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| <b>Parish:</b>       | <b>Tilney All Saints</b>  |  |
| <b>Proposal:</b>     | <b>OUTLINE APPLICATION SOME MATTERS RESERVED: Erection of two dwellings</b> |  |
| <b>Location:</b>     | <b>Thriftfields Cotts Lane Tilney All Saints King's Lynn</b>                |  |
| <b>Applicant:</b>    | <b>Joy Chamberlain</b>  |  |
| <b>Case No:</b>      | <b>21/02418/O (Outline Application)</b>                                     |  |
| <b>Case Officer:</b> | <b>Bradley Downes</b>   | <b>Date for Determination:<br/>2 February 2022</b> |

**Reason for Referral to Planning Committee** – Parish Council view contrary to officer recommendation and Sifting Panel referred to Planning Committee

**Neighbourhood Plan: Yes**

**Case Summary**

The outline application is for the erection of 2 detached dwellings with access and layout considered and all other matters reserved. The site lies in the development boundary of Tilney All Saints and would be accessed using Cotts Lane which joins onto Station Road.

Tilney All Saints is defined as a Rural Village by Policy CS02 of the Core Strategy 2011 where limited minor development will be permitted which meets the needs of settlements and helps to maintain existing services.

**Key Issues**

- Principle of development
- Design and layout
- Impact on Neighbours
- Highway safety and access
- Flood Risk
- Other material considerations

**Recommendation**

**APPROVE**

**THE APPLICATION**

The outline application is for the erection of 2 detached dwellings with access and layout considered and all other matters reserved. The site lies in the development boundary of Tilney All Saints at the rear end of the surfaced part of Cotts Lane. Beyond the proposed

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point of access, Cotts Lane continues as an unsurfaced Public Right of Way. Permission for dwellings has previously been granted on the site under 15/01498/O, 09/01347/F and 08/00030/O, but these were not implemented.

## **PLANNING HISTORY**

21/01901/O: Application Withdrawn: 30/11/21 - OUTLINE APPLICATION: Erection of 3 dwelling houses - Thriftfields, Cotts Lane, Tilney All Saints

15/01498/O: Delegated Decision: Application Permitted: 23/12/15 - Outline application some matters reserved: Construction of a pair of detached dwellings - Thriftfields, Cotts Lane, Tilney All Saints

09/01347/F: Delegated Decision: Application Permitted: 05/10/09 - Dog Grooming Parlour - Thriftfields, Cotts Lane, Tilney All Saints

08/00030/O: Committee Decision: Application Permitted: 02/06/08 - Outline application - construction of residential dwellings following demolition of existing buildings - Thriftfields, Cotts Lane, Tilney All Saints

## **SUPPORTING STATEMENT:**

It would not be viable to propose a scheme involving smaller houses, such as two bedroomed houses as previously approved 15/01498/O, without significantly increasing the number of proposed houses to six. It is considered six houses would be amount to overdevelopment of the application site, causing conflict with local and national planning policy.

There is a need to provide flood mitigation measure in the construction of the development to ensure the lifetime of the development is not compromised. These measure not only limit the type of house that can be proposed but also limits occupiers.

There is a real demand for large family size houses as people are relocating from surrounding rural villages or to rural countryside locations from higher order settlements. People are seeking to experience the benefits from swapping the hustle and bustle of towns for the peace and quiet of rural living. These benefits are wide ranging and include more open space, fresh unpolluted air, and sometimes, depending on the location, you can get more bang for your buck. People relocating are also upsizing to a house that is well designed and offers a quality internal and external living environment of a sufficient size that will provide space for homeworking alongside a family life.

When considered cumulatively these key influencing factors outweigh in favour of granting planning permission.

## **RESPONSE TO CONSULTATION**

### **Parish Council: OBJECT**

Cotts Lane is single track, partially un-made cul-de-sac in poor condition with no turning area. Existing residents complain of lorries and vans using their driveways to turn around. 2 additional dwellings each with 2 parking spaces and a garage, plus visitors and deliveries

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will increase the amount of traffic using the narrow unmade lane which goes into a public right of way.

