

<b>APPLICATION NO</b>	<b>PA/2020/982</b>
<b>APPLICANT</b>	Mr & Mrs S Stothard
<b>DEVELOPMENT</b>	Planning permission to erect a dwelling, including demolition of existing garage
<b>LOCATION</b>	Land rear of Milkwood, Melton Road, Wrawby, DN20 8SL
<b>PARISH</b>	Wrawby
<b>WARD</b>	Brigg and Wolds
<b>CASE OFFICER</b>	Emma Sheppard
<b>SUMMARY RECOMMENDATION</b>	<b>Grant permission subject to conditions</b>
<b>REASONS FOR REFERENCE TO COMMITTEE</b>	Departure Objection by Wrawby Parish Council

## **POLICY**

**National Planning Policy Framework:** Paragraph 7 states, ‘The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.’ Paragraph 8 states, ‘Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

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

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

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

Paragraph 12 states, 'The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan...permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.'

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

Paragraph 54 states, 'Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.'

Paragraph 55 – Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision-making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification.

Paragraph 59 states, 'To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.'

Paragraph 73 states, 'Strategic policies should include a trajectory illustrating the expected rate of housing delivery over the plan period, and all plans should consider whether it is appropriate to set out the anticipated rate of development for specific sites. Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old. The supply of specific deliverable sites should, in addition, include a buffer (moved forward from later in the plan period) of:

- (a) 5% to ensure choice and competition in the market for land; or

- (b) 10% where the local planning authority wishes to demonstrate a five-year supply of deliverable sites through an annual position statement or recently adopted plan, to account for any fluctuations in the market during that year; or
- (c) 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply.'

Paragraph 74 states, 'A five year supply of deliverable housing sites, with the appropriate buffer, can be demonstrated where it has been established in a recently adopted plan, or in a subsequent annual position statement which:

- (a) has been produced through engagement with developers and others who have an impact on delivery, and been considered by the Secretary of State; and
- (b) incorporates the recommendation of the Secretary of State, where the position on specific sites could not be agreed during the engagement process.'

Paragraph 75 states, 'To maintain the supply of housing, local planning authorities should monitor progress in building out sites which have permission. Where the Housing Delivery Test indicates that delivery has fallen below 95% of the local planning authority's housing requirement over the previous three years, the authority should prepare an action plan in line with national planning guidance, to assess the causes of under-delivery and identify actions to increase delivery in future years.'

Paragraph 78 – To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.

Paragraph 109 states 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

Paragraph 163 states, 'When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.'

### **North Lincolnshire Local Plan:**

Policy DS1 (General Requirements)

Policy RD2 (Development in the Open Countryside)

Policy H5 (New Housing Development)

Policy H7 (Backland and Tandem Development)

Policy H8 (Housing Design and Housing Mix)

Policy T2 (Access to Development)

Policy T19 (Car Parking Provision and Standards)

Policy DS1 (General Requirements)

## **North Lincolnshire Core Strategy:**

Policy CS1 (Spatial Strategy for North Lincolnshire)

Policy CS2 (Delivering more Sustainable Development)

Policy CS3 (Development Limits)

Policy CS5 (Design)

Policy CS7 (Overall Housing Provision)

Policy CS8 (Spatial Distribution of Housing Sites)

## **Housing and Employment Land Allocations DPD:**

Inset Map for Wrawby

Policy PS1 (Presumption in Favour of Sustainable Development)

## **CONSULTATIONS:**

**Highways:** Advise a condition relating to access and parking.

**LLFA Drainage Team:** No objections subject to the imposition of conditions relating to surface water run-off from the highway onto the site and from hard paved areas on the site onto the highway.

**Environmental Protection:** No objections subject to a condition relating to contamination.

## **PARISH COUNCIL**

Objects for the following reasons:

The application is outside the village development boundary.

There is inadequate car parking space. It is unlikely that the garage will be used for a car so there are only two car spaces for a four-bedroom house plus visitors. Parking on Mill Lane is not an option due to access to and from houses opposite the development site and the narrowness of the Lane.

Construction traffic will block Mill Lane.

