, unkempt site back into use and the existing hedges and trees on the site will be retained with potential for biodiversity gain. The proposed development will improve the built environment in this location. The up-to-date building regulations would require sustainable building methods to be employed which would be translated through the development.

Given the nature of the site as existing, it is not considered there would be significant harm in economic, social or environmental terms to developing the site.

Paragraph 47 of the NPPF states that applications should be determined in accordance with the development plan, unless material considerations indicate otherwise. An overarching principle in the NPPF is sustainability. The application site is considered to be within a sustainable location in an existing residential part of East Halton, within walking (via a lit highway footpath) and cycling distance of the following local amenities/services:

- village hall (345 metres)
- Black Bull public house (460 metres)
- convenience shop (510 metres)
- bus stop (460 metres).

The site is within walking distance of key local facilities and services including a public house, village hall, primary school, church and other facilities. The North Lincolnshire Sustainable Settlement Survey 2018 (2019 Revision) ranks East Halton as 26 out of 76 settlements in terms of its sustainability, with 5 out of 7 key facilities. East Halton is therefore considered to be a sustainable settlement and the site is in a sustainable location. There are local facilities within easy reach of the site on foot and a wider range of further services accessible via a bus service to the market town of Barton upon Humber. Therefore, the proposal accords with the need to site development in locations with

accessible local services. These matters weigh heavily in favour of the proposal in terms of the economic and social dimensions of sustainability. In essence, the site represents a suitable and logical infill site which is bounded on three sides by existing residential development and their gardens.

Whilst the restrictive policies of the development plan do still apply (CS2, CS3 and CS8), the lack of a five-year supply of housing land and the scale of the shortfall limit the weight which can be attributed to these policies. Restricting development to land within development limits, if strictly applied, would severely affect the ability of the authority to address the need for housing. In determining the sustainability of the proposed development, an assessment not only relies upon planning principle but also whether the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or if any adverse impacts exist that would significantly and demonstrably outweigh the benefits of the proposal.

In conclusion, the development, whilst outside the defined settlement boundary, is akin to an infill plot between existing residential properties in this part of East Halton, in a sustainable location within walking and cycling distance of local facilities, with access to sustainable modes of travel. In addition, it is considered, with the retention of the existing trees along the front and side boundaries of the site, and given the height and scale of the dwelling, it can be successfully assimilated into the rural landscape without it being detrimental to the visual or residential amenity of the area and it will result in the creation of an additional dwelling which contributes towards housing land supply in North Lincolnshire.

## **Rural landscape**

As noted in the previous section of this report, this proposal is for a dwelling outside the defined settlement boundary for East Halton, in the countryside. However, there is a requirement to consider the setting in which the dwelling is proposed, that being a rural lane with detached dwellings of single and two storeys in height located to either side of Swinster Lane, with a grass verge and hedges/trees to the front boundaries, giving a greened appearance to the lane. It is worth noting there are examples of modern dwellings which have been erected in more recent years along Swinster Lane and the prevailing palette of materials is a mixed red brick with grey or terracotta roof tiles. The proposal shows the dwelling to be set back from Swinster Lane to the north at a distance of 10.3 metres, with the trees retained along the eastern boundary and the hedgerow/trees and grass verge retained along the front boundary.

In addition, the plans show the dwelling to be positioned centrally within the site, its principal elevation facing the public highway to the south, with a detached garage to the side, set back at a distance of 2.8 metres; this ensures the dwelling and its associated garage do not represent a visually prominent form of built development in the street scene/rural landscape and the greened appearance to Swinster Lane is retained. The majority of East Halton, including Swinster Lane, is characterised by linear housing development where the principal elevation of each dwelling addresses the public highway. The erection of a dwelling on this site is not considered to be at odds with the established character of residential development in East Halton.

