

APPLICATION NO	PA/2020/2088
APPLICANT	G & H Thorpe
DEVELOPMENT	Outline planning permission to erect up to nine dwellings, with all matters reserved for subsequent consideration
LOCATION	Land at Westrum Lane, Brigg, DN20 9EY
PARISH	Brigg
WARD	Brigg and Wolds
CASE OFFICER	Martin Evans
SUMMARY RECOMMENDATION	Grant permission subject to conditions
REASONS FOR REFERENCE TO COMMITTEE	Member 'call in' (Cllr Rob Waltham – significant public interest) Objection by Brigg Town Council

POLICIES

National Planning Policy Framework:

Paragraph 7 states, 'The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.'

Paragraph 8 states, 'Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- (a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- (b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural wellbeing; and
- (c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.'

Paragraph 9 states, 'Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.' It also explains that the three overarching objectives are not criteria against which every decision can or should be judged.

Paragraph 10 states that at the heart of the Framework is a presumption in favour of sustainable development.

Paragraph 11 sets out the presumption in favour of sustainable development and confirms that, for decision-taking, this means:

- (c) approving development proposals that accord with an up-to-date development plan without delay; or
- (d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting planning permission 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; or
 - (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole.

Paragraph 38 states, 'Local planning authorities should approach decisions on proposed development in a positive and creative way...Decision-makers at every level should seek to approve applications for sustainable development where possible.'

Paragraph 47 makes clear that 'Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.'

Paragraph 130 states, 'Planning policies and decisions should ensure that developments:

- (a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- (b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- (c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- (d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

- (e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- (f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

North Lincolnshire Local Plan:

DS1, DS7, DS14, DS16, H5, RD2, LC7 and T2.

North Lincolnshire Core Strategy:

CS1, CS2, CS3, CS5, CS7, CS8, CS17, CS18 and CS19.

Housing and Employment Land Allocations Development Plan Document (DPD)

CONSULTATIONS

Spatial Planning: Provides a list of policies it considers relevant. It considers the proposal contrary to the development plan, notes that at the time of the comments the LPA was not able to demonstrate a five-year housing land supply and that the tilted balance in the NPPF is engaged.

Highways: Support the proposal. Further discussions will be required regarding the proposed access arrangements and whether any localised widening to Westrum Lane along the development frontage is required. Numerous conditions are recommended including the provision of vehicle parking facilities, no loose materials to driveways, wheel cleaning facilities and construction phase traffic management. A series of other conditions are recommended that do not relate to an outline planning application.

and:

‘As part of the above application, I would like to see localised widening to Westrum Lane from the end of the existing residential development to a point to be agreed between ourselves and the developer. This would depend upon the layout submitted for reserved matters, but I would suggest either to the site access or the end of the proposed development. Westrum Lane currently narrows significantly at the end of the existing residential development. The existing land uses further south, combined with the increase in vehicle movements from this development, mean that it will be difficult for two vehicles to comfortably pass each other. The proposed widening will benefit users. There should be sufficient spaces to undertake the widening, either within the extent of the existing adopted highway, or within the applicants’ land.’

Drainage (LLFA): Have provided four sets of comments. The first three comments objected based variously on a failure to provide drainage and flood risk information, consider spring potential on the site and consider the highway drain as an outfall. The final and most recent set of comments note their discussions with the developer regarding what the LLFA consider to be a better long-term surface water drainage solution for the development; that local knowledge and the surrounding catchment would suggest groundwater is very prominent within this locale. They suggest a connection into the

adjacent highway drainage network, thus providing an additional factor of safety should the surface water drainage system be compromised due to rising groundwater levels. This should be assessed as part of the detailed design for the development. The conditions include a comprehensive surface water drainage condition; and conditions to prevent site water flooding the highway and vice versa; and an informative regarding the need for a new high level restricted discharge connection into the highway drainage system on Westrum Lane.

Environmental Protection: Recommends a phase 1 contaminated land assessment is submitted prior to determination or alternatively a comprehensive contaminated land assessment condition is attached to the planning permission. A noise assessment is recommended in relation to the impacts arising from Brigg and Humberside Roofing near the site. A construction hours condition is recommended.

Archaeology: No further recommendations for archaeology.