## **PUBLICITY**

A site notice has been posted. Five objections have been received; the points raised are summarised below:

- loss of privacy
- overlooking
- general disturbance

- light pollution
- During the Milk Wood alterations there has been burning of site materials causing ash and smoke annoying nearby residences. Site materials should be segregated and taken to the appropriate recycling centres, not burnt without consideration to others.
- high density area restricting open aspect of the neighbourhood
- The proposed development could have an adverse impact on the wildlife habitat and bird nesting sites on adjacent land.
- should be referenced as greenfield as this sees the loss of garden land
- existing garage was built without the relevant planning permission
- Mill Lane is an unadopted road. It is narrow with no drainage, footpath, lighting or turning points. Cars can only pass in certain places with caution. Construction traffic could not access the site without causing disruption for access and egress for residents and emergency vehicles. As it is an unadopted road, maintenance is funded by frontage properties so any damage caused by the proposed development would have to be repaired at their cost.
- unhappy that that the primary method of notifying nearby residents appears to be a document pinned on the gate post
- No-one has received any formal notification of timescale, working hours, or contact information for any issues.
- delivery of materials to the site – very limited access off Mill Lane
- vehicle parking.

## **ASSESSMENT**

This application was deferred at a previous meeting of the planning committee to allow members to visit the site before making a decision.

### **Site**

The application site forms part of the rear garden that serves a modest detached dwelling, Milkwood, within the settlement boundary of Wrawby. Milkwood is sited on the south-eastern side of Melton Road where surrounding properties vary in style, size and type. Plot sizes are quite generous for most of the properties along this side of Melton Road.

Milkwood itself is sited within the settlement boundary of Wrawby, whilst the application site itself, where the dwelling is proposed, is outside the boundary and is therefore defined as within the open countryside.

Covering an area of 0.05 hectares, the site itself currently serves as the vehicular access to Milkwood with a detached garage on the site. This access is via Mill Lane, an unadopted road accessed from Melton Road. Given the nature of this proposal, and in creating a separate plot, an application has recently been approved to create a new access and dropped crossing to serve Milkwood directly.

A topographical survey shows that the site is reasonably flat and level alongside Mill Lane, however it falls away steeply by approximately 1.5–2 metres approximately 6 metres back from the highway. There are no listed buildings within the vicinity nor does it fall within a conservation area.

## **Proposal**

Planning permission is sought to erect a four-bedroom detached dwelling with single integral garage. The front elevation gives the appearance of a dormer bungalow, whilst at the rear, and given the land level discrepancies, the appearance is of a two-storey dwelling with further rooms in the roofspace.

Sited approximately 5 metres back from the immediate street frontage, the dwelling would be double-fronted with an overall width of 11.2 metres. The dwelling would have a depth of 9.4 metres with a further single-storey front porch projection of 1.4 metres. To the front elevation, two small dormer windows are proposed and three are proposed within the rear roof plane. The dwelling would be constructed of red clay multibrick with a smooth grey, concrete pantile roof and white uPVC windows.

## **Principle of development**

The application site lies on the south-western side of Mill Lane which is an unadopted road accessed from Melton Road. Covering an area of 0.05 hectares, the application site comprises a detached garage and extended garden area that serves Milkwood. Milkwood itself is within the settlement boundary; the application site is adjacent to but outside the defined settlement boundary for Wrawby and is therefore in the open countryside for the purposes of planning. The main issue is whether the principle of developing this site for residential purposes is acceptable in policy terms.

The development plan for North Lincolnshire comprises three parts: those policies of the North Lincolnshire Local Plan (2003) which were saved by a direction of the Secretary of State in September 2007, the North Lincolnshire Core Strategy DPD (2011), and the Housing and Employment Land Allocations DPD (2016).

Policy RD2 of the North Lincolnshire Local Plan sets out the type of development that is appropriate in the open countryside and the criteria against which all applications in the countryside will be assessed. Policy RD2 only supports residential development in the countryside where it is to meet some essential countryside need, such as farm workers' dwellings.

Policy CS3 of the Core Strategy also restricts development in the countryside to that which is essential to the functioning of the countryside. The proposed development is contrary to these policies as it is for market housing not essential to the functioning of the countryside, or any rural business, nor does it meet any special need such as providing affordable housing.