Neighbouring properties would be overlooked losing their privacy and natural light as the site is slightly higher than surrounding properties.

2 dwellings is overly dense and out of character for the cul-de-sac and surrounding areas. Neighbourhood Plan Policies 1.2 (housing mix) and 1.3 (design) would apply.

The site lies in Flood Zone 2. We refer to Neighbourhood Plan Policy 2.2 (flooding and surface water drainage). Concerned on the increased risk of flooding for new and existing properties who already experience problems with soakaways struggling to cope. The IDB also raised concerns about drainage in their response to the previous withdrawn application.

Current Local Plan classifies Tilney All Saints as a rural village capable of accommodating modest growth. An allocation of 5 dwellings has already been met with a further 2 properties have been built in the Parish. No new allocations have been proposed for Tilney All Saints.

The application form states the site is currently domestic, but it is an orchard and used as part of the commercial dog kennels. Application will result in loss of agricultural land.

There are overhead power cables which would have to be relocated.

#### **Highways Authority: NO OBJECTION**

This application is similar to previous application under ref 15/01498/O and highway mitigation would be provided. In line with the previous approval I recommend conditions to ensure permanent availability of parking and turning areas, to ensure highway improvement works are designed to an appropriate standard and to ensure the highway network is adequate to cater for the development.

#### **NCC Public Rights of Way: NO OBJECTION**

The section of Cotts Lane in question immediately at the proposed entrance appears to be registered both as a public footpath and county road. The extent of highway has already been researched, indicating that the higher vehicular rights take precedent.

#### **Environment Agency: NO OBJECTION**

Strongly recommend that mitigation measures in the submitted flood risk assessment are adhered to.

#### **Emergency Planning: NO OBJECTION**

I suggest the occupiers sign up to the EA flood warning system and a flood evacuation plan is prepared.

#### **Historic Environment Service: NO OBJECTION**

The proposed development sits west of a medieval moated site. The partial extent of the moat is visible on 1840 tithe map, 1880 first edition OS map and second edition OS map from 1906. The proposed development lies outside the main moated area, but well within the area where one might expect ancillary buildings and surrounding development. Consequently, there is a potential that archaeological heritage assets may be present at the site and their significant will be affected by the proposed development.

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As such, if planning permission is granted, we ask the development be subject to a programme of archaeological mitigatory work in accordance with NPPF paragraph 205.

## **Natural England: NO OBJECTION**

### **REPRESENTATIONS**

6 letters of **OBJECTION** have been received and the concerns raised are as follows:

Principle of development:

- Neighbourhood plan states that future homes should be starter homes or affordable housing.
- Proposal is contrary to Neighbourhood Plan.
- Sad to lose a market garden to housing in this rural village.

Impact on neighbours:

- Proposed dwellings should be bungalows to allow raised floor levels without overwhelming the adjacent area.
- Proposed dwellings would be detrimental to natural light, privacy and views into the village for No. 1 Cotts Lane.
- Impacts on natural light would require neighbours to use more artificial lighting at their expense as well as impacts physical and mental wellbeing of neighbours.
- Concerned about noise and dust during construction.
- Concerned about security of property. During construction, unsecured machinery will attract unwanted attention at night. Particularly since an attempted break in at neighbouring property on 2/12/21.
- Proposed dwellings will create noise when occupied and impact peace and tranquillity of Cotts Lane.

Flooding and drainage:

- This part of Tilney All Saints is low lying and prone to surface flooding to some extent.
- Proposed dwellings being raised will increase flood risk for neighbouring properties, especially with climate change.
- Local properties rely on septic tanks and surface water can enter the tank and can result in overflow of sewage. This problem will be increased with building further houses.
- FRA is unclear about surface water drainage from the site. It talks about riparian drain to the west and an IDB drain to the east of Church Road as if it were a working system. The riparian drain does not work and it has been filled in. Most drains in the village do not lead anywhere.
- Excess surface water will leave neighbouring property liable to damage from seeping into foundations and causing damp.

