

AGENDA ITEM NO. 9/3 (g)

Parish:	Walpole Highway	
Proposal:	1 x pair of semi-detached dwellings and associated garaging	
Location:	Land At Ratten Row Walpole Highway Norfolk PE14 7QH	
Applicant:	Mr M McInerny	
Case No:	22/00284/F (Full Application)	
Case Officer:	Clare Harpham	Date for Determination: 27 April 2022 Extension of Time Expiry Date: 13 March 2023

Reason for Referral to Planning Committee – The Parish Council object to the proposal which is at variance with the officer recommendation. Councillor Kirk has also called the application into Planning Committee.

Neighbourhood Plan: No

Case Summary

The application is for full planning permission for the erection of one pair of two storey semi-detached dwellings with an associated garage. The application site is brownfield land which lies immediately adjacent to the development boundary of Walpole Highway and does not represent a projection of the built form further out into the open countryside. The site is considered to be in a sustainable location.

Key Issues

Principle of development
Form and character
Impact on neighbour amenity
Highway safety
Flood risk
Other material considerations

Recommendation

APPROVE

THE APPLICATION

The application site is located immediately to the north of Skaters, a roller-skating rink in Walpole Highway. At the current time the site is accessed from the Skaters car park, which is accessed off Mill Road and is in the same ownership.

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The site was formerly part of a motorcycle training centre and in July 2018 (18/00972/CU) was granted a change of use to form part of an overflow carpark for Skaters. At the time of the site visit there were a number of cars parked within the site, a container and an amount of waste, including some old fridges.

The application site is separated from the wider Skaters car park by a 1.8 m close-board fence (east), the western boundary has some dense vegetation with a ditch to the roadside (Ratten Row), the northern boundary is a mix of close-board fencing and is open to the Skaters building and a Nissan hut, with tall poplar trees and hedging forming the northern boundary.

The application seeks full planning permission for one pair of semi-detached dwellings and associated garaging.

SUPPORTING CASE

This application for a pair of semi-detached houses is the culmination of many conversations with the Planning Officer, Tree Officer, Highways and the Drainage Board. We now have an application which is acceptable to all parties involved.

The Parish Council have suggested part of the land is not in ownership of the applicant and is owned by Mr and Mrs Lord of Coopers Mill. We have written to Mr and Mrs Lord of Coopers Mill and have since spoken to their solicitor, Stella Anderson, Conveyancing Executive of Hawkins Ryan Solicitors from Kings Lynn. Mrs Anderson has confirmed to us that this area of land is NOT in the ownership of Mr and Mrs Lord of Coopers Mill.

It is our understanding that this land is Highways and Drainage Board land, both of whom have no objections to this application.

We hope you find this application acceptable and vote in support and go with Officers recommendation.

PLANNING HISTORY

18/00972/CU: Application Permitted: 23/07/18 - Change of use from Fenland Motorcycle training area to overflow car park for skaters and use of existing access - Skaters Roller Rink Ratten Row Walpole Highway

11/01441/CU: Application Permitted: 18/10/11 - Continued use of land for motorcycle training - Land Adjacent Skaters Mill Road Walpole Highway

05/02526/CU: Application Permitted: 25/01/06 - Change of use of land to motorcycle training centre (renewal) - Land Adjacent Skaters Mill Road Walpole Highway

04/01948/CU: Application Permitted: 10/01/05 - Change of use of land to motorcycle training centre - Land Adjacent Skaters Mill Road Walpole Highway

2/01/1712/CU: Application Permitted: 19/02/02 - Retention of temporary site offices and facilities for use during construction of sewerage scheme at Walpole St Andrew and Walpole St Peter – Adj. Skaters Mill Road Walpole Highway

2/98/0186/F: Application Permitted: 13/03/98 - Temporary site offices and materials testing laboratory for A47 Walpole/Tilney bypass (Renewal) - Skaters Car Park Mill Road Walpole Highway

2/94/0282/F: Application Permitted: 12/04/94 - Temporary site offices and materials testing laboratory for A47 Walpole - Tilney bypass – Skaters Mill Road Walpole Highway

2/93/0817/O: Application Refused: 02/11/93 - Site for residential development - Hog Holm Field Mill Road Walpole Highway
Appeal Dismissed 21/09/94

RESPONSE TO CONSULTATION

Parish Council: OBJECTION

The applicant has declared that he is the outright owner of the land. The land bordering Ratten Row to the west of the KLIDB drain previously was the site and grounds of a cottage which housed a worker for the former Coopers Mill. The cottage was demolished, and the retired owner of the Mill used the site as his vegetable plot. The Mill properties were sold and are now operated as a care home for the disabled at Coopers Mill. We have a map showing the site and position of the cottage.