The design of the detached dwelling is a dormer-style with bedrooms proposed in the roof space and a ridge line of 6.45 metres; this is consistent with the height of existing dwellings along this section of Swinster Lane. Views of the proposed dwelling and garage, with ridge heights of 6.45 metres and 5.1 metres respectively, will be restricted to Swinster Lane itself,

the dwelling being screened in the wider area by existing built form and vegetation. Essentially the dwelling will be viewed in conjunction with existing dwellings along Swinster Lane and not as an isolated form of built development in the countryside. Furthermore, the addition of a single dwelling along a rural lane which has a number of existing properties will not urbanise the area but will deliver development which is consistent with the prevailing character: residential, interwoven with sections of green space and vegetation.

The dwelling is positioned centrally within the plot, allowing for a detached garage to be provided to the north-east, and private amenity space to be provided to the rear and west. The dwelling is set back a sufficient distance from the public highway to the south, ensuring the siting of the dwelling is broadly in line with the neighbouring dwelling to the west (The Beeches) and allows for off-street parking (a minimum of 4 spaces) to the front and side, together with the provision of a turning space and areas of pedestrian circulation.

Turning to the design of the dwelling, the plans show it has been designed with a symmetrical appearance to its principal elevation, with a front entrance door flanked by a projecting gable to either side, and the pitch to the timber entrance canopy above the front door aligns with that of the projecting gable to either side. The sense of symmetry is also created by the entrance door being flanked by a window to either side and rooflights set equidistant to either side of the entrance canopy in the front roof slope. Each of the elevations is broken up by a combination of window and door openings and the inclusion of the timber entrance canopy, the chimney, brick headers above the front-facing windows and eaves detailing adds some visual interest to its appearance. Details of the proposed external materials of construction are stated on the drawings: a terracotta concrete roof tile and red rustic facing brickwork; this will ensure visual assimilation into the street scene. Finally, the plans show the siting of the dwelling respects the spacing and openness that exists between existing properties along Swinster Lane.

It has been demonstrated that the development of the site would not be detrimental to the character and appearance of the open countryside, nor the nearby settlement, in terms of siting, scale, massing, design or use of materials. Overall, the design of the property is considered to be of high quality, and in keeping with the existing property and others in the wider street scene. It is therefore considered that the proposal accords with policies DS1 and H5 of the North Lincolnshire Local Plan.

Based on the above, it is considered that the detached house and garage can be successfully assimilated into the street scene without it resulting in built development at odds with the character and appearance of the rural landscape. The plans also show the openness between existing properties will be respected and the greened appearance to Swinster Lane will be retained.

### **Residential amenity**

The plans show the provision of approximately 380 square metres of private amenity space to the rear and west of the proposed dwelling; this is considered commensurate to the size of the dwelling and sufficient to meet the needs of future occupants. The plans also show the dwelling is located in the centre of the plot which gives sufficient separation distance from neighbouring properties to the east and west to ensure there is no loss of residential amenity through the effects of overshadowing or having an overbearing impact. There is space in which to provide a detached garage and a minimum of 4 off-street parking spaces, together with a turning area; this ensures there is sufficient parking provision within the site and will reduce the potential for vehicles to be parked on the highway/grass verge. None of

the upper-floor windows face an easterly or westerly direction, the main outlook being towards the public highway to the front and over the fields at the rear.

Inevitably, there will be some disruption to neighbouring properties through noise and general disturbance during the construction period; however, this will be short-term and will not harm the long-term amenity of the area. It is considered there is sufficient space within the site (which extends to over 900 square metres in area) in which to accommodate deliveries, construction vehicles and building materials during the construction phase, and any damage to the highway verge to the front of the site (which is adopted highway) could be inspected by Highways and any necessary remedial works undertaken by the developer. The comments made in respect of the applicant potentially operating a business from the dwelling are noted; however, such an operation may require planning permission and each planning application is considered on its own merits.

