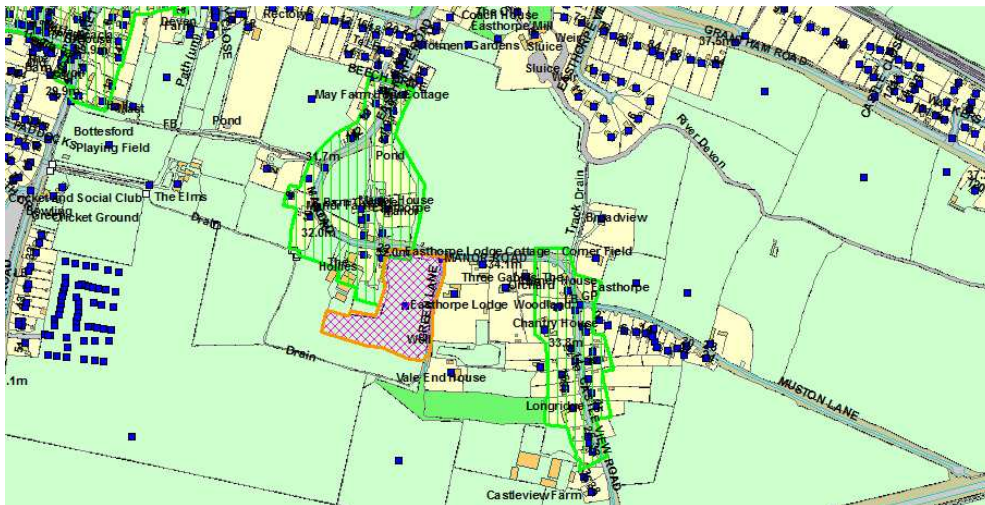


Reference: 17/00996/OUT
Date submitted: 08.08.17
Applicant: Breydon Construction
Location: OS Field Number 0349, Manor Road, Easthorpe.
Proposal: Erection of up to 18 dwellings with associated access, drainage infrastructure and amenity open space.



Proposal:-

This application seeks outline planning permission for up to 18 dwellings with associated access, drainage infrastructure and amenity open space. The details of the access have been submitted for approval at this stage, all other details would be subject to a separate reserved matters application.

The land falls outside of the village envelope for Easthorpe and adjoins the Conservation Area. The site has an area of 1.47ha and lies to the west of Easthorpe Lodge. Existing access into the site is provided via Green Lane

It is considered that the main issues arising from this proposal are:

- **Compliance or otherwise with the Development Plan and the NPPF**
- **Impact upon the character of the area**
- **Impact upon heritage assets**
- **Drainage/flooding issues**
- **Highway safety**
- **Impact upon residential amenities**
- **Sustainable development**
- **The role of the emerging Local and Neighbourhood Plans**

The application is supported by a Arboricultural Report, archaeological assessment, Design and Access Statement, Drainage Survey, Sequential Test, Flood Risk Assessment, Ecological Appraisal, Highways Report, Landscape and Visual Appraisal, Planning Statement and Geophysical Survey. All of these are available for inspection.

The application is required to be presented to the Committee due to the level of public interest.

History:-

No relevant history

Planning Policies:-

Melton Local Plan (saved policies):

Policy OS2 - This policy restricts development including housing outside of town/village envelopes. In the context of this proposal, this policy could be seen to be restricting the supply of housing. Therefore and based upon the advice contained in the NPPF, **Policy OS2 should be considered out of date when considering the supply of new housing.**

Policy OS3: The Council will impose conditions on planning permissions or seek to enter into a legal agreement with an applicant under section 106 of the Town and Country Planning Act 1990 for the provision of infrastructure which is necessary to serve the proposed development.

Policy BE1 - allows for new buildings subject to criteria including buildings designed to harmonise with surroundings, no adverse impact on amenities of neighbouring properties, adequate space around and between buildings, adequate open space provided and satisfactory access and parking provision.

Policy H10: planning permission will not be granted for residential development unless adequate amenity space is provided within the site in accordance with standards contained in Appendix 5 (requires developments of 10 or more dwellings to incorporate public amenity space for passive recreation with 5% of the gross development site area set aside for this purpose).

Policy C1: states that planning permission will not be granted for development which would result in the loss of the best and most versatile agricultural land, (Grades 1, 2 and 3a), unless the following criteria are met: there is an overriding need for the development; there are no suitable sites for the development within existing developed areas; the proposal is on land of the lowest practicable grade.

Policy C13: states that planning permission will not be granted if the development adversely affects a designated SSSI or NNR, local Nature Reserve or site of ecological interest, site of geological interest unless there is an overriding need for the development.

Policy C15: states that planning permission will not be granted for development which would have an adverse effect on the habitat of wildlife species protected by law unless no other site is suitable for the development Policy C16.

The National Planning Policy Framework introduces a ‘presumption in favour of sustainable development’ meaning:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - specific policies in this Framework indicate development should be restricted.

The NPPF offers direction on the relative weight of the content in comparison to existing Local Plan policy and advises that whilst the NPPF does not automatically render older policies obsolete, where they are in conflict, the NPPF should prevail.

It also establishes 12 planning principles against which proposals should be judged. Relevant to this application are those to:

- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.

- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- recognising the intrinsic character and beauty of the countryside
- promote mixed use developments, and encourage multi benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation)
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.
- Take account of the different roles and characters of different areas, promoting the vitality of urban areas, recognising the intrinsic character and beauty of the countryside and support thriving rural communities.

On Specific issues it advises:

Promoting sustainable transport

- Safe and suitable access to the site can be achieved for all people
- Development should be located and designed (where practical) to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians
- Consider the needs of people with disabilities by all modes of transport.

Delivering a Wide choice of High Quality Homes

- Housing applications should be considered in the context of the presumption in favour of sustainable development.
- deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities
- identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand

Require Good Design

- Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- Planning decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

Conserving and Enhancing the Historic Environment

- Recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance.
- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- The desirability of new development making a positive contribution to local character and distinctiveness, and;
- Opportunities to draw on the contribution made by the historic environment to the character of a place.