Highways and access:

- Cotts Lane is narrow and access is restricted with no passing or turning places.
- Lane cannot accommodate any more traffic. Family homes are likely to have in excess of two cars per household. Further traffic would not be welcomed by local residents.
- Delivery vehicles and refuse lorry have difficulty with Cotts Lane. This will be even more dangerous with lorries bringing materials to the site.

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- The part of Church Road where Cotts Lane joins is a blind spot so vehicles travelling along Church Road must approach with great caution.
- Who will pay for Cotts Lane to be widened?
- Degradation of Cotts Lane / Public Right of Way will get worse with more properties and traffic.
- It is noted that Cotts Lane is unadopted by the Council which is why essential maintenance has not been carried out.
- Church lane frequently used as a rat run and diverted traffic from A17 or A47 comes through the village. With potential works traffic and future residents traffic this will compound issues further.
- Concerned about public safety while using the Public Right of Way.
- Access to No. 1 Cotts Lane would be severely impeded by the development, particularly for emergency services and deliveries, including medication deliveries. Restricted access will seriously impact health.
- Where Cotts Lane meets Church Road it would not be possible to widen without the purchase of neighbouring land. Any further filling in of the dyke to widen the road will further impact flood risk.
- Limited bus time table means young people will have limited ability get into either town.

Other Comments:

- Opportunity for a grower to acquire land and build a viable horticultural business will be lost forever, as well as the gainful local village employment.
- Village will be a dormitory for local towns.
- Small village with no amenities. Nothing for children and young people to do, will result in additional anti-social behaviour and vandalism.
- The wall surrounding the site may be subject to a preservation order due to its inscriptions and fabric of brickwork.
- New properties would adversely impact light pollution and carbon emissions. Replacing orchard which will absorb carbon dioxide with dwellings seems against sense.
- Dwellings will put burden on power and water infrastructure.
- Overhead power cables and water supply runs through the site which appears impractical.

## **LDF CORE STRATEGY POLICIES**

**CS02** - The Settlement Hierarchy

**CS06** - Development in Rural Areas

**CS08** - Sustainable Development

**CS12** - Environmental Assets

## **SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016**

**DM2** – Development Boundaries

**DM15** – Environment, Design and Amenity

## **NEIGHBOURHOOD PLAN POLICIES**

**Policy 1.2:** Housing Mix

**Policy 1.3:** Design

**Policy 2.2:** Flooding and Surface Water Drainage

## **NATIONAL GUIDANCE**

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide 2019

## **PLANNING CONSIDERATIONS**

The Key Issues are:

- Principle of development
- Design and layout
- Impact on Neighbours
- Highway safety and access
- Flood Risk
- Other material considerations

### **Principle of development**

The application site is located within the development boundary for Tilney All Saints shown on inset map G.97 of the Site Allocation and Development Management Policies Plan (2016). Policy DM2 of the SADMPP 2016 states that development will be permitted within the development boundary provided it is in accordance with other policies in the Local Plan.

Tilney All Saints Parish Council object to the application, one of the reasons being that there is not a sufficient need for new housing in the village. The allocation from the SADMPP 2016 has already been built out with another 2 dwellings from windfall sites. They note that no new allocations have been proposed in the emerging Local Plan. While it is noted that there are currently no outstanding allocations for development in Tilney All Saints, this does not automatically preclude any further development from taking place.

The Parish Council and third-party responses have highlighted Neighbourhood Plan Policy 1.2. Proposals which do not provide a mix of demonstrable local need or provide homes suitable for less mobile people or smaller dwellings (two bedroom or fewer) will need to be justified with evidence that such homes are not required or that they would make the development unviable. It appears the dwellings will be at least 1.5 or two storeys due to flood risk and therefore providing dwellings for the elderly or less mobile in the form of bungalows would not be possible.