Given the siting, the proposed development would be outside the defined development boundary for Wrawby and is therefore considered to be in breach of policies CS2, CS3 and CS8 of the Core Strategy and RD2 of the local plan.

Notwithstanding the development plan policies set out above, the NPPF is a material consideration when determining planning applications. Paragraph 11 and Footnote 7 (page 6) of the NPPF states the presumption in favour of sustainable development applies

for applications involving the provision of housing where the local planning authority cannot demonstrate a five year supply of housing sites and that housing applications should be considered in the context of the presumption in favour of sustainable development.

Earlier this year the council started to review the Five Year Housing Land Position Statement; as part of this review the council has identified that the deliverability of a number of the sites has changed due to planning permissions having lapsed or a delay in delivery due to site funding changes. The initial review has identified that the council housing land supply has reduced from five years to four years. The council has prepared a Housing Delivery Action Plan in accordance with the NPPF and PPG. The Action Plan will assist in securing a five year land supply; some of the actions include reviewing the windfall allowance calculation, and working with developers to bring forward outline planning applications.

The revised Five Year Housing Land Supply Position Statement is due at any time. Any decisions therefore made by the planning authority will take account of the presumption in favour of sustainable development as set out in paragraph 11 of the NPPF. The current local policies relating to housing will carry reduced weight during this period.

In such circumstances paragraph 11 d) In relation to decision taking is engaged; this states that 'where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

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

Footnote 7 to paragraph 11 explains that:

'This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 73); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years.'

Whilst policy CS1 sets out the principal elements that make up the overall spatial strategy, policy CS2 sets out how this will be implemented using a sequential approach to the location of future development that is based on the settlement hierarchy and taking into account other sustainability criteria. This meets national and regional planning policy requirements to deliver development in the most appropriate places. It also states that accessibility to new developments is a key consideration to ensure sustainability. As such, development should be located where it is readily accessible by sustainable forms of transport, including public transport, walking and cycling, and where the need to travel is minimised.

In relation to the dimensions of sustainable development under paragraph 8 of the Framework, there are three dimensions to sustainable development: economic, social and environmental. The proposal would accord with the economic role, through its construction and the expenditure of the future occupiers. With regard to the social role, this too would make a positive contribution to addressing the deficit in the housing land supply, albeit a very limited contribution. From an environmental perspective, the site lies adjacent to the

settlement boundary and is therefore in an accessible location for local services. A bus stop at the junction of Melton Road and Mill Lane some 50 metres away is within the 400 metre threshold set out in the accessibility criteria of the Housing and Employment Land Allocations DPD ensuring no requirement for reliance on the car as the primary means of transport and therefore complying with the environmental role. Further to this, the proposal lies within walking distance of services within the settlement such as the local public house, primary school, church and village hall.

The development would therefore be acceptable in terms of a sustainability perspective. It should also be noted that sustainable development is the key emphasis of the National Planning Policy Framework, which sets out a presumption in favour of sustainable development.

Based on the supporting information, the proposed development is contrary to policies CS3 of the Core Strategy and RD2 of the local plan as it is predominantly for market housing not essential to the functioning of the countryside, or any rural business. However, restricting development to land within development limits, if strictly applied, would severely affect the ability of the authority to address the need for housing. It is acknowledged that the proposed site falls directly adjacent to the settlement boundary. On balance, therefore, it is considered that the proposal does represent sustainable development in the context of the NPPF, and Housing and Employment Land Allocations DPD policy PS1, and would benefit from this presumption in favour.

### **Visual amenity/landscape character**

Paragraphs 124 and 130 of the NPPF express the importance of good design, high quality buildings and improving the character and quality of an area.

Core Strategy policy CS5 Delivering Quality Design in North Lincolnshire states, ‘...all new development in North Lincolnshire should be well designed and appropriate for their context. It should contribute to creating a sense of place. The council will encourage contemporary design, provided that it is appropriate for its location and is informed by its surrounding context. Design which is inappropriate to the local area or fails to maximise opportunities for improving the character and quality of the area will not be acceptable.’