A few years ago, the Parish Council applied to NCC highways for a passing bay in this location to relieve parking and traffic issues in Ratten Row. We were informed that they only owned the verge and the rest of the land was in private ownership. We note that there have been comments on the planning application from neighbours wishing to claim possession, but we believe ownership rests with the proprietors of Coopers Mill.

Highways Authority (NCC): NO OBJECTION

Following amendments which identifies the principle that carriageway widening would be provided across the frontage of the site to help mitigate the impacts of the development. The detail of the widening does require revision as it only needs to provide an overall carriageway width of 4.8 m rather than provide that as an additional width. Ultimately, I am satisfied that this could be covered by conditions. The private access and parking arrangements are detailed to accord with adopted standards and as a result I recommend conditions and the applicant may wish to check their available land meets these. Conditions recommended relating to withdrawing permitted development rights regarding gates etc, parallel visibility splay, parking turning provision and off-site highway improvement works,

Environment Agency: NO OBJECTION

We have reviewed the FRA and have no objection, but strongly recommend the mitigation measures are undertaken. The site is within the district of the Kings Lynn IDB and they should be consulted regarding flood risk associated with their watercourses and surface water drainage proposals. It is for the LPA to undertake the Sequential Test, and if necessary, the Exception Test. Advice also given for applicant.

Internal Drainage Board: NO OBJECTION

The applicant has indicated that they intend to dispose of surface water via infiltration. Should this not be feasible and surface water is then discharged to a watercourse then consent would be required from the Board under Byelaw 3.

We are pleased that the dwellings have been relocated to more than 9 metres away from the brink of the Board maintained watercourse. The applicant has made an application to relax Byelaw 10 for the remaining works within 9 metres of the Board watercourses. The applicant has also applied to the Board to alter the open watercourse for access (consent granted).

Emergency Planning Officer: NO OBJECTION

Due to the location in an area at risk of flooding it's advised that the occupants' sign up to the EA FWD service and prepare a flood evacuation plan.

Community Safety and Neighbourhood Nuisance: NO OBJECTION

We agree with the King's Lynn IDB that further information is required regarding drainage and therefore recommend conditions relating to foul and surface water drainage arrangements. Conditions also recommended regarding external lighting, air source heat pump details, and site hours of construction and a protection scheme relating to construction.

Environmental Health & Housing - Environmental Quality: NO OBJECTION

The application site is an open area to the north of the 'Skaters' building. The applicant has submitted a contaminated land screening assessment based on the applicant's knowledge of the site. The screening includes a photograph. However, this is not very clear and doesn't show much detail of the site's current use. The site's current use is reported to be commercial and previous uses commercial and agricultural. No sources of contamination are identified in the screening assessment; however, this assessment is not detailed. The proposed residential use is one which is sensitive to land contamination.

Aerial photography on our files and also available on google earth, shows the site to be partially covered with hardstanding and occupied by vehicles, outbuildings and possibly some heaps of waste materials. There is insufficient information on the past and current use of the site to assess if the site has been contaminated as a result of past activities and if it can be made suitable for the proposed use. Therefore, full conditions and an informative are recommended.

Norfolk Fire & Rescue NO OBJECTION

No objection provided the proposal meets the necessary requirements of Building Regulations 2010 – Approved Document B (volume 1 – current edition, or as revised) including any requirements in relation to B5:Access and Facilities for the fire service arrangements for emergency service vehicles, as administered by the Building Control Authority.

The boundary distance between the proposed building and the existing Nissan hut, which is described as being retained, should be in accordance with Approved Document B, volume 1, where relevant.

Public Rights of Way (NCC): NO OBJECTION

The PROW known as Walpole St Peter Footpath 5 is aligned to the northern boundary of the site. Following the submission of a Highways Boundary plan showing the legal extent of the footpath, there are no objections. The full legal extent of the footpath must remain unobstructed, open and accessible for the duration of the development and subsequent occupation.