## **Other issues**

### ***Flooding and drainage***

The site is within flood zone 1, which means it is at the lowest risk of flooding. The surface water drainage maps on the Gov.uk website show the site itself has a very low risk of surface water flooding. The comments made by the objectors in relation to surface water drainage flooding along Swinster Lane are noted; however, these flooding events coincided with times of severe rainfall and were, in themselves, an extreme weather event. It is considered the ground conditions are sufficient to dispose of surface water via soakaways in this location and no objection has been received from LLFA Drainage in this regard. Conditions are recommended to ensure there is no discharge of surface water from the site into the highway and conversely from the highway into the site, and it is proposed to connect foul drainage to the existing mains sewer. This complies with policy DS14 of the North Lincolnshire Local Plan.

### ***Contaminated land***

Policy DS7 of the North Lincolnshire Local Plan is concerned with land contamination. It states that in the case of proposals for development on land known to be, or strongly suspected of being, contaminated, applicants will be required to demonstrate that the level of contamination can be overcome by remedial measures or improvements.

The previous use of the site is unknown and therefore has potential for contamination. A condition is therefore recommended that a contaminated land assessment of the site is undertaken; this will identify if the site is free from contamination or whether remediation measures are required prior to any sensitive receptors (such as a residential property) being introduced on the site. This approach is consistent with the consultation response received from Environmental Protection.

### ***Highways***

The plans show a widened vehicular access to be provided in the same position as the existing field access in the south-eastern corner of the site; this will provide sufficient access and egress. The proposals have been considered by Highways and no objections have been received on grounds of pedestrian or highway safety; however, conditions are recommended to ensure all vegetation to the front of the site is maintained at 2 metres in height or below, and to secure the provision of the parking and turning areas. The highway verge provides additional space to the front of the vehicular access in which to move a



vehicle forward and have clear visibility in both directions along Swinster Lane when exiting the site. Sufficient off-street parking is proposed to ensure vehicles will not be parked within the highway, and there are connections to the main built framework of East Halton and its services via a lit highway footpath along Townside, which is approximately 127 metres to the west of the site. It is considered that an additional dwelling will not create additional vehicular movements along Swinster Lane over and above what is anticipated within a residential area.

Given the scale of the proposed development, it is not considered that the scheme would result in a significant or unacceptable increase in vehicular movements in the locality. Adequate off-street parking will be provided within the site. With these factors in mind, and in the absence of an objection from the council's Highways section, it is considered that the proposal, with the recommended conditions, would be acceptable in highway terms.

### **General issues**

The proposed development has been considered on its own merits and any future application for additional housing development along Swinster Lane will be considered on its own merits at that time. No evidence has been submitted by any of the objectors to demonstrate whether there are any protected species on the site and the development will ensure the existing hedging and trees along the boundaries are retained/maintained. A condition is recommended requiring a landscaping scheme to be submitted for consideration, to include biodiversity measures to be employed within the site.

### **Conclusion**

It is considered, given the assessment above, that no adverse impacts related to the development exist that would significantly and demonstrably outweigh the benefits that would follow from a well-executed residential scheme in this location. Overall, it is considered that the proposal represents sustainable development in the context of the NPPF and Housing and Employment Land Allocations DPD policy PS1, which set a presumption in favour of sustainable development.

### **Pre-commencement conditions**

A pre-commencement condition in respect of contaminated land investigation has been agreed with the agent.

### **RECOMMENDATION      Grant permission 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:

010822-01

010822-02

010822-03  
010822-04  
010822-05  
Block Plan  
Site Location Plan.

#### Reason

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

3.

Unless otherwise agreed by the local planning authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts 1 to 4 below have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the local planning authority in writing until part 4 has been complied with in relation to that contamination.

#### Part 1: Site Characteristics

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the local planning authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the local planning authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
  - human health;
  - property (existing or proposed), including buildings, crops, livestock, pets, woodland, and service lines and pipes;
  - adjoining land;
  - groundwaters and surface waters;
  - ecological systems;
  - archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and a proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

#### Part 2: Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the

natural and historical environment must be prepared, and is subject to the approval in writing of the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

### Part 3: Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the local planning authority. The local planning authority must be given two weeks' written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the local planning authority.