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

Policy H5 of the local plan relates to new housing development and states that all new housing developments should meet certain criteria, inter alia, ‘..that the development is in keeping with the scale and character of the settlement; and that the scale, layout, height and materials of the development are in keeping and compatible with the character and amenity of the immediate environment and with the settlement as a whole;’

Policy H7 of the local plan relates to backland and tandem development, and states, ‘..backland development or tandem development will be permitted provided that:

- (i) there is no adverse effect on the amenities of any residential premises or adjoining use through:
  - (a) overlooking and loss of privacy;

- (b) loss of amenity area to the adjoining dwellings;
  - (c) the level of nuisance resulting from the movement of vehicles to and from the proposed development;
- (ii) it would not affect the general quality and character of the area in which it is located by:
- (a) unacceptably increasing the density of development in that area;
  - (b) resulting in the loss of important natural and man-made features;
  - (c) leading to an unacceptable proliferation of vehicular accesses to the detriment of the street scene and/or road safety.'

The surrounding housing stock is characterised by predominantly detached dwellings which are predominantly two-storey but there are examples of bungalows in the wider area. The proposed development would see the creation of a four-bedroomed residential dwelling with an appearance to the front elevation of a traditional dormer bungalow. As there is no overriding uniformity, the proposed development would not impact adversely upon the character or appearance of the area.

The pattern of development in the immediate vicinity of the site is generally linear in its arrangement fronting Mill Lane, which this dwelling would continue. The generous nature of the plot means that it is quite capable of accommodating the proposed dwelling without appearing unduly cramped or over-developed. Further to this, the dwelling would be set back approximately 6 metres from the street frontage and would therefore be consistent with properties beyond Mill Lane to the north-east.

In terms of the design of the house, the approach taken is one of a different appearance to the other dwellings to the direct north-east. However, given its siting behind the built form along Melton Road, it is not read in conjunction with other properties. Due to the varied material palette within the locality, the proposed materials to be used would therefore not appear out of character. Overall, the design is considered to be of a reasonable quality and, given the dwelling is set back from the street frontage, it would not be in an overly obtrusive position.

The plans also show a close-boarded timber fence is proposed with an overall height of 1 metre within 2.5 metres of the highway, increasing to 2 metres further back into the plot. This appears consistent with the boundary treatments to properties to the west of the site.

Given the proximity of the dwelling to its side boundaries, permitted development rights would need to be partly removed by condition, should permission be granted. This would ensure future occupants would have to apply for planning permission to any erect any extensions, outbuildings or garages to the dwelling without further approval by the local planning authority as such development could lead to an erosion of space around the dwelling and affect the overall composition of the property. It would also allow any further built form to be suitably managed, given its siting.

The plans demonstrate that the building footprint to plot size ratio is commensurate with all surrounding development and therefore the density of development is considered appropriate for the area.

Subject to the above conditions, and on balance, the proposed development is considered acceptable without detriment to the site itself or the wider street scene. The proposal is therefore considered to be in line with policies DS1, H5 and LC7 of the local plan and policy CS5 of the Core Strategy.

### **Residential amenity**

Policy DS5 of the local plan seeks to ensure that the living conditions of existing neighbours are taken into consideration with respect to light, noise, disturbance, loss of privacy, outlook and whether or not a scheme causes an overbearing or overshadowing impact.

Policy H5 of the local plan relates to New Housing Development and states that all new housing developments should meet certain criteria, inter alia, '...development does not result in overlooking or a loss of privacy to existing developments, or any other loss of amenity to existing dwellings...'

Paragraph 4.42 of policy H7, Backland and Tandem Development, states that there must be adequate space between old and new buildings to avoid spoiling the amenity of neighbouring houses by means of overlooking, loss of privacy and the level of nuisance caused by vehicle movements to the site.

Neighbouring property 'Curzon,' lies beyond the site to the north-west and is a detached bungalow with a modest outbuilding in the rear garden. The block plan provided demonstrates that the proposed dwelling would be sited 1.8 metres from the common boundary, with 33 metres to the rear elevation. The proposed dwelling would have its main habitable openings to both the north-eastern front and south-western rear elevations with none proposed within the side gable elevation.