REPRESENTATIONS

SEVEN letters of **OBJECTION** from four different objectors, covering the following issues:-

- Ratten Row is very narrow and poorly maintained so not suitable for additional traffic.
- Inconsiderate parking reduces the road width further.
- More vehicles, which often travel too fast, make the road less safe.
- Ratten Row meets the main road via a narrow junction where school children cross so additional traffic is a safety issue.
- Other housing was refused further along Ratten Row due to traffic.
- Ratten Row would be better if it was made a one-way system.
- The trees have been there for over 100 years and are under a preservation order.
- The road often floods when it rains so filling in the dyke to build an access would increase flooding.
- It would be better to access the site from the Skaters entrance off Mill Road.
- The applicant doesn't own the land they wish to build on as they don't own the dyke.
- Objector has been maintaining the land adjacent to Ratten Row for 20 year so wishes to claim adverse possession.
- The access is directly opposite housing, so could drive into the neighbour's house.

LDF CORE STRATEGY POLICIES

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS09 - Housing Distribution

CS10 - The Economy

CS11 – Transport

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

DM17 - Parking Provision in New Development

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)
National Design Guide 2021

National Planning Policy Framework – sets out the Government's planning policies for England and how these are expected to be applied.
National Planning Practice Guidance - Provides National Planning Practice Guidance, in support of and in addition to the NPPF

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PLANNING CONSIDERATIONS

The main considerations are:

- Principle of development
- Form, character and design
- Impact on neighbour amenity
- Highway safety
- Flood risk
- Any other matters requiring consideration prior to determination of the application

Principle of Development

The application site lies directly north of the development boundary for Walpole Highway, which is identified as a rural village in policy CS02 of the Core Strategy 2011. The current development boundary runs directly to the north of the adjacent Nissan Hut until it meets Ratten Row, and then runs north around the dwellings on the western side of Ratten Row.

The application site is part of a parcel of land which was a former motorcycle test centre and in 2018 (18/00972/CU) consent was granted to change the use of the land, which included land to the east of the application site and the existing access onto Mill Road, to be used by Skaters, as their access and an overspill car park (removing the original access to Skaters which was further south along Mill Rd). This application was implemented, with the access to Skaters being relocated and the land to the east of the application site becoming additional parking.

Paragraph 119 of the National Planning Policy Framework (NPPF) 2021 states that 'planning policies and decisions should promote the effective use of land...' with paragraph 120 stating that 'decisions should give substantial weight to the value of using brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, derelict, contaminated or unstable land.' Brownfield or previously developed land is defined as 'land which is or was occupied by a permanent structure, including the curtilage of the developed land, and any associated fixed surface infrastructure.' This definition 'excludes... land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.' Whilst there are no permanent buildings on the site there are areas of hardstanding which remain from its previous economic use as a motorcycle test centre and it is therefore considered brownfield land; it is also material that the site has an existing economic use with extant consent to be used as a car park.

Despite being located outside the development boundary, the application site is for a pair of semi-detached dwellings, located between Skaters to the south and east, Royal Cottage further north, and opposite a number of dwellings in Ratten Row which stretch further north along the western side of Ratten Row. Whilst outside the development boundary and therefore contrary to Policy DM2 of the SADMPP 2016, the proposal is considered to comply with paragraph 79 of the NPPF 2021 which supports sustainable development in rural areas, and states that housing should be located where it will enhance or maintain the vitality of rural communities. This brownfield site is a logical rounding off of the boundary.

The land, as stated above, has a previous economic use and has current consent for the existing business at Skaters. Policy CS10 of the Core Strategy 2011 states that the Council will seek to retain land or premises currently or last used for employment purposes. The proposal would not impact upon the Skaters business which is not affected by the proposed residential dwellings, and the application site at the rear of the existing overspill car park, is surplus to requirements and not necessary in the running of the existing business.

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Overall, the application site is brownfield land immediately adjacent to the development boundary of Walpole Highway and does not represent a projection of the built form further out into the open countryside. It is considered to be in a sustainable location which would help maintain the vitality of the village and its rural services in accordance with paragraphs 79 and 120 of the NPPF and Members are recommended to consider this in their determination.

Form, Character and Design

Following amendments, the proposal is for one pair of semi-detached dwellings which would be accessed from Ratten Row. Amended plans have been received which show that the existing dyke which runs along the eastern side of Ratten Row would be culverted (consent for this has already been obtained from the IDB).

Ratten Row is a narrow road which runs north from its junction with Lynn Road, the main road through Walpole Highway. It is characterised by both single and two storey dwellings which are linear in form and on both sides of Ratten Row, which becomes sparser on the eastern side to the north of the Skaters roller-skating rink building. The proposed semi-detached dwellings would continue this linear form of development and would not be out of character with regard to scale and form.