Conserving and enhancing the natural environment

- Encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value
- Aim to conserve and enhance biodiversity by taking opportunities to incorporate biodiversity in and around developments

This National Planning Policy Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. (NPPF para. 12)

Consultations:

Consultation reply	Assessment of Head of Regulatory Services
<p>Highways Authority: No objection, subject to conditions and developer contributions</p> <p>The CHA recognises that there was another planning application in the filed to the east of Green Lane (LPA ref: 15/01016/OUT) for 9 dwellings which was granted planning permission in April 2016. Whilst the applicant is different for these two applications, it is understood from the information provided on the two application forms that the landowner at the current site was the applicant for the 2015 planning application. These highways observations are therefore provided on the basis that any off-site works which are considered as necessary as part of this planning application can be delivered where they affect land to the east of Green Lane.</p> <p><u>Site Access</u></p> <p>Access to the proposed development will be off Green Lane which is an unclassified adopted road. The development will be served by three shared accesses and six individual accesses to plots, onto Green Lane as shown on the illustrative layout drawing number P16-1032-002 Rev B.</p> <p>Whilst it is recognised that the submitted site plan is an illustrative Layout (Pegasus Drawing P16-1032-002 Rev B), only the ‘Village Street’ would be accepted for adoption (subject to S38 technical approval) as all other shared drives serve less than five dwellings off any single point of access. Notwithstanding, the principle of accessing Green Lane, subject to improvements on Green Lane itself as described further below, are acceptable; however the access labelled ‘Village Street’ should be amended to a vehicle cross-over instead of a kerbed radii junction as currently shown. It is considered that this can be secured through planning condition.</p> <p>The existing hedgerow vegetation on the west side of Green Lane and a small section of the frontage hedgerow to Manor Road would be lost to provide the visibility splays required for site accesses.</p> <p><u>Offsite Highway Implications</u></p> <p>Planning conditions were attached to the 2016 planning decision to provide improvements to Green Lane and the Manor Road/Green Lane junction, and to alter the access arrangements to Easthorpe Lodge. As part of this current application, similar improvements have been proposed.</p> <p>Proposed highway works are shown on ADC Drawing no ADC1181/006B, which is appended to the Highways Report. The following observations are made in relation to the works which are proposed within the drawing.</p>	<p>The application seeks outline consent for a development of up to 18 dwellings. The only matter for detailed consideration is the access into the site. Layout, scale of development, matters relating to appearance (design) and landscape would form a reserved matters application should approval be granted.</p> <p>It is proposed to take the access off Green Lane with a series of 3 roads and 6 individual accesses serving a development with a mixture of housing types.</p> <p>The submitted evidence indicates that there is sufficient capacity in the highway network to accommodate the traffic generated by this development. Off-site works are necessary as part of this proposal to ensure highway safety.</p> <p>The Highway Authority has no objection to the access from Green Lane subject to off-site improvements.</p>

- The widening of Green Lane to 5.5m is acceptable taking in to consideration the additional 9 dwellings permitted in 2016 and can be secured through planning condition. It should be noted that the previous application only shows widening to 4.8m (on the basis of the 9 dwellings which were applied for at the time); however the CHA considers the 2016 planning condition to be worded flexibly in a way which would not result in conflicting conditions being imposed.
- There are several pieces of street furniture and equipment, including road signs, lighting columns and telegraph poles, which would need to be relocated to accommodate the improvements to the junction of Green Lane and Manor Road. Any costs associated with the relocation of equipment, including electrical works, must be borne by the application.
- Tie in details where the proposed footway along Green Road joins the existing footway on Manor Road are incomplete (simply discontinued, or tying in to a hedge line). It is advised that details and works are secured through planning condition.
- The footway along the eastern side of Green Lane is generally consistent with the one proposed as part of the pervious planning application. However, delivery of this footway will require the relocation of the existing access and gate to Easthorpe Lodge. These works would fall outside the red-line boundary and in land not within the public highway. On the basis of the information provided in the application forms, the CHA considers that the applicant would have sufficient rights to reconfigure the access, and it is advised that the details and works are secured through planning condition.
- Given the direct frontage access on to Green Street and the number of units which would be accessed (including those permitted in 2016), a turning head should be provided at the end of the adopted extents, or as close as possible to the end of the adopted extents in land with the Applicant's control. It is advised that details and works are secured through planning condition.

The number of trips 14 two-way in the AM peak (3 arrivals and 11 departures) and 13 two-way trips in the PM peak (9 arrivals and 4 departures) from the proposed development can be accommodated on the wider highway network.

Highway Trees

There is a tree at the junction of Green Lane and Manor Lane which appears to be part of the

carriageway which is likely to be affected by the considerable amount of construction works required as part of the plans. The tree is not currently part of the adopted highway extent, yet the plan indicates there will be a verge (where the tree is located) and a footway behind it and on this basis it is assumed that the tree would be offered as part of the adopted extents. Accordingly, the verge should be removed for maintenance purposes as it will not be practical to maintain the small area of verge around the tree.

Forestry colleagues consider that the roots could be irrevocably damaged during the construction process. This may result in a tree being offered for adoption which would need to be removed, due to declining health or an unstable root system.

On the assumption that this tree is to be retained, and assuming that LCC are to adopt the verge and path at the start of Green Lane, the CHA requests that the LPA condition applicant to provide a full arboricultural method statement and arboricultural impact assessment survey including details for the tree in question.

Furthermore a robust highway design and method statement will be required, with appropriate methodology for works around the tree's root system and adequate protection during the construction process, as per BS 5837.

The applicant should further be advised that the retention of the tree and its subsequent adoption within the highway extents will attract a commuted sum.

Internal Layout

As this application is for outline planning permission including means of access, drainage, infrastructure and amenity open space the indicative internal layout including parking provision has not been checked from a highways perspective.

As part of any future reserved matters application, the CHA would expect off-street parking to be provided on the basis of 2 spaces for a dwelling with up to three bedrooms and 3 spaces for a dwelling with four or more bedrooms. Parking spaces should be 2.4 metres x 5.5 metres and any garages must have minimum internal dimensions of 6 metres x 3 metres if they are to be counted as a parking space. There should also be hard surfaced turning facilities within the site to allow all vehicles to leave the site in a forward gear.