Beyond Mill Lane to the north-east lies a ribbon development of predominantly two-storey dwellings. Set back within the plots, the proposed dwelling would be sited 28 metres from the front elevation of the properties opposite.

Whilst neither policy, nor the supplementary planning guidance, specify a minimum distance that new development must be located from the adjoining properties, distances of 28 metres and 33 metres are considered sufficient to ensure no direct perceived impact upon neighbouring amenity.

The proposed dwelling would therefore sit comfortably within the plot ensuring there would be no undue loss of privacy or light to this neighbouring property.

The plans demonstrate that the dwelling has been effectively designed, with the appropriate orientation and window layout, to limit any adverse overlooking.

A modest private garden area is to be provided to serve the proposed dwelling. It is therefore considered that the development ensures that all habitable rooms have a reasonable level of light and outlook and that a good level of amenity space is also on offer for future residents of the site.

Due to the size and position of the proposed dwelling, and the position of neighbouring dwellings, it is considered that the proposed dwelling could be comfortably accommodated on site without causing demonstrable harm to the residential amenity of adjoining occupiers. As such the development proposals are considered acceptable in this regard and comply with policies DS1, DS5 and H5 of the local plan.

## Highway safety

The plans show that the development would be accessed by utilising an existing access from Mill Lane.

Policy T2 of the North Lincolnshire Local Plan states that all development should be served by a satisfactory access. Policy T19 of the local plan is concerned with parking provision, as well as general safety, and is also considered relevant.

No objections have been raised by the highways department in relation to highway safety and they have recommended a condition preventing occupation of the dwelling until the access and parking have been provided. It is considered that this condition would pass the tests for conditionality and will be attached to any permission.

Subject to the imposition of this condition, there are no highway issues and the proposal would comply with policies T2 and T19 of the local plan and the requirements within the NPPF.

## Contaminated land

Policy DS7 of the North Lincolnshire Local Plan is concerned with contaminated land. It states that permission will only be granted on contaminated sites where a detailed site survey has been submitted, and a suitable scheme of remedial measures has been agreed to overcome any existing contamination. The council's Environmental Health department has been consulted and has recommended a condition be imposed that if during development, any odorous, discoloured or contaminated material is found then no further development shall be carried out until a method statement has been submitted to and approved by the local planning authority.

It is therefore considered, subject to this condition, that the proposal would align with policy DS7 of the North Lincolnshire Local Plan.

## Other issues

The LLFA Drainage Team has no objections to the proposal and has recommended two conditions relating to surface water run-off from hard paved surfaces and surface water run-off from the highway.

With regard to the erection of the garage that is currently on site, there is no planning history for this. Should the building have required permission and a period of four years has lapsed, it is exempt from enforcement action.

Neighbour notification is carried out by posting a site notice close to the application site.

## **RECOMMENDATION: Grant permission subject to the following conditions:**

1.

The development must be begun before the expiration of three years from the date of this permission.

## Reason

To comply with section 91 of the Town and Country Planning Act 1990.

2.

The development hereby permitted shall be carried out in accordance with the following approved plans: A0001 Rev A Site location plan and existing and proposed block plan; A0002 Proposed elevations and floor plans and A0003 Site plan.

Reason

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

3.

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

Reason

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

4.

No development shall take place until details showing an effective method of preventing surface water run-off from hard paved areas within the site onto the highway have been approved in writing by the local planning authority. These facilities shall be implemented prior to the access and parking facilities being brought into use and thereafter so retained.

Reason

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

5.

No development shall take place until details showing an effective method of preventing surface water run-off from the highway onto the developed site have been submitted to and approved in writing by the local planning authority. These facilities shall be implemented prior to the access and parking facilities being brought into use and thereafter so retained.

Reason

To prevent the increased risk of flooding to themselves and others, to improve and protect water quality, and to ensure the implementation and future maintenance of the sustainable drainage structures in accordance with policy DS16 of the North Lincolnshire Local Plan, policies CS18 and CS19 of the North Lincolnshire Core Strategy, and paragraphs 155, 157, 163 and 165 of the National Planning Policy Framework.