The design of the proposed dwellings is fully acceptable, with a symmetrical frontage and fenestration with front projecting gables on each semi with recessed front doors under a centralised canopy. The proposed materials would be a red multi (Audley Antique) and red clay pantiles which are acceptable in this location.

Overall, the proposal is considered to comply with para 130 of the NPPF, Policies CS06 and CS08 of the Core Strategy 2011 and Policy DM15 of the SADMPP 2016.

Impact on Neighbour Amenity

The proposed dwellings would be sited opposite dwellings on the western side of Ratten Row and would be located in excess of 21 m from the frontage of these dwellings, causing no material impact with regard to overlooking, overshadowing or being overbearing.

The dwelling located to the north of the application site, Royal Cottage is located approx. 35 m from the northern boundary and on the other side of some tall poplar trees which are to be retained. The proposal would have no material impact upon this dwelling with regard to being overbearing or overshadowing. The only proposed first floor side windows would serve a bathroom and so would not cause any material overlooking, in addition they are well in excess of 21metres from the dwelling.

Para. 187 of the NPPF states that decisions should ensure that the new development can be integrated effectively with existing businesses and community facilities. Existing businesses should not have unreasonable restrictions placed upon them as a result of development permitted after they were established. Where the operation of an existing business could have an adverse effect on new development in its vicinity, the applicant should provide suitable mitigation.

The proposal itself would be located 15 m to the north of the Skaters building and a Nissan Hut which is to be retained by Skaters and the dwellings themselves are not considered to negatively impact the Skaters business. Amended plans have been received which allow more spatial separation from the business, and allow sufficient room for the fire escape in the northern elevation of Skaters, which is the only opening on this northern elevation.

Given the orientation there may be some overshadowing of the dwellings amenity space during winter when the sun is low, however there would be no overshadowing of any habitable rooms (which face east/west) nor would there be an overlooking or overbearing impact upon the proposed dwellings.

There are no objections to the proposal from the CSNN team with regard to possible noise and disturbance from the Skaters building and the proposed openings facing the Skaters building are limited to a first floor bathroom window and utility room door. Recommended conditions relate to drainage, air source heat pump installation and external lighting. Conditions have been recommended regarding a construction scheme and a restriction of site building hours in order to reduce amenity issues to the neighbouring dwellings during construction, however these are not considered necessary given the scale of the proposal or only two dwellings and the distance to the neighbouring dwellings.

Overall, the proposed semi-detached dwellings would not cause any issues with regard to neighbour amenity and comply with para 130 of the NPPF, Policies CS06 and CS08 of the Core Strategy 2011 and Policy DM15 of the SADMPP 2016.

Highway Safety

The proposed dwellings would be accessed from Ratten Row and there are a number of third-party objections to the proposal with the fact the road is narrow, poorly maintained and not suitable for further development being the main reasons cited. Concerns are expressed that additional cars will make the road less safe and that the proposal would be more acceptable if Ratten Row was made one-way. There is also an objection that an application for a dwelling was refused further north along Ratten Row (16/00569/O) and one of the reasons for refusal was related to highway safety. This application was further along Ratten Row in a location where it was considered that the poor road alignment (a bend in the road by the site), restricted width, and lack of passing provision was a safety issue.

Notwithstanding these objections, there are no objections to the proposal from the Highways Officer in this instance, who is satisfied that highway mitigation can be provided in the form of a widening of the highway across the sites frontage to provide a passing bay and this can be conditioned. In addition, the Highways officer is satisfied that the access and parking arrangements are in accordance with adopted standards.

Overall, the proposal complies with para 110 of the NPPF, Policy CS11 of the Core Strategy 2011 and Policy DM15 of the SADMPP 2016.

Flood Risk

The application site is located within flood zone 3 of the Council's Strategic Flood Risk Assessment 2018. It is the responsibility of the Local Planning Authority to steer development to areas with the lowest probability of flooding. The majority of the village is within Flood Zone 3 with some areas located within Flood Zone 1 and 2. The current proposal is for a pair of semi-detached dwellings and therefore sites which could accommodate a similar scale development have been considered when applying the Sequential Test. In order to carry out the Sequential Test the SFRA 2018 was considered, alongside any potential extant planning permissions within areas at a lower risk of flooding. No sites at a lower flood risk were identified and therefore the proposal passes the Sequential Test.

As the proposal is in flood zone 3 then the Exception Test needs to be passed as well as the Sequential Test. Para 164 of the NPPF states that it should be demonstrated that a) the

development would provide wider sustainability benefits to the community that outweigh the flood risk; and b) the development will be safe for its lifetime taking into account the vulnerability of its users, without increasing flood risk elsewhere, and where possible reducing flood risk overall. Both of these elements need to be satisfied for the development to pass the Exception Test.