While the details are not explicitly provided at this outline stage, the layout of the development indicates that the proposal is not for 'starter homes' and they are likely to have more than two bedrooms each. The agent has submitted a statement that sets out a number of factors why larger family homes are proposed. While it is true that Tilney All Saints has a high proportion of 3 and 4 bedroom homes, the statement asserts that demand for such homes is still high due to families wishing to move to the countryside from towns and cities. It

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also states that a scheme with two-bedroom dwellings would not be viable without increasing the number of dwellings which would result in overdevelopment of the site. Previously 3 dwellings were sought under 21/01901/O, but it was considered by the case officer at the time that this would represent over-development of the site. Lastly, flood risk mitigation increases construction costs and constraints the type of dwelling that can be constructed (no single storey). It is considered the statement adequately sets out why 2 bedroom dwellings on site would not be viable and therefore it is considered the development meets the requirements of Neighbourhood Plan Policy 1.2.

Lastly, the Parish Council has stated that the application will result in the loss of agricultural land. While the site is Grade 1 agricultural land, planning applications must be determined in accordance with the Development Plan unless there are overriding material considerations. The site is a relatively small amount of land within the development boundary and not realistic for viable agricultural use. Within the development boundary for Tilney All Saints the proposal would be in accordance with Policy DM2 of the SADMPP 2016 and it is considered there are no overriding material considerations in this case. It is considered the principle of development is acceptable.

### **Design and layout**

The proposed plans set out the layout and access for the construction of two detached dwellings, each with a garage building. The density of the proposed development will be approximately 7.14 dwellings per hectare (2 dwellings on 0.28Ha site). The proposal will utilise Cotts Lane and includes a shared driveway which would be used by both properties. Cotts Lane is single track width and to accommodate the scheme, the proposed plan indicates that the lane will be improved to NCC standards. The character along Cotts Lane currently is not consistent in terms the pattern of development and the gaps between buildings. While most dwellings are two-storey and detached, they are not situated in a uniform pattern and have unconventional spatial relationships with each other. The development would not be easily visible from Church Road to the east due to screening from vegetation and existing development.

Policy 1.3 of the Tilney All Saints Neighbourhood Plan relates to design. Specifically relating to layout, it states the following. New residential development will be supported where:

- It respects the grain of the existing settlement;
- Has careful regard to layout of homes in the immediate area and is well integrated functionally with existing development;
- Its density and layout provide for views into the open countryside and retain a rural feeling; and
- Private amenity space is provided.

While the proposed dwellings will be situated in between existing dwellings to the north, east and south, it is considered due to the existing inconsistent built form of the area that there would not be any detrimental impact on the character of the pattern of development. In addition, it is considered the site is large enough with sufficient gaps surrounding the proposed dwellings such that it would not create a cramped form of development. The proposed dwellings would not block any views of the countryside as the existing site is not easily visible and there are existing buildings which would restrict such views. Lastly, it is considered the plot sizes are relatively large and would provide adequate private amenity space.

While details of scale, and appearance are not specified, it can be deduced at this stage that the dwellings will need to be 1.5 or two storey to mitigate flood-risk and according to the submitted flood risk assessment, ground-floor levels are to be raised 0.5m above

surrounding ground levels. It is considered subject to a satisfactory design, the site could accommodate dwellings with these constraints without significant adverse impact on the character and appearance of the area.

There are a number of trees on the site which would need to be removed to facilitate the development and other trees along the boundaries which are shown to be retained on the submitted plan. These trees are not subject to Tree Preservation Orders however their proximity to the Public Right of Way gives them value in terms of visual amenity. Being at the edge of the settlement they are also considered to have a positive contribution on the character and appearance of the countryside. Notwithstanding the details shown on the site plan, this decision will be conditioned to require the submission of a satisfactory tree protection scheme subject to the approval of the Local Planning Authority, so those trees are retained as far as practicable.

Overall, the proposed dwellings are considered to accord with the typical pattern of development in Cotts Lane. Sufficient spacing is provided between properties to limit any adverse impact on the street scene and the proposed dwellings are considered unlikely to lead to any harm to any of the Listed Buildings around Church Road. The layout of the development is considered to accord with Policy DM15 of the SADMPP 2016, CS06 of the Core Strategy and Policy 1.3 of the Tilney All Saints Neighbourhood Plan.