Natural Environment: Recommends planning conditions to minimise harm to protected and priority species and habitats and to seek biodiversity enhancements in accordance with policy CS17, the National Planning Policy Framework and Biodiversity Metric 2.0.

Recycling Officer: Unadopted roads will require a bin presentation area. Guidance is provided regarding bin types; vehicle access; highway construction; unadopted roads; pulling distances for residents; refuse and recycling storage; security; bulky waste storage; and onsite composting facilities.

TOWN COUNCIL

Strongly objects to this application on the following grounds:

- it is outside the development line and not on allocated land;
- serious drainage concerns;
- serious highways concerns.

PUBLICITY

A site notice has been displayed. Twelve letters of objection have been received from local residents summarised as follows:

- development of a greenfield site outside the development limit of Brigg
- harmful to the character of the tree-lined street
- loss of agricultural land
- still hundreds of houses with outline planning permission in Brigg which are still not built
- other more suitable sites are available in Brigg that do not result in the drainage, access and loss of visual amenity problems this site has
- Westrum Lane is not designed to accommodate the increase in traffic. It is single lane. The road may need widening.

- construction traffic would cause disturbance and access issues
- negative impact on country walks and the surrounding fields
- safety issues due to lack of a footpath
- the junction with Bigby High Road near the level crossing is dangerous
- destroying traditional field patterns
- the existing public sewers are inadequate; drainage problems
- overlooking adjoining properties
- additional environmental damage caused by vehicles
- loss of wildlife habitat
- may result in further development in the area.

ASSESSMENT

Planning history

The site has no planning history.

Site characteristics

The application site comprises a linear parcel of agricultural land to the south of a row of existing dwellings fronting Westrum Lane, Brigg. The site measures 0.49ha in area and benefits from an existing 4–5m tall hedgerow along the frontage with Westrum Lane. To the south, east and west of the site is further agricultural land. To the north is a dwelling (30 Westrum Lane). To the south-west is the business premises of Brigg and Humberside Roofing. Further south along Westrum Lane is a Travellers site known as Westrum Park and other dwellings. The council boundary runs along the southern boundary of the application site.

To the south of 30 Westrum Lane the road changes from two lanes with a footway and street lighting, to one lane used as a shared surface with no street lighting.

Proposal

This is an application for outline planning permission with all matters reserved for the erection of up to nine market dwellings. The indicative block plan shows a single shared vehicular access to the site roughly in the position of the existing field access with the existing frontage hedgerow retained. Beyond the frontage access road are zones for front gardens, dwellings and rear gardens. This is purely indicative and may change at reserved matters stage if the proposal is approved.

The key issues for this proposal include:

- **the principle of development;**

- **landscape encroachment;**
- **impact upon residential amenity;**
- **impact upon highway safety;**
- **land contamination and drainage;**
- **biodiversity.**

Principle of development:

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 saved policies of the North Lincolnshire Local Plan (NLLP), the North Lincolnshire Core Strategy (NLCS) and the Housing and Employment Land and Allocations Development Plan Document (HELADPD). Material considerations exist in the form of national policy and guidance contained within the National Planning Policy Framework (NPPF) and the suite of documents comprising National Planning Practice Guidance (NPPG).

Central Government places high importance on new homes being delivered throughout the country to address the chronic shortage. 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 guide the supply of housing should not be considered up to date. A recent review of the of the Five-Year Housing Land Position Statement in August 2021 has identified that North Lincolnshire Council can demonstrate a five-year housing land supply. There is therefore no tilted balance applied through paragraph 11 of the NPPF.

Brigg is classified as a Market Town in the settlement hierarchy of the Core Strategy.

Policy CS1 sets out the spatial strategy will focus on supporting Brigg as a Market Town. Levels of growth and development will be more limited reflecting its position in the settlement hierarchy. An appropriate level and range of new housing development will be provided to support the market towns as sustainable communities. Policy CS2 requires a sequential approach is followed with development focused on Scunthorpe, then previously developed land and buildings within the defined development limits of North Lincolnshire's Market Towns including Brigg, followed by other suitable infill opportunities then appropriate small-scale greenfield extensions to meet identified local needs. Any development that takes place outside the defined development limits of settlements will be restricted. Only development which is essential to the functioning of the countryside will be allowed to take place. A sequential approach will also be followed to direct development to areas with the lowest probability of flooding.