Road Safety Considerations

The CHA has checked its database containing Personal Injury Collision (PIC) data and there have been no PICs on Manor Road in the last five years. The CHA do not believe the proposed development

will exacerbate the current situation and would not seek to resist the application on highway safety grounds.

Conditions

1) No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic , wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

Reason: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory road and lead to on-street parking problems in the area.

2) Notwithstanding the details submitted no development hereby permitted shall commence until such time as an improvement scheme along Green Lane including for carriageway widening, improvements to the Manor Road/Green Lane junction to provide 2.4m x 43m visibility splays, footway works, replacement access facilities for Easthorpe Lodge and a turning head as close as possible to the adopted extent of Green Lane has been submitted to the Local Planning Authority for approval. The approved scheme shall thereafter be provided and implemented in full prior to the occupation of any dwelling hereby permitted.

Reason: To mitigate the impact of the development, in the general interests of highway safety and in accordance with Paragraph 32 of the National Planning Policy Framework 2012.

3) No development shall commence on the site until such time as an Arboricultural Construction Method Statement and details of a suitable replacement for any highway tree(s) that are removed or provided as part of this application has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and timetable.

Reason: To protect the existing highway in the vicinity of the development site.

4) Notwithstanding the submitted plans no part of the development hereby permitted shall be occupied until such time as accesses on to Green Lane have been provided in accordance with the following requirements:

<p>- Main vehicular access (Village Street) serving more than 5 but no more than 25 dwellings: minimum of 4.8 metres wide for at least the first 5 metres behind the highway boundary with a drop crossing of a minimum size as shown in Figure DG20 of the 6CsDG at its junction with the adopted road carriageway.</p> <p>- Shared private drives serving no more than a total of 5 dwelling: minimum of 4.25 metres wide for at least the first 5 metres behind the highway boundary with a drop crossing of a minimum size as shown in Figure DG20 of the 6CsDG at its junction with the adopted road carriageway.</p> <p>- Individual private access drives on to Green Lane: drop crossing of a minimum size as shown in Figure DG20 of the 6Cs Design Guide at its junction with the adopted road carriageway.</p> <p>To afford adequate visibility off any accesses no walls, planting or fences shall be erected or allowed to grown on the highway boundary exceeding 0.6 metres in height above the level of the adjacent carriageway. All accesses shall be surfaced in a bound material for a minimum of 5m behind the highway boundary. The accesses once provided shall be so maintained at all times.</p> <p>Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with Paragraph 32 of the National Planning Policy Framework 2012.</p> <p>5) The new vehicular accesses hereby permitted shall not be used for a period of more than one month from being first brought into use unless the existing vehicular access on to Manor Road that becomes redundant as a result of this proposal has been closed permanently and reinstated in accordance with details first submitted to an agreed in writing by the Local Planning Authority.</p> <p>Reason: In the interests of highway and pedestrian safety in accordance with Paragraph 32 of the National Planning Policy Framework 2012.</p>	
<p>Environment Agency</p> <p>The Agency has no objections, in principle, to the proposed development but recommends that if planning permission is granted the following conditions are imposed:</p> <p>1) The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) EWE Associates Ltd. Final Rev C January 2018 and the following mitigation measures details within the</p>	<p>The conditions as suggested would be added to any permission granted.</p> <p>Whilst it is acknowledged that the site is within a flood zone, mitigation works are proposed as part of the development. Access is the only point for consideration at this time, an exception test has been submitted to the LPA for consideration and has satisfied the requisite points as set out in the NPPF, please see further information on drainage in the comments from the</p>

<p>FRA.</p> <p>a) Finished floor levels are set no lower than 33.3m above Ordnance Datum (AOD).</p> <p>b) Provision of compensatory flood storage in accordance with Appendix K to the above Flood Risk Assessment.</p> <p>Reason</p> <p>a) To reduce the risk of flooding to the proposed development and future occupants.</p> <p>b) To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.</p> <p>Advice to LPA</p> <p>The roads bordering the development, Manor Road and Green Lane, are both designated as flood zone 3b (functional floodplain) in the document Melton Borough Council Level 1 and 2 Strategic Flood Risk Assessment Addendum Report Appendices, JBA Consulting, September 2016 Appendix B: Detailed site summary tables. Flood Zone 3b is defined in the NPPF as 'land where water has to flow or be stored in times of flood'. During a flood, the site may therefore be cut off with no dry access or egress. This should be considered by Melton Borough Council when they determine whether the site passes the Exception Test.</p> <p>We suggest that another access and egress route is considered which will be safe during times of flooding, for example a route to the south.</p> <p>The Environment Agency does not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warning to occupant/users covered by our flood warning network.</p> <p>The Technical Guide to the National Planning Policy Framework (paragraph 9) states that those proposing developments should take advice from the emergency services when producing an evacuation plan for the development as part of the flood risk assessment.</p>	<p>LLFA and the sequential test submission.</p>
<p>Lead Local Flood Authority (LLFA) - Acceptable subject to condition</p> <p>When determining planning applications, Melton Borough Council as the local planning authority should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where informed by a site specific flood risk assessment (FRA) confirming it will not put the users of the development at risk. Where an FRA is applicable this should be undertaken in accordance with the requirements of the National Planning Policy Framework (NPPF) and accompanying Planning Practice Guidance (PPG).</p>	<p>The application site is within a known Flood Risk area and is at risk from flooding. The submitted details as part of the application include a drainage report, flood risk assessment, sequential and exception test.</p> <p>The proposed development includes SuDS drainage methods which will ensure that surface water run-off from the site can be satisfactorily accommodated.</p> <p>Technical details have been submitted as part of the submission that demonstrate measures can be taken to</p>

Areas of the proposed development site are identified within Environment Agency Flood Zone 2 and 3 and therefore any advice given by the Environment Agency should be followed. It is also the duty of Melton Borough Council as the Local Planning Authority to apply the Sequential and Exception Tests.

The proposed development would be considered acceptable to Leicestershire County Council as the LLFA if the following planning conditions are attached to any permission granted.

1) Surface Water

No development approved by this planning permission shall take place until such time as a surface water drainage scheme has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.