6.

Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking, re-enacting or modifying that Order), no development of the types described in the following Classes of Schedule 2 shall be undertaken without the express grant of planning permission, other than that expressly authorised by this permission:

(i) Part 1, Class A (enlargements, improvements or other alterations)

(ii) Part 1, Class B (additions etc to the roof of a dwellinghouse)

- (iii) Part 1, Class C (other roof alterations)
- (iv) Part 1, Class E (incidental buildings, enclosures, swimming or other pools).

**Reason**

To enable the local planning authority to exercise control over development to safeguard the character and appearance of the development itself and the locality in general, by ensuring there are no inappropriate extensions, buildings or other alterations within the curtilage of the dwelling and to prevent unacceptable harm being caused to the residential and visual amenities of the area and privacy, having regard to policies DS1, HC7 and DS5 of the North Lincolnshire Local Plan, policy CS5 of the Core Strategy and the requirements within the National Planning Policy Framework.

**7.**

If during development any odorous, discoloured or otherwise visually contaminated material is found to be present at the site then no further development shall be carried out until a written method statement, detailing how this contamination shall be dealt with, has been submitted to and approved by the local planning authority. The approved method statement shall be implemented in full prior to development commencing on the site.

**Reason**

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with policy DS7 of the North Lincolnshire Local Plan.