Policy CS3 and the Housing and Employment Land Allocations DPD show that the Brigg development limit extends as far as 30 Westrum Lane. Policy CS3 states, 'Development outside these defined boundaries will be restricted to that which is essential to the functioning of the countryside. This will include uses such as those related to agriculture, forestry or other uses which require a countryside location or that will contribute to the sustainable development of the tourist industry.' Policy CS5 requires development is well

designed and appropriate for its context. Policy CS7 requires a mix of housing types. Policy CS8 states in the open countryside outside development limits, housing development will be strictly limited; and development on greenfield sites will only be allowed where it can be demonstrated that this will bring additional community benefits, contributing to building sustainable communities and is acceptable in terms of its impact on the high-quality environment of the urban space and adjoining countryside. The proposal is contrary to policy RD2 which seeks to restrict development in the countryside unless certain exceptions are met. Policy CS19 states, 'The council will support development proposals that avoid areas of current or future flood risk, and which do not increase the risk of flooding elsewhere.'

The proposal is located beyond the development limit of Brigg and can therefore be considered contrary to the aforementioned series of policies that look to strictly control such development in the countryside. The proposal would result in the loss of a small parcel of grade 3 agricultural land as shown on the Yorkshire and Humber Agricultural Land Classification. The NPPF defines best and most versatile agricultural land as classes 1, 2 and 3a. The Classification does not distinguish between class 3a and 3b. Therefore, it is unclear whether this is best and most versatile agricultural land. Such a small loss of what may constitute best and most versatile agricultural land is considered to be negligible.

The emerging local plan evidence base includes the North Lincolnshire Settlement Survey 2018 (2019 Revision). Brigg is ranked 3rd out of 76 settlements in North Lincolnshire. The settlements have been scored based on the services and facilities available within each settlement boundary, and a rank attributed based on the overall outcome. Its facilities and services are very good. It is considered unlikely that residents would have to travel outside of the town for day-to-day services such as food shopping, education and medical appointments. Some travel outside Brigg is likely for employment. There are regular bus services and a train station in the town.

The application site is approximately 1.2km from the Market Place which is the very centre of Brigg. This is considered an accessible walking distance for many people and would constitute a relatively short cycle journey. This distance is less than many of the existing peripheral residential developments in Brigg and Scawby Brook. Future occupants of the development are unlikely to be heavily reliant on the private motor car to access services and facilities. The site is considered to be a sustainable location for residential development. It is noteworthy that there is an industrial site a mere 10m away from the application site boundary and Westrum Park is 95m to the south with other residential dwellings beyond.

Highways has confirmed the road to the front of the site needs to be widened to accommodate two lanes. This will mean removal of the low-quality roadside hedge but, given the capacity for change in the area and noting the lack of local or national landscape designations, it is considered these necessary upgrading works can be accommodated without significant harm to the character of the area and that replacement landscaping can be achieved under the landscaping reserved matter.

The site is in flood zone 1 which is low risk and is sequentially preferable to western areas of Brigg which are at higher risk. The site is considered to have good sustainability credentials and the proposal would not result in any significant identifiable harm. It is considered these are significant material considerations that justify a departure from the development plan policies relevant to the principle of development. It is recommended that the principle of development is acceptable for these reasons.

Policy CS9 requires affordable housing for developments of five or more dwellings in Market Towns. NPPF paragraph 64 states, 'Provision of affordable housing should not be sought for residential developments that are not major developments' with the associated major development definition stating, 'For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more.' The proposal is below the NPPF threshold for affordable housing provision. Policy CS9 is inconsistent with the latest NPPF affordable housing policy. There is not considered to be a policy requirement for affordable housing as part of this proposal.

Landscape encroachment

Policy LC7 Landscape Protection states, 'Where development is permitted within rural settlements or within the open countryside, special attention will be given to the protection of the scenic quality and distinctive local character of the landscape. Development which does not respect the character of the local landscape will not be permitted.'

The site would be relatively well contained in landscape terms by the gradually-increasing land levels to the east of the site which would reduce the impact of long-distance views of the proposed housing development. The site would be well screened from views from the west by the remaining hedgerow on the western side of Westrum Lane and the site is visually contiguous with the existing housing development to the north of it on Westrum Lane. The southern boundary of the site is close to an industrial site on the opposite side of Westrum Lane and further south is an established Travellers site. There are no local or national landscape designations on the site. The encroachment of the proposal into this piece of countryside is not considered to be harmful or in conflict with policy LC7.