2) Construction Surface Water Management Plan

No development approved by this planning permission shall take place until such time as details in relation to the management of surface water on site during construction of the development has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To prevent an increase in flood risk, maintain the existing surface water runoff quality, and to prevent damage to the final surface water management systems through the entire development construction phase.

3) SuDS Maintenance Plan and Schedule

No development approved by this planning permission, shall take place until such time as details in relation to the long term maintenance of the sustainable surface water drainage system within the development have been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To establish a suitable maintenance regime, that may be monitored over time; that will ensure the long term performance, both in terms of flood risk and water quality, of the sustainable drainage system within the proposed development.

4) Infiltration Testing

No development approved by this planning permission shall take place until such time as infiltration testing has been carried out to confirm (or otherwise) the suitability of the site for the use of infiltration as a drainage element, and the flood risk assessment (FRA) has been updated accordingly to

ensure the site would be safe to occupants, should flood occur.

<p>reflect this in the drainage strategy.</p> <p>Reason: To demonstrate that the site is suitable (or otherwise) for the use of infiltration techniques as part of the drainage strategy.</p>	
<p>Affordable Housing</p> <p><i>Total dwellings – up to 18 dwellings</i> <i>Affordable Housing contribution at current Local Plan level – 7 (rounded down) 40%</i> <i>Affordable/intermediate/social rented – 5</i> <i>Intermediate housing – 2</i></p> <p>Evidence in the Leicester and Leicestershire Housing and Economic Development Needs Assessment (HEDNA, Jan, 2017) shows a need for a split of 80% rented and 20% intermediate housing.</p> <p>The Melton Borough Council Housing Needs Study (HNS, 2016), which examines housing need at a more detailed ward level, has found a c.5% need for starter homes, which can fall within the intermediate housing.</p> <p>The HNS, rather than the HEDNA, needs to be used as evidence for the housing size mix because it has based demographic change likely to be associated with 245dpa level of housing delivery (the amount stated in the Towards a Housing Requirement for Melton BC document, Jan 2017), to identify the optimum housing mix. Affordable housing is split between intermediate housing and social/affordable rented. This is to reflect the difference in the housing mix requirements of each.</p> <p>Affordable/intermediate/social rented: 3 x 2b4p houses 2 x 3b5p houses Total: 5</p> <p>Intermediate housing: 2 x 2b4p houses Total: 2</p> <p>Market housing mix 2 x 1 bed house 5 x 2 bed houses 3 x 3 bed houses 1 x 4 bed house</p> <p>Total: 11</p> <p>A local connection cascade would need to be applied on this application, as per the separate attachment.</p> <p>The affordable housing would need to be built out to Housing Quality Indicators (HQI) standards. These are set out in the separate attached DCLG document.</p>	<p>This is an outline application which allows the details of the housing mix to be considered later, but a condition would ensure that a mixed balance of dwellings is provided. The proposed quantity of affordable housing is in accordance with identified needs identified by the evidence, and Development Plan Policy. (Policy H7 of the adopted Local Plan).</p>

<p>LCC Archaeology: Recommend that any planning permission be granted subject to the planning conditions, to safeguard any important archaeological remains potentially present.</p> <p>The submitted Archaeological Desk-Based Assessment (ULAS report 2017-075) is welcomed and confirms the archaeological potential of the site shown by the Leicestershire and Rutland Historic Environment Record (HER). The application site lies within an area of archaeological interest, within the Historic Settlement Core of Easthorpe and adjacent to the Scheduled Medieval Manorial site and associated village earthworks and, although the earthworks have since been ploughed out, associated below-ground archaeological remains are likely to survive. Consequently, there is a likelihood that buried archaeological remains will be affected by the development.</p> <p>The preservation of archaeological remains is, of course, a material consideration in the determination of planning applications. The proposals include operations that will destroy any buried archaeological remains that are present, but the archaeological implications cannot be adequately assessed on the basis of the currently available information.</p> <p>Since it is likely that archaeological remains will be adversely affected by this proposal, we recommend that the Planning Authority defer determination of the application and request that the applicant complete an Archaeological Impact Assessment of the proposals.</p> <p>Should the applicant be unwilling to supply this information as part of the application, it may be appropriate to consider directing the applicant to supply the information under Regulation 4 of the Town and Country Planning (Applications) Regulations 1988, or to refuse the application. These recommendations conform to the advice provided in DCLG National Planning Policy Framework (NPPF) Section 12, Paras. 128,129 & 135).</p> <p>Should you be minded to refuse this application on other grounds, the lack of archaeological information should be an additional reason for refusal to ensure the archaeological potential is given future consideration.</p>	<p>The site is in a sensitive location in terms of archaeology, the applicants have submitted a further report as per the request of LCC Archaeology, a trial trenching report is also due to be submitted to the LPA, a representative from LCC has visited the site whilst the trenching was underway and has confirmed to ULAS that the northern part of the site will require a further programme of archaeological work to be secured by planning condition.</p> <p>It is considered that the site is appropriate for development subject to conditions.</p>
<p>LCC Ecology – No objection, subject to conditions securing mitigation.</p> <p>The ecology survey submitted in support of the application (Ecolocation, June 2016) is satisfactory. No protected species or habitats of note were recorded and no further surveys are required at this stage.</p> <p>We would recommend that if permission is granted the applicant is required to follow the</p>	<p>Noted.</p> <p>The proposal provides an opportunity to provide net biodiversity gains through enhancements within the landscaping. While this is an outline application it is clear that buffer zones could be provided to enhance biodiversity.</p> <p>Mitigation measures have been proposed and a</p>