### Part 4: Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Part 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Part 2, which is subject to the approval in writing of the local planning authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the local planning authority in accordance with Part 3.

### 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.

### 4.

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.

5.

The dwelling shall not be occupied until the vehicular access to it and the vehicle parking and turning space(s) serving it have been completed and, once provided, the vehicle parking and turning space(s) shall be retained.

Reason

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

6.

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.

7.

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 dwelling is 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.

8.

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 approved in writing by the local planning authority. These facilities shall be implemented prior to the access and parking facilities being brought into use and thereafter so retained.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan, policies CS18 and CS19 of the North Lincolnshire Core Strategy, and paragraph 163 of the National Planning Policy Framework.

9.

No above-ground works shall take place until details showing an effective method of preventing surface water run-off from the highway onto the developed site 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 and thereafter so retained.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan, policies CS18 and CS19 of the North Lincolnshire Core Strategy, and paragraph 163 of the National Planning Policy Framework.

10.

No above-ground works 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. The proposals shall also include measures for biodiversity gain within the site such as the inclusion of bird nest boxes and bat boxes and provisions for gaps within fencing to allow for the passage of hedgehogs.

Reason

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

11.

All the approved landscaping and biodiversity enhancement measures shall be carried out within 12 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 define the terms of the permission and to ensure the agreed landscaping and biodiversity measures are completed in a timely manner.

### **Informative 1**

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 2**

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.

### **Informative 3**

You are advised to consider upsizing the pipe network increasing storage around your development to cater for more intense storm conditions. Although this is not a requirement in terms of surface water flood risk compliance it would be good practice on your behalf to ensure an increased level of resilience for the development and its future occupiers.