Impact upon residential amenity

Policy DS1 is partly concerned with impacts upon residential amenity. It states that '...No unacceptable loss of amenity to neighbouring land uses should result in terms of noise, smell, fumes, dust or other nuisance, or through the effects of overlooking or overshadowing.'

Policy H5 also requires 'development does not result in overlooking or a loss of privacy to existing developments, or any other loss of amenity to existing dwellings.'

The outline nature of this application means it will be possible to design reserved matters that do not harm residential amenity including that of the occupiers of 30 Westrum Lane. Environmental Protection recommend a noise assessment in relation to the impact of the adjacent industrial unit upon future occupants of the proposal. This recommendation is considered disproportionate in relation to a roofing contractor business and has not been sought.

The proposal would not result in the unacceptable loss of residential amenity and is therefore considered to be acceptable in this regard with policies DS1 and H5 of the North Lincolnshire Local Plan.

Impact upon highway safety

Policy T2 of the North Lincolnshire Local Plan states that all development should be served by a satisfactory access. Policy T19 is concerned with parking provision as well as general highway safety.

Access and layout are reserved. However, it is clear from the Highway comments that Westrum Lane needs to be increased in width to a two-lane carriageway and a footway installed to a point agreed with the council in the interests of highway safety and convenience. Residents' objections highlight the unsuitability of this road for the proposal including construction and occupation related traffic movements. These highway improvements will address highway safety concerns.

Highways support the proposal, recommending conditions. A sizeable list of conditions is recommended by Highways which has been condensed or are not required due to the outline nature of the proposal. No concerns are raised with local highway network safety and the impact upon the level crossing is negligible due to the scale of the proposal.

As such there is considered to be no conflict with the requirements of policies T2 and T19 subject to conditions.

Land contamination and drainage

Policy DS7 relates to contaminated land. Environmental Protection recommend a comprehensive contaminated land condition in the absence of a phase 1 assessment on the basis that potential over-application of slurry or illegal deposition of waste may have occurred in the past. In the absence of evidence of such contaminative activities having taken place such a request is considered disproportionate given the past agricultural use of the site and lack of contaminative adjacent uses. An unexpected contamination condition is proportionate and recommended.

Policy DS14 states, 'The council will require satisfactory provision to be made for the disposal of foul and surface water from new development, either by agreeing details before planning permission is granted, or by imposing conditions on a planning permission'. It is proposed foul drainage would be to mains sewer and surface water to soakaway. The LLFA comments relating to the risk of soakaway impairment by increasing ground water levels are noted. The need for a high-level outfall from the proposal to the highway drain is a proportionate request based on local knowledge of the water environment and one that is not addressed by the applicant in the flood risk and drainage assessment via testing of seasonal variations in ground water levels. The comprehensive surface water drainage condition and conditions to prevent site water flooding the highway and vice versa are recommended in amalgamated form.

Biodiversity

Policy CS17 requires 'Ensuring development seeks to produce a net gain in biodiversity by designing in wildlife'. If expansion of Brigg is to be permitted in this open countryside setting, then hedgerows and hedgerow trees will be required to soften the scene and provide local enclosure. This can be secured under the landscaping reserved matter and would also constitute an ecological enhancement. Ecological enhancements will be conditioned.

Conclusion

The proposal is located beyond, but immediately adjacent to, the development limit of Brigg. The proposed market housing is contrary to development plan policies relevant to the principle of development. However, the proximity of the site to Brigg and the services and facilities it provides means the site is considered to be a sustainable location for housing development. The sustainable location, coupled with the absence of identifiable significant

harm, means there are material considerations that outweigh the policy conflict such that the principle of development is acceptable. No harm to residential amenity, the character of the area or highway safety would arise, and the ability to address technical matters such as land contamination, drainage and ecological enhancements via condition mean it is recommended that outline planning permission is granted subject to conditions.

RECOMMENDATION Grant permission subject to the following conditions:

1.
Approval of the details of the layout, scale and external 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 external 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.
The reserved matters applications referred to in condition 1 shall include details of the widening of Westrum Lane to accommodate two lanes of vehicular traffic and provision of a footway across the site frontage to a point agreed with the Local Planning Authority, and a timetable for their construction. Development shall proceed in accordance with the approved details.