<p>recommendations in the report.</p> <p>However, the hedgerows on site were assessed as having biodiversity value. We welcome the retention and buffering of these hedgerows and would request that conditions are in place to ensure that these buffers are retained when the final layout is submitted.</p> <p>The area of retained grassland ('The Green') and the proposed SUDs areas should be used for biodiversity enhancement. We would therefore be pleased to comment on the proposed landscaping plans when they are available.</p> <p>In summary, we have no objections to this development, but would request that the following are forwarded as a condition of the development:</p> <ul style="list-style-type: none"> - All works in accordance with the recommendations in the ecology report. - Final layout to be in accordance with the Illustrative Layout (Rev B), any amendments must retain at least a 5m buffer between the existing hedgerows and the development. - Landscaping in the areas of Open Space to comprise locally native species. Landscaping plans to include biodiversity enhancements. Landscaping to be approved. - Ecology surveys are only considered to be valid for a period of 2 years. Therefore an updated survey will be required either in support of the reserved matters application, or prior to determination (whichever is soonest after June 2018). This should focus on a walkover survey of the site to identify any changes since the previous survey. More detailed surveys should then be completed as appropriate. 	<p>condition can be imposed to safeguard future biodiversity of the site.</p> <p>The Ecology report has been independently assessed and raises no objection from the County Council Ecologist subject to securing mitigation as proposed.</p>
<p>Parish Council – Object to the proposal on the following grounds:</p> <p>There will be too many properties built in relation to the rest of the village, the area of separation will be lost, it will make Easthorpe lose its charm and there are no small properties being built.</p>	<p>The application is in outline and states up to 18 dwellings to be developed, as part of the proposal an indicative plan has been submitted that demonstrates the dwellings can be provided without appearing cramped in form. The development sits within close proximity to the built form and adjacent to a site that benefits from existing planning permission, as yet details of house sizes have not been confirmed, the submitted Design and Access Statement states that <i>“the development proposals will deliver 18 dwellings on a site of 0.62 hectares, the development proposals will deliver a mix of housing in line with national and local policy. The scheme will potentially include a range of house types varying from 2 to 5 bed homes. The development seeks to deliver a mix of tenures which will provide open market housing and 37% affordable housing.”</i></p> <p>A condition would be added to any permission to ensure</p>

	that the proposed housing provides a mix and need as set out within the requirements of the background documents of the New Melton Local Plan.
<p>Developer Contributions: LCC</p> <p>Waste The Civic Amenity contribution is outlined in the Leicestershire Planning Obligations Policy.</p> <p>The County Council’s Waste Management Team makes an assessment of the demands any proposed development would have on the existing Leicestershire County Council Civic Amenity infrastructure.</p> <p>The nearest Civic Amenity Site to the proposed development is located at Bottesford and residents of the proposed development are likely to use this site. The Civic Amenity Site at Bottesford will be able to meet the demands of the proposed development within the current site thresholds without the need for further development and therefore no contribution is required on this occasion.</p> <p>Future developments that affect the Civic Amenity Site at Bottesford may result in a claim for a contribution where none is currently sought.</p> <p>Libraries No claim from Leicestershire Library Services due to the closest library to the development being Grantham Library.</p> <p>Highways No claim from Leicestershire Highway Authority.</p> <p>Education.</p> <p>Primary School The site falls within the catchment area of Bottesford C of E Primary School. The school has a net capacity of 315 and 259 pupils are projected on roll should this development proceed; a surplus of 56 places after taking into account the 5 pupils generated by this development.</p> <p>There are currently no pupil places at this school being funded by S106 agreements from other developments in the area.</p> <p>An education contribution will therefore not be requested for this sector.</p> <p>Secondary School The site falls within the catchment area of Belvoir High School. The school has a net capacity of 650 and 636 pupils are projected on roll should this development proceed; a surplus of 14 pupil places after taking into account the 4 pupils generated by this</p>	<p>Noted.</p> <p>S106 payments are governed by Regulation 122 of the CIL Regulations and require them to be necessary to allow the development to proceed, related to the development, to be for planning purposes, and reasonable in all other respects.</p>

<p>development.</p> <p>However a total of 5 pupil places are being funded at this school from S106 agreements for other developments in the area. After taking these places into account the school has a forecast surplus of 19 pupil places.</p> <p>An education contribution will therefore not be requested for this sector.</p>	
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Representations:

A site notice was posted and neighbouring properties consulted. As a result **3 letters of objection have been received.**

Representations	Assessment of Head of Regulatory Services
<p>Character of the area</p> <p>Negative adverse impact on the locality – 18 new homes will change the whole character of this beautiful, peaceful hamlet.</p> <p>The development is out of scale and out of character – this can be seen clearly from the plan of Easthorpe provided in the Highways report.</p> <p>The development area looks massive in comparison with the hamlet’s existing area of dwellings.</p> <p>The development itself is disproportionate. 18 houses, of which I assume will be a mix of 2/3/4/5 bedroom houses will have an excessive footprint which completely out of character.</p> <p>This alongside the 9 houses that are part of another proposed development that the other side of Green Lane. This is a total of 27 houses just off Green Lane, not just 18.</p>	<p>The applicants have produced a detailed Landscape and Visual Assessment study. This follows accepted professional methodologies.</p> <p>While the appearance of the site would be altered this would not have a significant impact upon the wider landscape and the setting of the village.</p> <p>Buildings of up to two storeys are proposed. This reflects the general height and scale of buildings in the surrounding area.</p> <p>Layout and landscaping could help assimilate the scheme into the landscape. Housing on this site would not appear to be alien or unusual in this location.</p> <p>The proposed density across the site will be 29 dwellings per hectare to provide up to 18 dwellings. This is considered to be consistent with the overall density and character in the surrounding areas.</p>
<p>Highway Safety</p> <p>Notwithstanding the highway report, the number of additional vehicles (many families have two or three cars) will create nuisance and risk of danger in terms of traffic and parking (estate roads are not wide enough and visitors will park on Manor Road creating obstructions and danger – just look at what happened in Bottesford).</p> <p>The Highways report dismisses the risk of accidents based on historical data but the size of this proposed estate will change the data and thus the risk.</p> <p>The Highways report says that Green Lane would</p>	<p>As per comments above, the County Highway Authority have assessed the proposal and do not consider that there would be a significant impact upon highway capacity or safety.</p>