0 50 100 150 200 250 m

Black Bull Inn

The Sensays

Ashleigh Terrace

Sidmar

Craker

Kebgc House

Rastanura

Wiltalands

Wharfedale House

Hall

Drain

Drain

Track

Silos

Townside Farm

TOWNSIDE

Pond

Rosemary Cottage

The Cottage

Homelands

8.8m

8.4m

Rdsedene

The Beeches

SWINSTER LANE

Swinster House

Tree Cottage

Kooland View

New House

Pipers

9.8m

Holly Cottage

Three Gables

East Hatton Grange

Chelcourt

Fokgove

Ravon House

Pond

Drain

12.2m

Track

Development Boundary

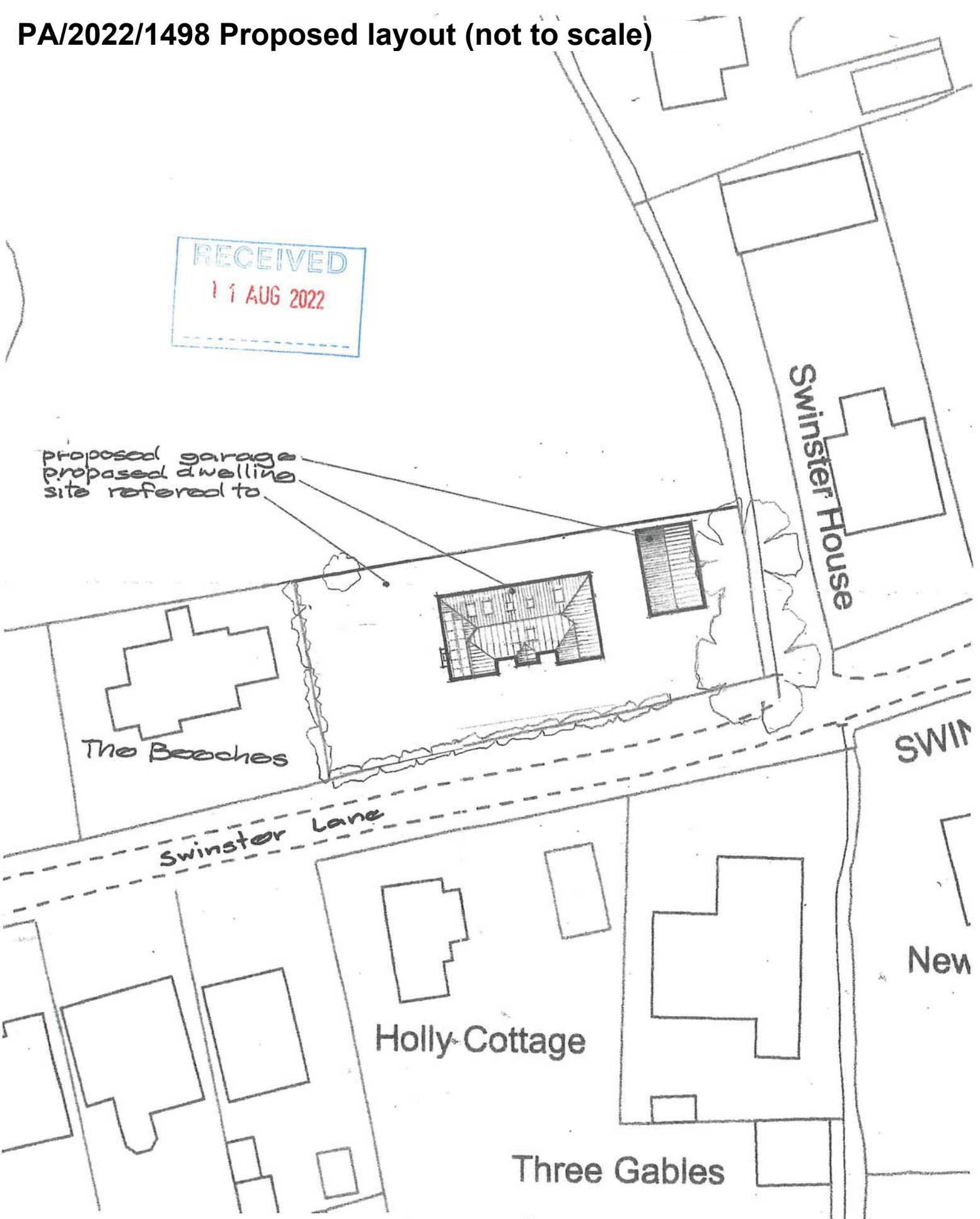
PA/2022/1498

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RECEIVED  
11 AUG 2022

proposed garage  
proposed dwelling  
site referred to



### Block Plan scale 1:500

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# PA/2022/1498 Proposed elevations (not to scale)

roof - terracotta colour through concrete tiles or similar approved  
external walls - red rustic facing brickwork or similar approved with feature brickwork to gables  
windows & doors - white double glazed upvc  
rainwater gutters & downpipes - black upvc