### **Impact on Neighbours**

The application site is situated in between neighbours to the north, east and south. The neighbouring dwelling to the north would lie approximately 10.7m away from the proposed garage of Plot A, while it would lie approximately 18.2m away from the main dwelling of Plot A. The neighbouring dwelling to the east would lie approximately 28.3m away from Plot B in the south of the site. The donor dwelling Thriffields would lie approximately 20m from the closest point of Plot B. Lastly, the neighbouring dwelling to the south will lie approximately 25.7m away from Plot B.

It is considered the gaps to all of the neighbouring dwellings set out above would be sufficient such that there would not be any significant overbearing or overshadowing impacts on surrounding neighbours. The garage for Plot A being situated approximately 10.7m away from the neighbour to the north is also considered acceptable as it would be a smaller scale building.

Elevations of the proposed development are not provided at this stage, however it is considered that adequate natural light could be achieved with first-floor windows on the front and rear elevations (east and west), without any significant overlooking impact on neighbours. One third party comment has stated that any future design should be for bungalows so that raised floor levels do not adversely affect neighbours. Wholly single-storey dwellings would not be acceptable on this site as ground-floor sleeping accommodation would be restricted via condition for flood risk mitigation. It is considered dwellings of 1.5 or two-storey with raised ground-floor levels of 0.5m are unlikely to result in any significant adverse impacts on residential amenity due to the sufficient gaps to neighbours.

The neighbour to the north has two first-floor windows which would face towards the private amenity space for Plot A. To mitigate this impact, the proposed garage building for Plot A has been situated to screen views into the private garden. It is considered the siting of the proposed outbuilding and the gap of approximately 18m would be sufficient to avoid any detrimental overlooking impacts on future occupiers of Plot A. First-floor windows on the rear of Thriffields would not have any significant overlooking impact on future occupiers of Plot B



due to the approximately 20m gap and the angle of the view would not result in any detrimental window to window relationships.

While the scheme is only for two dwellings, it would involve significant improvement works to Cotts Lane. A number of concerns have been received from third parties in the immediate area regarding noise and dust from construction, the potential for increased security risk to neighbours if site is left open at night as well as the potential for construction traffic to obstruct access to properties and have difficulty in parking and turning. Therefore, it is considered sufficiently necessary for a construction management plan to be submitted to and approved by the Local Planning Authority prior to any development taking place.

Any noise arising from the future occupation of the dwellings would not be considered to result in any significant detrimental impact. Overall, it is considered subject to satisfactory scale and appearance at reserved matters, the proposed development would not have any significant adverse impact on residential amenity in accordance with Policy DM15 of the SADMPP 2016.

### **Highway Safety and Access**

The proposed dwellings are shown to be accessed via a shared private drive which adjoins Cotts Lane in the south east corner of the site. Cotts Lane is an adopted County Highway road which currently serves 6 dwellings and leads into a Public Right of Way beyond the proposed point of access.

Each dwelling benefits from external parking, a garage and turning space which are considered suitable for up to 4-bedroom dwellings. While Cotts Lane is currently substandard for additional residential development, the applicant has agreed to the principle of mitigatory highway improvement works to widen Cotts Lane. The Local Highway Authority do not object on this basis. A third party has indicated that to widen Cotts Lane may require purchase of third-party land. As far as the Borough Council is aware, to carry out highway improvement works as required by the Local Highway Authority, will not involve any third-party land and will only utilise the existing highway verge as previously approved under 15/01498/O. A third-party comment asked who would pay for the highway improvement works; they would be funded by the applicant then carried out by the Local Highway Authority.

Third party comments were also received concerning the safety of users of the Public Right of Way (PRoW). These comments are noted however the proposal has not drawn objections from the Local Highway Authority or NCC Public Rights of Way on these grounds. The part of Cotts Lane which will serve the development is wholly adopted County Highway. The PRoW continues along an unmade track to the north and this is not considered to be affected by the proposed development. Overall, the application is considered to comply with Policies CS08, CS11 and DM15 of the Development Plan regarding highway safety.