<p>be improved. It would not. It is a pleasant, quite lane and would be converted into a busy estate road totally out of character with the rural surroundings. It also says that there would be no adverse traffic effect on the local highway network. Adding traffic to a narrow rural road is undeniably adverse. This report appears to be biased in favour of development.</p> <p>No though has been given to safe access and egress from Castle View Road onto the A52. The A52 already has road markings in an attempt to promote traffic calming, which are futile as anyone leaving for work/returning home at peak hours will attest to. No though has been given to access and egress onto Rutland Lane or Grantham Road; both routes North out of Easthorpe.</p> <p>In terms of traffic, assume most families have 2 cars and both vehicles will be used at peak times, be it to travel to work or for the school run. That would put volume at 2 cars x 2 trips (each per day) x 5 week days x 18 residences = 360 weekday trips plus leisure travel at the weekends. The increase in traffic poses a threat to young families within the village and also to cyclists who use Manor Road/Easthorpe Road/Castel View Road as part of the recognised local cycle route (figure 4 of the ADC report). There is also a working farm on Manor Road plus grazing opposite Green Lane, both which are accessed frequently during the daytime and with increased frequency at salient times during the year as necessary.</p>	
<p>Flooding</p> <p>The flood and drainage report commissioned by the applicants advises that the new occupiers should be on the EA flood alert system so that they can evacuate their properties while they can still make their way out through Manor Road. This is an unsustainable site. The LA should not be adding to the number of people in the Parish of Bottesford who are on automatic flood alerts.</p>	<p>Please see comments above from the relevant drainage authorities, none of which are objecting to the proposal subject to certain conditions.</p> <p>The application is in outline and full details, along with calculations for capacity etc and future management re recommended by the LLFA.</p> <p>Part of the submitted details include a storm water attenuation feature to be proposed near to the southern boundary. It is proposed that this will be designed to drain completely so that permanent water features are not created.</p>
<p>Policy requirements</p> <p>The development is located in an Area of Separation as outlined in the draft Local Plan.</p>	<p>Please see comments below on the New Melton Local Plan.</p> <p>The proposal is contrary to the local plan policy OS2 (village envelopes) however the NPPF is a material consideration of some significance because of its commitment to boost housing growth. The 1999 Melton Local pan is considered to be out of date and as such, under para. 215 of the NPPF can only be given limited</p>

	weight.
<p>Other matters</p> <p>Local amenities, including education premises, doctors and shops have no spare capacity to increase volume. Simply travel into Bottesford on a Saturday to go to the Spar or Co-op to see the impact of the current populace.</p> <p>To assume that people are prepared to cycle to travel up to 5km locally for school or non-leisure (as per the ADC report) is unreasonable given that major employment is not local.</p> <p>Major employers reside as far afield as Nottingham, Grantham, Lincoln or Newark but to name a few destinations. Cycling direct to these locations is dangerous, especially Nottingham and Lincoln (along major arteries including the A52 and A46).</p> <p>Rail travel from Bottesford poses challenges for parking, especially as it is free. There are many people who commute from Grantham and its outskirts to take advantage of this free parking and the overflow is often seen on Station Road, which poses a threat to safety at peak times at either end of the day. Rail travel is often congested at peak times with further congestion during the summer months, which may encourage those commuters to take up the opportunity to get back in their cars.</p> <p>The number of houses (18) proposed is excessive. The development is so cramped that it will not offer any attractive opportunity for people in large family homes to downsize there and free up larger houses for families.</p>	<p>Easthorpe whilst currently not sustainable in its own right has been assessed and found due to its close proximity to Bottesford and the number of services available can be considered as a sustainable location. The location of the application site sits on the very western point of the village and its proximity to Bottesford is one that can be reached without the use of a motor car or requiring a very short journey, and where people can access day to day services easily.</p> <p>However, sustainability also takes into account economic and environmental factors and it is recognised that the site is 'greenfield' without a presumption for development. This is considered to weigh against the proposal. However, the land is not identified by any study or policy as important to the setting of Easthorpe nor is it designated as important countryside, for example through National Park, AONB or any other landscape designation giving it 'special' status. Accordingly it does not meet the types of location that the NPPF requires to be protected and accordingly only limited weight can be afforded to this aspect.</p> <p>It is common to find commuters as part of the occupants to new developments, however the sustainability of Bottesford does allow people to commute from this location, but this service is considered as an advantage to the location.</p> <p>As per the comments to the Parish Council, the density is one common this area and the proposal will provide a mix of housing along with an element of affordable housing.</p>

Other Material Considerations,:

Consideration	Assessment of Head of Regulatory Services
<p>Sequential Test</p> <p>The application site is located around 250m south of the River Devon. The application site is shown to be in an area at risk of flooding on the Environment Agency (EA) maps. The Environment Agency have agreed that the Council's Strategic Flood Risk Assessment (SFRA) is more up-to-date than the EA flood zone data and should be used as the basis for the Flood Risk Assessment which accompanies the applications submission.</p> <p>The majority of the site is in Flood Zone 1, a small area to the south-eastern corner of the site is</p>	<p>The applicant has submitted a robust and comprehensive sequential test which has been reviewed by both the local planning authority and the relevant statutory consultees.</p> <p>It is concluded through the evidence provided that there are no sequentially preferable sites available in lower flood risk areas without constraints that meet the aim of the project.</p> <p>The proposal meets the 16 sustainability benefits which outweigh flood risk as informed by the Strategic Flood Risk Assessment and therefore fulfils the two conditions required to pass the exception test.</p>

<p>shown in flood zone 2/3a. Green Lane, which is proposed to be widened as apart of the proposal is shown as lying within flood zone 2/3a and at the junction of Manor Road is in zone 3b.</p> <p>The proposed development is classed as a ‘more vulnerable’ development in accordance with Table 2 Flood Risk Vulnerability Classification of the National Planning Policy Framework (NPPF).</p> <p>Possible alternative sites have been limited to Easthorpe and Bottesford. Alternatives have been screened from Melton Borough Council’s SHLAA, Focussed Changes Local Plan, Planning Applications and windfall searches.</p> <p>A total of 26 sites were presented within the submitted Sequential Test whereby all were discounted due to either viability or existing constraints.</p> <p>The proposed development is of an allocated site within the New Melton Local Plan, whilst it is acknowledged that the Local Plan is still being examined, the site has been assessed and allocated subject to the provision of satisfactory flood mitigation works.</p> <p>The applicant has summarised that given the site-specific nature of the proposal, there are no sequentially preferable sites in lower flood risk areas.</p>	
<p>Planning Policies and compliance with the NPPF</p>	<p>The application is required in law to be considered against the Local Plan and other material considerations. The proposal is contrary to the local plan policy OS2 however as stated above the NPPF is a material consideration of some significance because of its commitment to boost housing growth.</p> <p>The 1999 Melton Local pan is considered to be out of date and as such, under para. 215 of the NPPF can only be given limited weight.</p> <p>This means that the application must be considered under the ‘presumption in favour of sustainable development’ as set out in para 14 which requires harm to be balanced against benefits and refusal only where “any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”.</p> <p>The NPPF advises that local housing policies will be considered out of date where the Council cannot demonstrate a 5 year land supply and where proposals promote sustainable development objectives it should be supported.</p> <p>The Council can demonstrate a five year land supply</p>