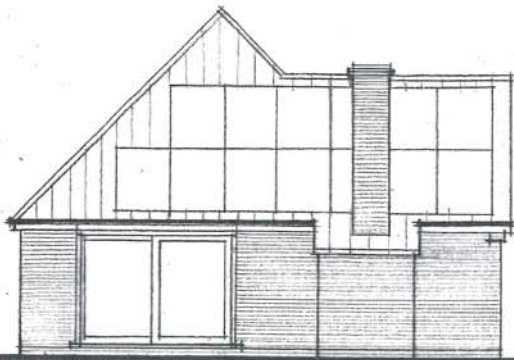


proposed front elevation

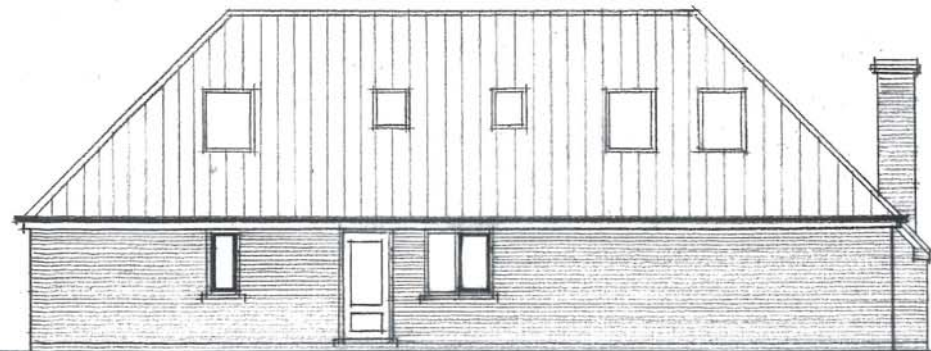


proposed side elevation

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proposed side elevation



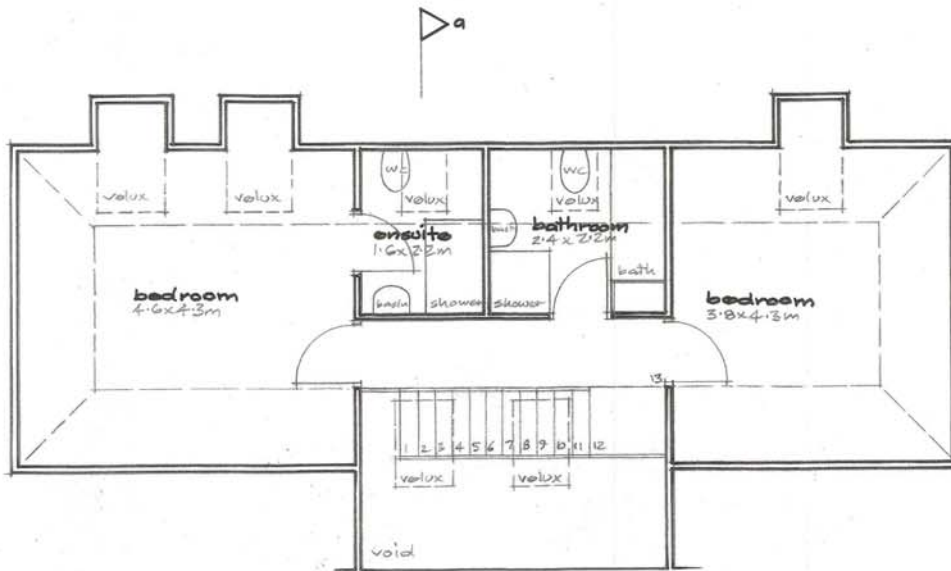
proposed rear elevation

proposed dwelling adjacent to Swinster House, Swinster Lane, East Halton

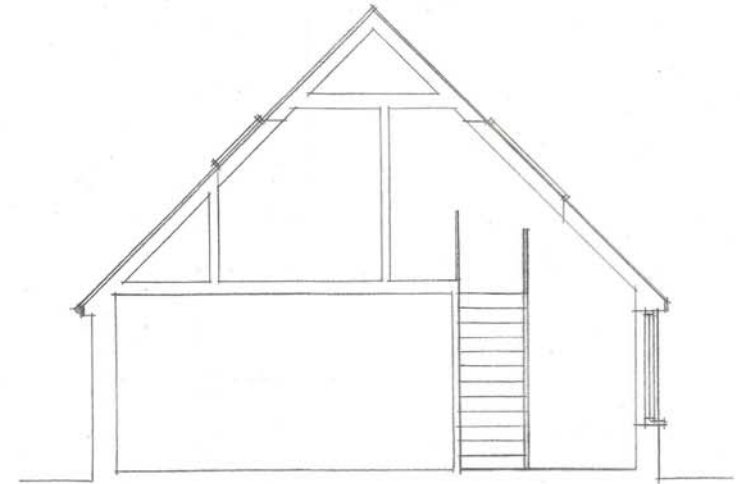
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paper size A3