### **Flood risk**

The site lies within Flood Zone 3a of the SFRA 2018. Residential development is classified as 'more vulnerable'. According to the Environment Agency flood risk vulnerability compatibility table, more vulnerable development is acceptable in Flood Zone 3a where it passes the sequential and exception tests. The Environment Agency has no objection to the development subject to compliance with the recommendations set out in the Flood Risk Assessment. However, the EA's response does not consider the sequential or exception tests.

The majority of the Tilney All Saints lies within Flood Zone 3a and there are no alternative sites at lower risk, therefore the development would pass the sequential test. Following the sequential test, it is considered the development would also pass the exception test, as the site lies within the development boundary and the sustainability benefits of the scheme in providing new homes in accordance with an up-to-date development plan are considered to outweigh the flood risk in accordance with the NPPF and Policy CS08 of the Core Strategy 2011.

Third party comments raised concerns regarding surface water flooding and foul drainage. No details have been provided with this application, therefore a condition would be imposed to require full details of surface and foul water drainage prior to any development commencing to ensure adequate drainage on-site and so as to not adversely affect neighbouring land in accordance with Policy 2.2 of the Tilney All Saints Neighbourhood Plan, Policy CS08 of the Core Strategy 2011 and the NPPF.

### **Other material considerations**

Norfolk County Council has identified that the site lies close to a medieval moated site and therefore has potential for archaeological heritage assets. Conditions have been recommended to require mitigatory work to reduce potential for harm to any archaeological assets. It is considered subject to these conditions the development would not have any significant adverse impact on heritage significance of archaeological assets.

Natural England have not raised any objection to the proposed development and do not recommend any conditions for ecology.

### **Specific comments and issues**

One third party comment stated that the existing wall around the site may be subject of a preservation order. There is no such designation on this wall. Concern was also raised regarding limited bus services in the area and whether restricted access to large towns would encourage anti-social behaviour. The proposed dwellings would lie within the development boundary of the settlement and therefore are considered to be in a sustainable location. It is considered the erection of 2 dwellings would not be likely to result in any increased crime or anti-social behaviour.

The Parish Council and a Third Party raised concern that overhead power lines cross the site and could potentially be affected by the proposed development. If any public utility apparatus needs to be moved as a result of the development, this is not a material planning consideration and will be the responsibility of the applicant to contact the appropriate provider.

### **CONCLUSION**

The outline planning application with access and layout proposed for two dwellings in the development boundary of Tilney All Saints is considered to accord with the policies of the Development Plan for the reasons set out above. Policy H1.2 of the Neighbourhood Plan requires that any application that does not satisfy the local housing need (starter homes and homes for less mobile/elderly), should be supported with evidence to demonstrate that such a scheme would not be viable. The applicant has indicated that 2-bedroom dwellings would not be financially viable unless the number of dwellings was increased, and it has already been considered under 21/01901/O that 3 dwellings would be overdevelopment. Furthermore, single-storey dwellings would not be possible due to flood risk. The application is considered to meet the requirements of Policy H1.2 of the Neighbourhood Plan.

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The development would benefit from a shared drive and joins onto Cotts Lane which as part of the scheme would undergo highway improvement works to mitigate the increased traffic from the development. It is considered the development accords with the provisions of the NPPF, Core Strategy 2011, SADMPP 2016 and the Tilney All Saints Neighbourhood Plan.

It is therefore recommended that the application be approved subject to the following conditions.

**RECOMMENDATION:**

**APPROVE** subject to the imposition of the following condition(s):

- 1 Condition: Approval of the details of scale, appearance and landscaping of the site (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority before any development is commenced.
- 1 Reason: To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition: Plans and particulars of the reserved matters referred to in Condition 1 above shall be submitted to the Local Planning Authority in writing and shall be carried out as approved.
- 2 Reason: To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 3 Condition: Application for the approval of reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
- 3 Reason: To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 4 Condition: The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the latest such matter to be approved.
- 4 Reason: To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 5 Condition: No development shall commence until full details of the foul and surface water drainage arrangements for the site have been submitted to and approved in writing by the Local Planning Authority. The drainage details shall be constructed as approved before any part of the development hereby permitted is brought into use.
- 5 Reason: To ensure that there is a satisfactory means of drainage in accordance with the NPPF. This needs to be a pre-commencement condition as drainage is a fundamental issue that needs to be planned for and agreed at the start of the development.
- 6 Condition: The development shall be carried out in accordance with the following approved plans. 21092 01 (Location Plan), and 21092 02-2 (Proposed Site Plan) insofar as means of access and layout only.
- 6 Reason: For the avoidance of doubt and in the interests of proper planning.