	<p>however this on its own is not considered to weigh in favour of approving development that is contrary to the local plan where harms are identified, such as being located in an unsustainable location. A recent appeal decision (APP/Y2430/W/16/3154683) in Harby made clear that ‘a supply of 5 years (or more) should not be regarded as maximum.’ Therefore any development for housing must be taken as a whole with an assessment of other factors such as access, landscape and other factors...”</p> <p>The site is a greenfield site and lies outside of but in close proximity to the built form of the village. The site has been allocated for development in the Local Plan However the harm attributed by the development are required to be considered against the benefits of allowing the development in this location. The provision of affordable units with the house types that meet the identified housing needs is considered to offer some benefit, along with promoting housing growth.</p> <p>The proposal would provide market housing in the Borough and would contribute to land supply. There would be some impact upon the appearance of the area and technical matters which require mitigation. The form of development is considered be acceptable and the benefits of the proposal outweigh these concerns. It is therefore considered to be in accordance with the core planning principles of the NPPF.</p>
<p>The (new) Melton Local Plan – Submitted version.</p> <p>The Local Plan has recently been submitted to the Planning Inspectorate for examination and consideration.</p> <p>The NPPF advises that: From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:</p> <ul style="list-style-type: none"> ● the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given); ● the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and ● the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given). <p>The submitted version of the Local Plan identifies Easthorpe as a ‘Rural Hub’, in respect of which, under Policy SS2, two sites are allocated residential development in the village, this application site forms the allocated EAST2 within</p>	<p>Whilst the Local Plan remains in preparation it can be afforded only limited weight.</p> <p>It is therefore considered that it can attract weight</p> <p>The ‘Focussed Changes’ document recognises the site as EAST 2 capable of accommodating 12 units as an ‘allocated site’.</p> <p>The proposal is in conflict with the emerging local plan because the application proposes 18 dwellings where as the allocation is for 12 dwellings, however the site is allocated for development and technical matters have been overcome for development subject to the submission of further details, therefore the principle of development in this location is accepted.</p>

the Local Plan.

The application site is referenced as EAST2 in the submission version of the New Melton Local Plan of which the Local Plan advises that

Policy EAST2: Development of site reference EAST2 be supported provided

- Food mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site.
- The four protected trees to the site frontage (Tree Preservation Order 151/904/6) are retained and suitable protection measures are put in place through the duration of the development.
- That suitable measures are incorporated to ensure there will be no adverse impacts to protected species;
- There is sensitive boundary treatment to the south and southwest with the addition of soft attractive edging, additional landscaping and sensitive boundary treatments.

As per the submitted information as part of the planning application and the detailed consultation responses received it is considered that the requirements as set out above have been met and mitigated.

Policy EN4 identifies an area of separation between Bottesford and Easthorpe whereby New development proposals will be required to

A) avoid the coalescence of settlements by maintaining the principle of separation between them;

B) Retain highly tranquil parts of the landscape between settlements; and

C) Safeguard the individual character of settlements.

New development proposals will be supported where they respect the areas of separation, the site does lie within the designated AOS, however as per the EAST2 site description “The site lies within the AOS but due to the relationship with the built form of Easthorpe the site could accommodate small scale of development similar to the neighbouring site (SHLAA MBC/028/16) without giving rise to the appearance or experience of a coalescence of Easthorpe with Bottesford.

The site location plan submitted does mimic that of the outlined allocation site, therefore sitting within the prescribed designation, however the

<p>proposal is for up to 18 dwellings, not the 12 as set out in the allocation site description.</p> <p>Bottesford Parish Neighbourhood Plan</p> <p>Bottesford PC are a qualifying body with an intention to develop a Neighbourhood Plan.</p> <p>However no Neighbourhood Plan has been published and as such cannot be a consideration in this instance.</p>	
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Conclusion

It is considered that the application presents a balance of competing objectives and the Committee is invited to reconcile these in reaching its conclusion.

The Borough is considered to have a sufficient supply of deliverable housing sites in line with current planning guidance, with the most recent evidence pointing to more than seven years.

Affordable housing provision remains one of the Council’s key priorities. This application presents some affordable housing that helps to meet identified local needs. Accordingly, the application presents a vehicle for the delivery of affordable housing of the appropriate quantity, in proportion with the development and of a type to support the local market housing needs. Easthorpe is considered to be a relatively sustainable location in close proximity to Bottesford therefore having access to employment, health care facilities, primary and secondary education, local shops, and regular bus and train services. It is considered that there are material considerations that weigh in favour of the application.

There are a number of other positive benefits of the scheme which include surface water management in the form of a sustainable drainage.

It is considered that balanced against the positive elements are the specific concerns raised in representations, particularly the development of the site from its green field state and the impact on the character of the rural village and the allocated area of separation.

In conclusion it is considered that, on the balance of the issues, there are significant benefits accruing from the proposal when assessed as required under the guidance in the NPPF in terms of housing supply and affordable housing in particular. The balancing issues – development of a green field site and the area of separation – are considered to be of limited harm.

This is because, In this location, the site benefits from a range of services in the immediate vicinity and nearby which mitigate the extent to which travel is necessary and limits journey distance, the character of the site provides potential for sympathetic design, careful landscaping, biodiversity and sustainable drainage opportunities, the site is also allocated for development in the submitted Melton Local Plan.

Applying the ‘test’ required by the NPPF that permission should be granted unless the impacts would “significantly and demonstrably” outweigh the benefits; it is considered that permission can be granted.

Recommendation: PERMIT, subject to:-

(a) The following conditions:

1. 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 and the development to which this

permission relates shall begin 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 last such matter to be approved.