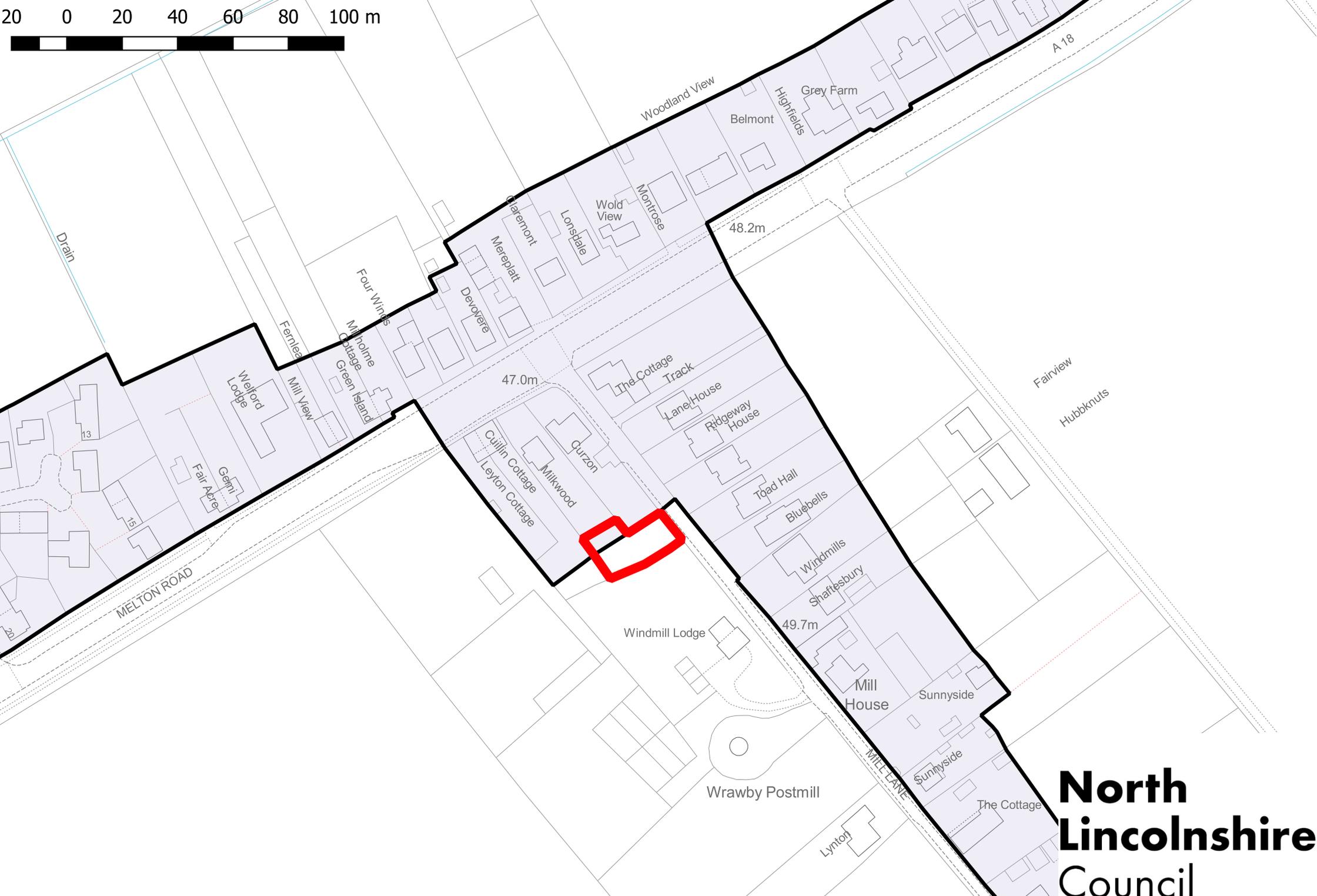
**Informative 1**

The development hereby granted planning permission requires works to be carried out within the limits of the adopted (public) highway. Therefore:

- before ANY construction works take place within the limits of the highway you **MUST** contact the highway authority on telephone number 01724 297000 to arrange for the relevant permissions/licenses to be issued;
- before ANY service (utility) connections take place within the limits of the highway you **MUST** contact the highway authority on telephone number 01724 297319 to arrange for the relevant permissions/licenses to be issued.

**Informative 2**

In determining this application, the council, as local planning authority, has taken account of the guidance in paragraph 38 of the National Planning Policy Framework in order to seek to secure sustainable development that improves the economic, social and environmental conditions of the area.