Reason

To secure necessary highway improvements in the interests of safety and the free flow of traffic in pursuance of policy T2 of the North Lincolnshire Local Plan.

6.

No dwelling on the site shall be occupied until the vehicular access to it and the vehicle parking and turning facilities serving it have been completed in accordance with the reserved matters approval(s) and, once provided, the vehicle parking and turning facilities shall be retained.

Reason

In the interests of highway safety and to comply with policies T2 and 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.

Works shall not commence on site until wheel cleaning facilities, in accordance with details to be submitted to and approved in writing by the local planning authority, have been provided within the curtilage of the site, and this facility shall be retained for the duration of the works.

Reason

To prevent material being deposited on the highway and creating unsafe road conditions.

9.

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. Development shall proceed in accordance with the approved details.

Reason

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

10.

The details to be submitted in respect of reserved matters for any phase of development shall include a scheme for the provision of surface water drainage for the site and shall include the following:

- (a) discharge from "greenfield sites" taken as 1.4 lit/sec/ha (1:1yr storm)

- (b) no above-ground flooding to occur up to the 100 year plus climate change critical flood event (based on current national guidance)
- (c) a range of durations should be used to establish the worst-case scenario
- (d) the suitability of soakaways, as a means of surface water disposal, should be ascertained in accordance with BRE Digest 365 or other approved methodology
- (e) a scheme for the provision of a positive outlet of surface water from the site
- (f) adoption and maintenance agreements for all surface water and SuDS drainage features
- (g) an effective method of preventing surface water run-off from hard paved areas within the site onto the highway and vice versa.

The drainage scheme shall be implemented in accordance with the approved details, 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 maintenance of the sustainable drainage structures in accordance with policy DS16 of the North Lincolnshire Local Plan, policies CS18 and CS19 of the North Lincolnshire Core Strategy, and paragraphs 155, 157, 163 and 165 of the National Planning Policy Framework.

11.

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.

12.

No development shall take place until a biodiversity metric assessment and biodiversity management plan has been submitted to the local planning authority for approval in writing. The document shall include:

- (a) an assessment of biodiversity loss based on a habitat and hedgerow baseline of December 2020;

- (b) details of measures required to provide at least 1% biodiversity net gain in accordance with the Defra biodiversity metric 2.0;
- (c) details of sensitive working practices to avoid harm to hedgehogs and nesting birds;
- (d) details of bat boxes and bat bricks to be installed on at least two dwellings;
- (e) details of swift boxes and sparrow terraces to be installed on at least two dwellings;
- (f) details of nesting sites to be installed to support other species including starling and house martin;
- (g) restrictions on lighting to avoid impacts on bat roosts, bat foraging areas, bird nesting sites and sensitive habitats;
- (h) provision for hedgehogs to pass through any fencing installed between gardens and between areas of grassland;
- (i) prescriptions for the retention, planting and aftercare of native hedgerows, trees and shrubs, of high biodiversity value;
- (j) proposed timings for the above works in relation to the completion of the dwellings.

Biodiversity units should be delivered on site, within the red line boundary shown on the submitted Location Plan. Those that cannot viably be delivered on site should be delivered locally, according to a local plan or strategy.

Reason

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

13.

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 penultimate dwelling granted reserved matters approval, a report shall be submitted 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 Core Strategy.

14.

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

- 8am to 6pm 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 limit the impact of construction on the residential amenity of surrounding dwellings.

Informative 1

Due to long-term concerns over potential groundwater interacting with the current drainage proposals, it is our opinion that the development would benefit from a new (high level, restricted discharge) connection into the highway drainage system on Westrum Lane. This is not a public sewer and therefore the developer has no 'as of rights' connection into this drain. Any additional flows into this drain must be fully assessed by the developer/LLFA prior to agreeing the connection. This must be consented by North Lincolnshire Council's LLFA Drainage Team, in their capacity as Lead Local Flood Authority through an Ordinary Watercourse Consent and appropriate discharge rates must be agreed. Please contact the LLFA Drainage team on 01724 297522 or by email to llfadrainageteam@northlincs.gov.uk for further details. Compliance with this guidance is to ensure the free flow of surface water is maintained throughout the development.