2. No development shall commence on the site until approval of the details of the "external appearance of the buildings, Layout, Scale and Landscaping of the site" (hereinafter called "the reserved matters") has been obtained from the Local Planning Authority.
3. The reserved matters as required by condition 2 above, shall provide for a mixed of types and sizes of dwellings that will meet the area's local market housing need.
4. No development shall start on site until samples of the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
5. A Landscape Management Plan, including a maintenance schedule and a written undertaking, including proposals for the long term management of landscape areas (other than small, privately occupied, domestic garden areas) shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner.
6. The approved landscape scheme (both hard and soft) shall be carried out before the occupation of the buildings or the completion of the development, whichever is the sooner; unless otherwise agreed in writing by the Local Planning Authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
7. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic , wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.
8. Notwithstanding the details submitted no development hereby permitted shall commence until such time as an improvement scheme along Green Lane including for carriageway widening, improvements to the Manor Road/Green Lane junction to provide 2.4m x 43m visibility splays, footway works, replacement access facilities for Easthorpe Lodge and a turning head as close as possible to the adopted extent of Green Lane has been submitted to the Local Planning Authority for approval. The approved scheme shall thereafter be provided and implemented in full prior to the occupation of any dwelling hereby permitted.
9. No development shall commence on the site until such time as an Arboricultural Construction Method Statement and details of a suitable replacement for any highway tree(s) that are removed or provided as part of this application has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and timetable.
10. Notwithstanding the submitted plans no part of the development hereby permitted shall be occupied until such time as accesses on to Green Lane have been provided in accordance with the following requirements:
 - Main vehicular access (Village Street) serving more than 5 but no more than 25 dwellings: minimum of 4.8 metres wide for at least the first 5 metres behind the highway boundary with a drop crossing of a minimum size as shown in Figure DG20 of the 6CsDG at its junction with the adopted road carriageway.
 - Shared private drives serving no more than a total of 5 dwelling: minimum of 4.25 metres wide for at least the first 5 metres behind the highway boundary with a drop crossing of a minimum size as shown in Figure DG20 of the 6CsDG at its junction with the adopted road carriageway.

- Individual private access drives on to Green Lane: drop crossing of a minimum size as shown in Figure DG20 of the 6Cs Design Guide at its junction with the adopted road carriageway.

To afford adequate visibility off any accesses no walls, planting or fences shall be erected or allowed to grow on the highway boundary exceeding 0.6 metres in height above the level of the adjacent carriageway. All accesses shall be surfaced in a bound material for a minimum of 5m behind the highway boundary. The accesses once provided shall be so maintained at all times.

- 11 The new vehicular access hereby permitted shall not be used for a period of more than one month from being first brought into use unless the existing vehicular access on to Manor Road that becomes redundant as a result of this proposal has been closed permanently and reinstated in accordance with details first submitted to and agreed in writing by the Local Planning Authority
12. No development shall take place until a programme of archaeological work, informed by with an initial phase of trial trenching, has been detailed within a Written Scheme of Investigation, submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and
 - The programme and methodology of site investigation and recording (including the initial trial trenching, assessment of results and preparation of an appropriate mitigation scheme)
 - The programme for post-investigation assessment
 - Provision to be made for analysis of the site investigation and recording
 - Provision to be made for publication and dissemination of the analysis and records of the site investigation
 - Provision to be made for achieve deposition of the analysis and records of the site investigation
 - Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
13. No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under condition 12
14. 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 Written Scheme of Investigation approved under condition 12 and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.
15. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) EWE Associates Ltd. Final Rev C January 2018 and the following mitigation measures details within the FRA.
 - a) Finished floor levels are set no lower than 33.3m above Ordnance Datum (AOD).
 - b) Provision of compensatory flood storage in accordance with Appendix K to the above Flood Risk Assessment.
16. No development approved by this planning permission shall take place until such time as a surface water drainage scheme has been submitted to, and approved in writing by, the Local Planning Authority.
- 17 No development approved by this planning permission shall take place until such time as details in relation to the management of surface water on site during construction of the development has been submitted to, and approved in writing by, the Local Planning Authority.
- 18 No development approved by this planning permission, shall take place until such time as details in relation to the long term maintenance of the sustainable surface water drainage system within the development have been submitted to, and approved in writing by, the Local Planning Authority.
- 19 No development approved by this planning permission shall take place until such time as infiltration testing has been carried out to confirm (or otherwise) the suitability of the site for the use of infiltration as a drainage element, and the flood risk assessment (FRA) has been updated accordingly to reflect this in the drainage strategy.

Reasons:

1. To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.
2. The application is in outline only.
3. To ensure that the housing needs of the borough are met.
4. To enable the Local Planning Authority to retain control over the external appearance as no details have been submitted.
5. To ensure that due regard is paid to the continuing enhancement and preservation of amenity afforded by landscape areas of communal, public, nature conservation or historical significance.
6. To provide a reasonable period for the replacement of any planting.
7. To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory road and lead to on-street parking problems in the area.
8. To mitigate the impact of the development, in the general interests of highway safety and in accordance with Paragraph 32 of the National Planning Policy Framework 2012.
9. To protect the existing highway in the vicinity of the development site.
10. To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with Paragraph 32 of the National Planning Policy Framework 2012.
11. In the interests of highway and pedestrian safety in accordance with Paragraph 32 of the National Planning Policy Framework 2012.
12. To ensure satisfactory archaeological investigation and recording
13. To ensure satisfactory archaeological investigation and recording
14. To ensure satisfactory archaeological investigation and recording
15. To reduce the risk of flooding to the proposed development and future occupants and to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.
16. To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.
17. To prevent an increase in flood risk, maintain the existing surface water runoff quality, and to prevent damage to the final surface water management systems through the entire development construction phase.
18. To establish a suitable maintenance regime, that may be monitored over time; that will ensure the long term performance, both in terms of flood risk and water quality, of the sustainable drainage system within the proposed development.
19. To demonstrate that the site is suitable (or otherwise) for the use of infiltration techniques as part of the drainage strategy.

Officer to contact: Ms Louise Parker

Date: 6 February 2018