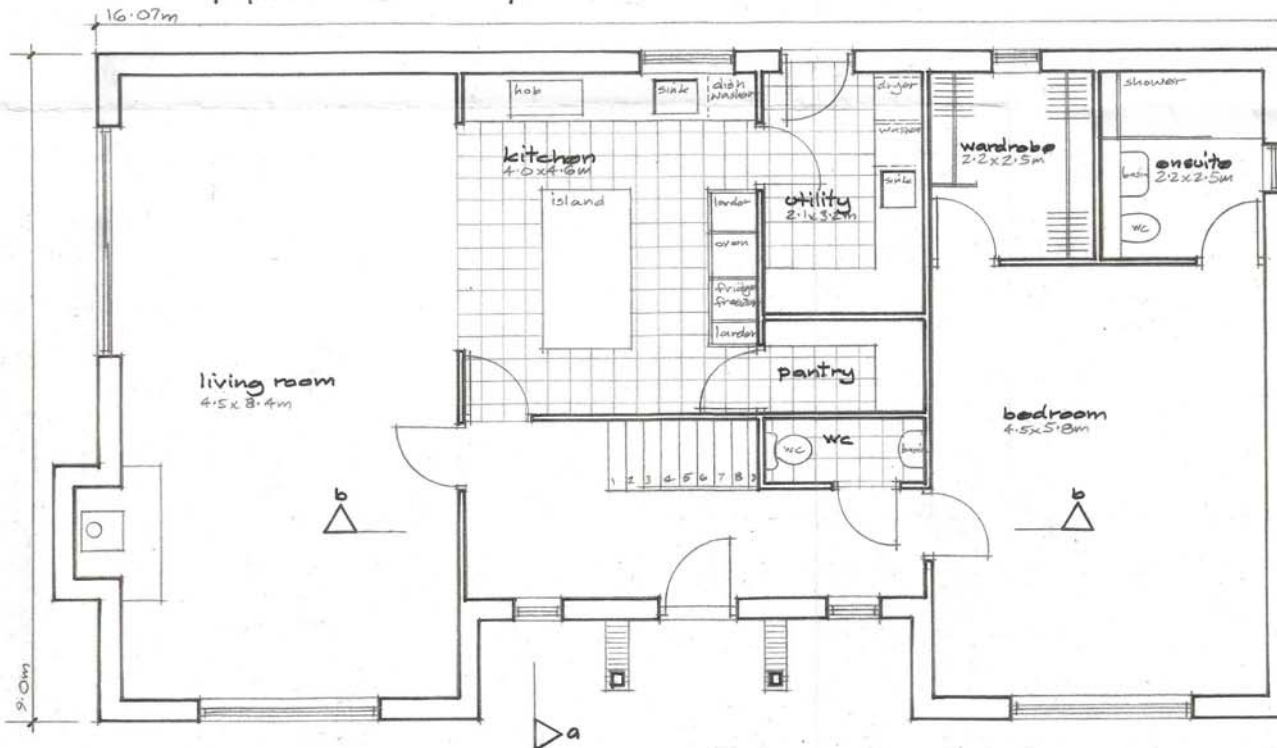
# PA/2022/1498 Proposed floor plans (not to scale)



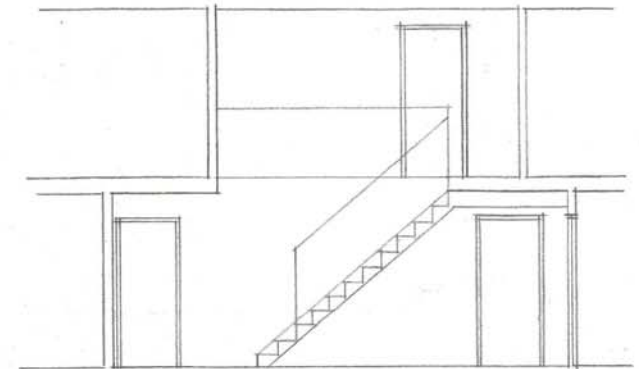
proposed first floor plan



proposed section a a



proposed ground floor plan



proposed section b b

proposed dwelling adjacent to Swinster House, Swinster Lane, East Halton

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dwg 010822 -01  
scale 1:50  
paper size A2