The Environment Agency are satisfied that the site-specific flood risk assessment demonstrates that the development will be safe for its lifetime provided the mitigation measures within the FRA are secured by condition. In addition, the proposal is considered to be in a sustainable location which could help maintain the vitality of the village and its rural services. Therefore, the benefit of providing sustainable housing is a benefit which would outweigh the flood risk and therefore both elements are passed in accordance with para 165 of the NPPF.

The open drain to the front (west) of the application site is a Board maintained drain and therefore the IDB Byelaws apply to the proposal. Amended plans have been received to ensure that the built form is not within 9m of the brink of the drain and consent has already been obtained from the IDB to culvert the drain. Surface water is proposed to soakaways, but should this not be feasible then consent will be required to discharge water to a watercourse. Foul and surface water drainage details have been requested from CSNN and this has been agreed by the agent (within an email dated 11th August 2022).

There is an objection to the proposal from a third party who states the road often floods when it rains, however this is not a reason to refuse the proposal when it is possible to obtain acceptable surface and foul drainage details prior to construction.

Overall, the proposal complies with paras 159-165 of the NPPF and Policy CS08 of the Core Strategy 2011.

Other matters requiring consideration prior to the determination of this application

There are a number of poplar trees along the northern and western boundary and there is a third-party objection to their removal. These trees are not protected by virtue of being within a Conservation Area or a Tree Preservation Order and discussions with the Arboricultural Officer deemed that they were not of sufficient quality to warrant a Tree Preservation Order. It was considered important given the edge of village location that this boundary be softened by planting and that if the trees were to be removed, sufficient room would be necessary within the site to provide robust planting and replacement trees. Following discussions with the agent amended plans were received during the course of the application which reduced the number of proposed dwellings which would enable the retention of these trees. A Tree Survey, Arboricultural Impact Assessment and Method Statement was submitted during the course of the application and this demonstrates that, with mitigation, the development can be constructed whilst retaining the majority of the trees and this can be conditioned.

There are objections from the Parish Council who state that they do not believe that the applicant owns the land on the western side of the site where the drain and 'verge' are located. A neighbour along Ratten Row also states that they have been maintaining the strip of land for over 20 years and wish to claim adverse possession. The agent has investigated the ownership issue and has determined that the land is not in the ownership of the owners of Coopers Mill (advised by their solicitor) and thinks it is highways verge and an IDB drain. The neighbour has not submitted anything formally within the application regarding adverse possession and this is a civil matter between the two parties.

There are no objections to the proposal from CSNN, who do recommend conditions are applied relating to the installation of external lighting, the installation of ASHPs, however as

discussed above the imposition of restrictions on construction are considered onerous given the number of dwellings proposed.

Given the previous uses at the application site Environmental Quality have requested full contamination conditions and the pre-commencement conditions have been agreed by the agent in an email dated 11th August 2022.

The Fire and Rescue Officer was consulted as Skaters has a fire exit on the northern side of their building and an escape route along the northern side of the retained Nissan Hut. The plans were amended to ensure there was sufficient space for escape from this exit. The Fire Officer refers to various Building Regulations and the agent states the proposal should comply with the Building Regulations referred to in the Fire Officer's response.

There is a public footpath (Walpole St Peter Footpath 5) immediate north of the application site and a Highways Boundary Plan was requested from the PROW officer to determine the legal extent of the footpath prior to determination to ensure that it was not affected by the proposal. Following submission of the plan the PROW officer has no objections to the proposal but states that the full legal extent of the footpath must remain unobstructed and open during the duration of the development and subsequent occupation. There is no reason to think this will not be adhered to as the right of way is on the northern (external) side of the boundary which is lined with poplar trees which are to be protected during the build.

Crime and Disorder Act:

There are no issues relating to crime and disorder that arise from this application.

CONCLUSION

The application site lies immediately adjacent to the development boundary of Walpole Highway and does not represent a projection of the built form further out into the open countryside. It is a brownfield site, and the redevelopment of such land, especially in sustainable locations, is strongly encouraged in national policy guidance. Therefore, while the proposal does not comply with Policy DM2 with regard to development in the countryside the site is considered to be in a sustainable location which would help maintain the vitality of the village and its rural services in accordance with paragraph 79 of the NPPF. In addition, mitigation is proposed that will ensure that there is no adverse impact on highway safety, flood risk or amenity.