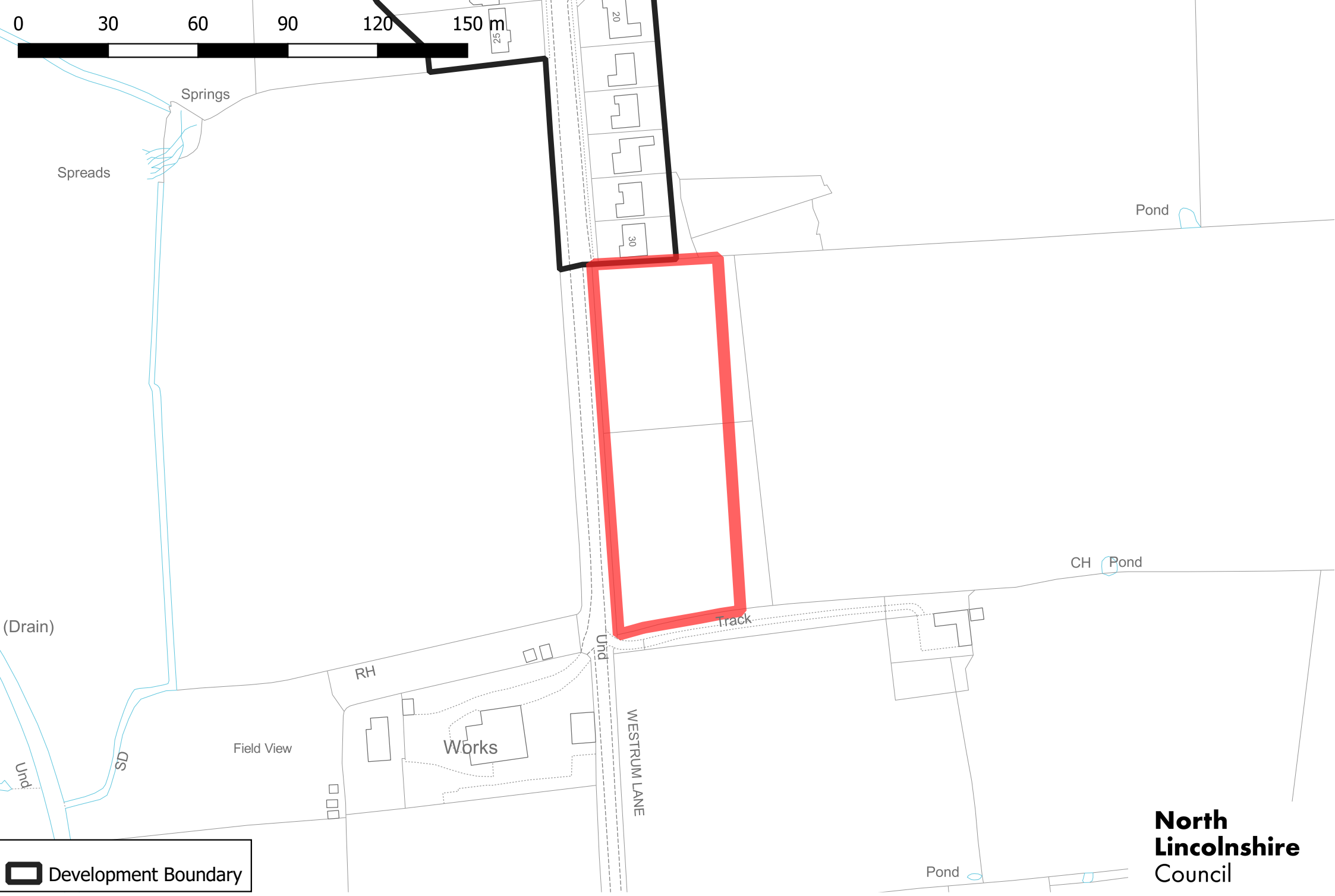
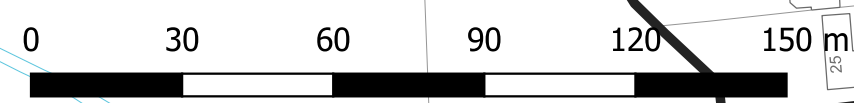
Informative 2

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.