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- 7 Condition: Prior to the first occupation of the development hereby permitted the proposed access / on-site car parking / turning area shall be laid out, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 7 Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety.
- 8 Condition: Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until detailed drawings for the off-site highway improvement works as indicated on Drawing No. 21092 02-2 (Improvements and surfacing) have been submitted to and approved in writing by the Local Planning Authority.
- 8 Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.
- 9 Condition: Prior to the first occupation/use of the development hereby permitted the off-site highway improvement works (including Public Rights of Way works) referred to in condition 8 shall be completed to the written satisfaction of the Local Planning Authority.
- 9 Reason: To ensure that the highway network is adequate to cater for the development proposed.
- 10 Condition: The development hereby permitted shall be carried out in accordance with the mitigation measures proposed in the submitted Flood Risk Assessment (FRA) by Ellingham Consulting dated Sept 2021. In particular, the FRA recommends that:
- Finished floor levels will be set 0.5m above typical ground levels.
  - The development incorporates 0.3m of flood resilient construction above finished floor level.
  - There will be no ground floor sleeping accommodation.
- 10 Reason: To ensure the development will be reasonably safe from the risks of flooding for its lifetime in accordance with Policy CS08 and the NPPF.
- 11 Condition: No development shall take place until an archaeological written scheme of investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and 1) The programme and methodology of site investigation and recording, 2) The programme for post investigation assessment, 3) Provision to be made for analysis of the site investigation and recording, 4) Provision to be made for publication and dissemination of the analysis and records of the site investigation, 5) Provision to be made for archive deposition of the analysis and records of the site investigation and 6) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation.
- 11 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF. This needs to be a pre-commencement condition given the potential impact upon archaeological assets during groundworks/construction.
- 12 Condition: No development shall take place other than in accordance with the written scheme of investigation approved under condition 11.

- 12 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF.
- 13 Condition: The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological written scheme of investigation approved under condition 11 and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.
- 13 Reason: To safeguard archaeological interests in accordance with the principles of the NPPF.
- 14 Condition: No development or other operations shall take place on site until a detailed construction management statement has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include:
- 1) the methods to be used and the measures to be undertaken to control the emission of dust, noise, and vibration from the operation of plant and machinery to be used;
  - 2) the location of any temporary buildings and compound areas;
  - 3) the location of parking areas for construction and other vehicles;
  - 4) the measures to be used to prevent the deposit of mud and other deleterious material on the public highway; and,
  - 5) a scheme for the management and signage of all construction traffic.
- 14 Reason: In order that the Local Planning Authority may retain control over the construction activities in the interests of the amenities of the locality in accordance with the NPPF. This also needs to be a pre-commencement condition as this issue relates to the construction phase of the development.
- 15 Condition: No development shall be carried out other than in accordance with the approved construction management statement in condition 14.
- 15 Reason: In order that the Local Planning Authority may retain control over the construction activities in the interests of the amenities of the locality in accordance with the NPPF.
- 16 Condition: No development or other operations shall commence on site until the existing trees and/or hedgerows to be retained on dwg no. 21092 02-2 have been protected in accordance with a scheme that has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the erection of fencing for the protection of any retained tree or hedge before any equipment, machinery, or materials are brought on to the site for the purposes of development or other operations. The fencing shall be retained intact for the full duration of the development until all equipment, materials and surplus materials have been removed from the site. If the fencing is damaged all operations shall cease until it is repaired in accordance with the approved details. Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavations be made without the written approval of the Local Planning Authority.
- 16 Reason: To ensure that the existing trees are properly surveyed and full consideration is made of the need to retain trees in the development of the site in accordance with

the NPPF. This needs to be a pre-commencement condition given the potential for trees to be lost during development.