On balance the proposal is considered acceptable and to comply with para 79 and other principles within the NPPF, Policy CS06, CS08, CS10 and CS11 of the Core Strategy 2011 and Policy DM15 and DM17 of the SADMPP 2016. Members are therefore recommended to consider this in their determination.

RECOMMENDATION

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

- 1 Condition: The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

- 1 Reason: To comply with Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

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- 2 Condition: The development hereby permitted shall be carried out in accordance with the following approved plans 6324-PL01d received by the Local Planning Authority on 2nd November 2022.
- 2 Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Condition: The development hereby approved shall be carried out in accordance with the Arboricultural Impact Assessment (OAS 22-342-AR01) by Oakfield Arboricultural Services dated December 2022 and drawing OAS 22-342-TS03 'Tree Protection Plan'.
- 3 Reason: To ensure that existing trees and hedgerows are properly protected in accordance with the NPPF. This needs to be a pre-commencement condition given the potential for damage to protected trees during the construction phase.
- 4 Condition: No existing trees, shrubs or hedges within the site that are shown as being retained on the approved plans shall be felled, uprooted, willfully damaged or destroyed, cut back in any way or removed without the prior written approval of the Local Planning Authority. Any trees, shrubs or hedges removed without such approval or that die or become severely damaged or seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of a similar size and species in the next available planting season, unless the Local Planning Authority gives written approval to any variation.
- 4 Reason: To ensure that the development is compatible with the amenities of the locality in accordance with the NPPF.
- 5 Condition: Prior to the commencement of groundworks, 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 proposal of the preferred option(s).
- This must be conducted in accordance with the Environment Agency's Land Contamination Risk Management (LCRM).
- 5 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 offsite

receptors. This needs to be a pre-commencement condition given the need to ensure that contamination is fully dealt with at the outset of development.

6 Condition: Prior to the commencement of groundworks, 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, 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.

6 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 offsite receptors. This needs to be a pre-commencement condition given the need to ensure that contamination is fully dealt with at the outset of development.

7 Condition: The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of groundworks, 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 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.

7 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 offsite receptors.

8 Condition: 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 condition 5, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 6, 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 Condition 7.

8 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 offsite receptors.

- 9 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.
- 9 Reason: To ensure that there is a satisfactory means of drainage in accordance with the NPPF.
- 10 Condition: Prior to the installation of any air source heat pump(s) a detailed scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall specify the make, model and sound power levels of the proposed unit(s), the siting of the unit(s) and the distances from the proposed unit(s) to the boundaries with neighbouring dwellings, plus provide details of anti-vibration mounts, and noise attenuation measures. The scheme shall be implemented as approved and thereafter maintained as such.
- 10 Reason: In the interests of the amenities of the locality in accordance with the principles of the NPPF.
- 11 Condition: Prior to the installation of any external lighting, a detailed outdoor lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the type of lights, the orientation/angle of the luminaries, the spacing and height of any lighting columns, the extent/levels of illumination over the site and on adjacent land and the measures to contain light within the curtilage of the site. The scheme shall be implemented in accordance with the approved scheme and thereafter maintained and retained as agreed
- 11 Reason: In the interests of minimising light pollution and to safeguard the amenities of the locality in accordance with the NPPF.
- 12 Condition: Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order (2015), (or any Order revoking, amending or re-enacting that Order) no gates/bollard/chain/other means of obstruction shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.
- 12 Reason: In the interests of highway safety.
- 13 Condition: Prior to the first occupation of the development hereby permitted 2.0 metre wide parallel visibility splay (as measured back from the near edge of the adjacent highway carriageway) shall be provided across the whole of the site's roadside frontage. The splay(s) shall thereafter be maintained at all times free from any obstruction exceeding 0.225 metres above the level of the adjacent highway carriageway.
- 13 Reason: In the interests of highway safety in accordance with the principles of the NPPF.
- 14 Condition: Prior to the first occupation of the development hereby permitted the proposed access / on-site car parking / turning shall be laid out, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 14 Reason: To ensure the permanent availability of the parking / manoeuvring areas, in the interests of satisfactory development and highway safety.

- 15 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 (carriageway widening across the road side frontage and private access) as indicated on Drawing No.6324 PL01d have been submitted to and approved in writing by the Local Planning Authority.
- 15 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.
- 16 Condition: Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in condition 15 shall be completed to the written satisfaction of the Local Planning Authority.
- 16 Reason: To ensure that the highway network is adequate to cater for the development proposed.