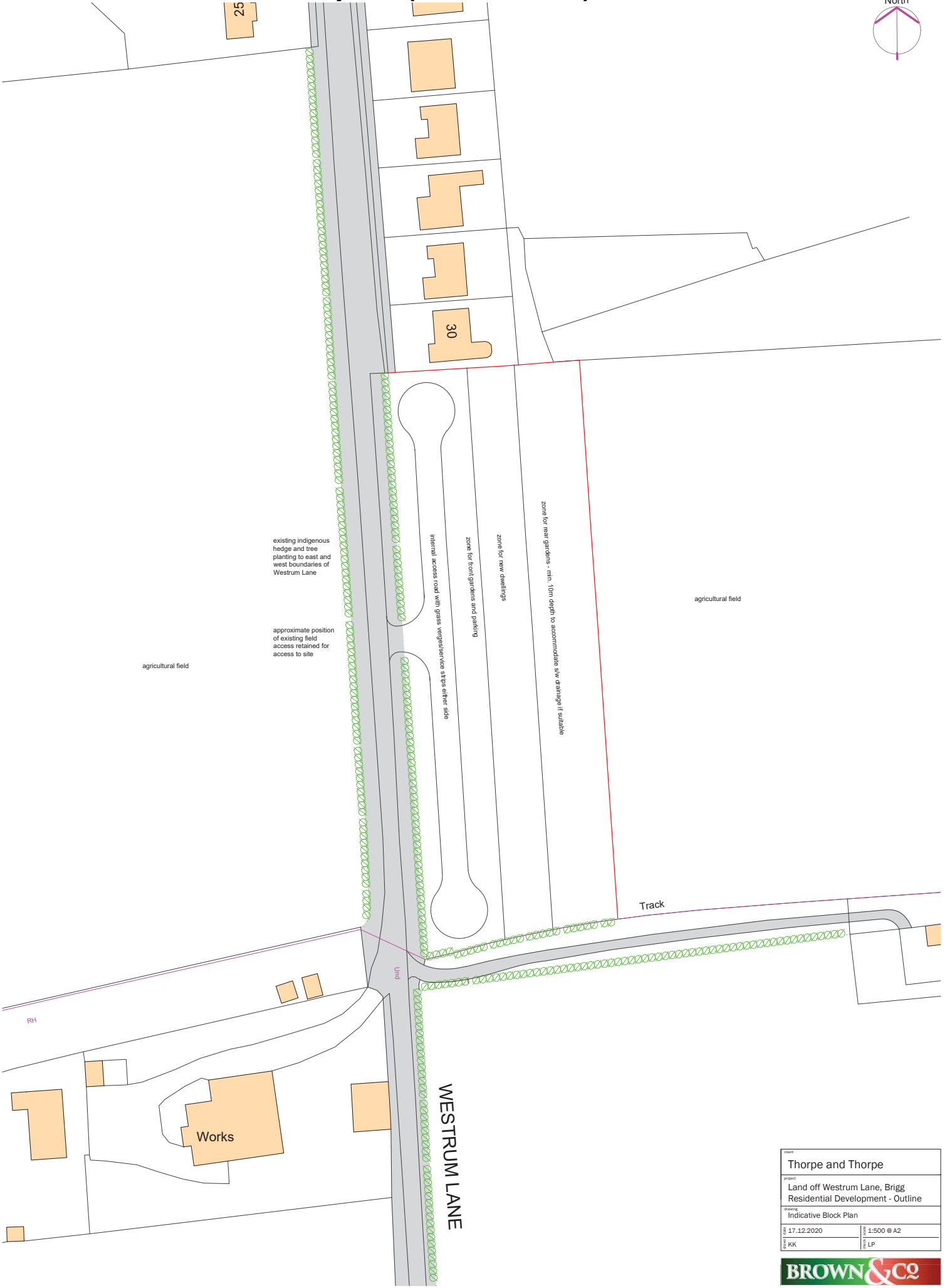
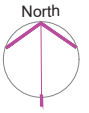


Development Boundary

PA/2020/2088

**North
Lincolnshire
Council**

PA/2020/2088 Indicative plan (not to scale)



Client Thorpe and Thorpe	
Project Land off Westrum Lane, Brigg Residential Development - Outline	
Drawing Indicative Block Plan	
Date 17.12.2020	Scale 1:500 @ A2
Drawn by KK	Checked by LP



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