**North  
Lincolnshire  
Council**

**PA/2020/982**

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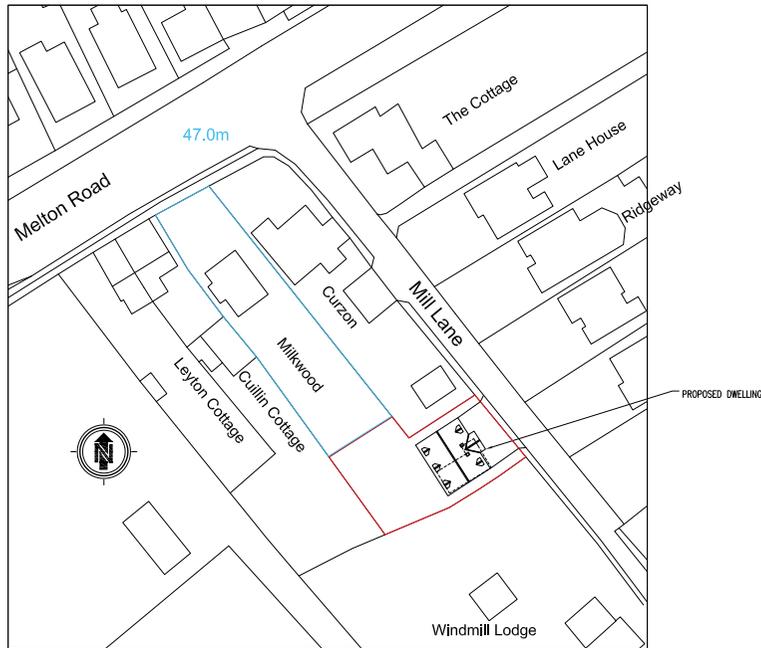
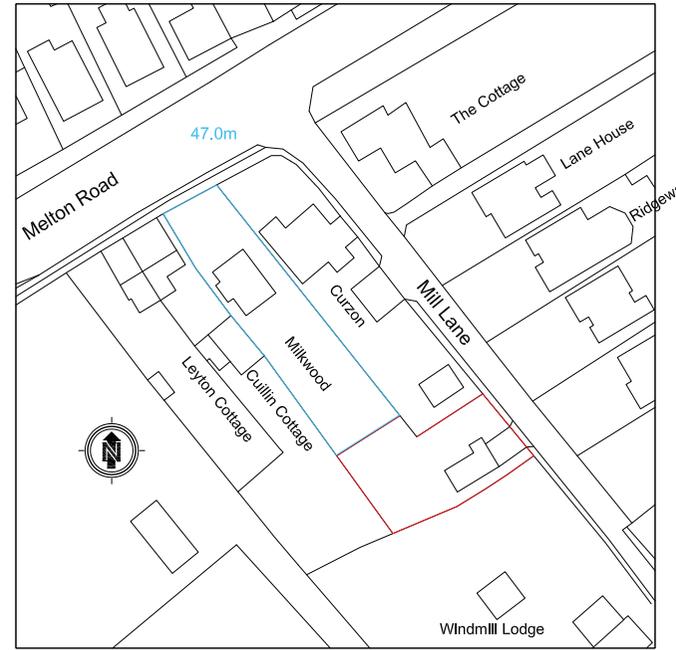
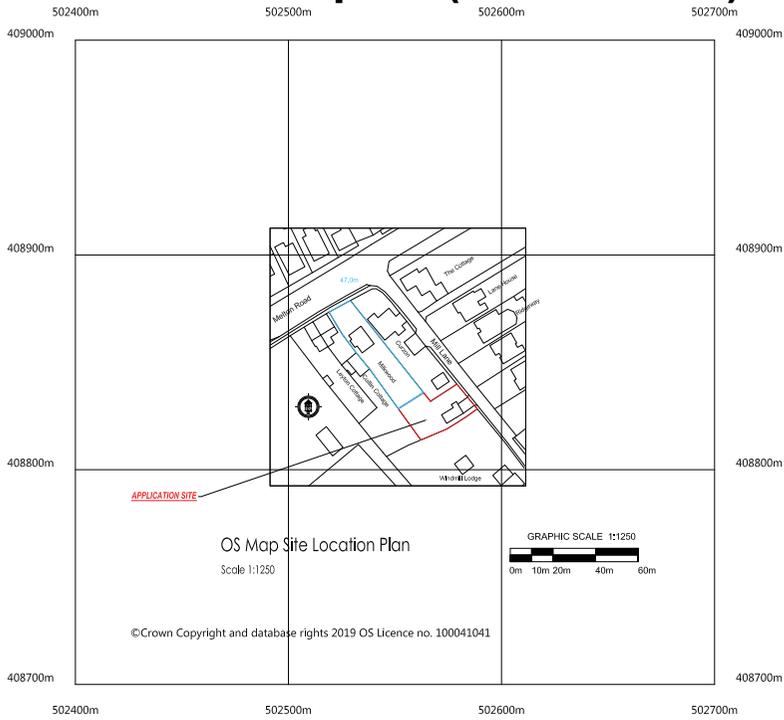
# PA/2020/982 Block plan (not to scale)

DO NOT SCALE

**SPECIFICATION & CONSTRUCTION NOTES:**

**GENERAL**

1. These notes are intended to augment drawings and specifications. Where conflict of requirements exists the order of precedence shall be as shown in the specifications. Otherwise the strictest provision shall govern.
2. This drawing is to be read in conjunction with all other relevant Engineering and Architectural drawings.
3. Drawings not to be scaled. All dimensions to be checked on site by the Contractor. Any discrepancies to be notified to the Building Designer and further instructions obtained before work is commenced.
4. The structure is designed to be self-supporting and stable after the building is fully complete. It is the Contractor's sole responsibility to determine the erection procedure and sequence and ensure that the building and its components are safe during erection. This includes the addition of whatever temporary bracing, guys or tie-downs which may be necessary, such material remaining the property of the Contractor upon completion.
5. This drawing represents a detailed dimensional measurement survey of the physical dimensions of the existing property. This drawing does not and is not intended to express any opinion on the physical, superficial or structural condition of the premises depicted.
6. This drawing is to be read in conjunction with all other relevant drawings.



A	07.07.20	TAS	Minor Amendments	TAS	TAS
0	03.03.20	TAS	Initial Issue	TAS	TAS
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS: INITIAL ISSUE					
		FF2/2A School Court Wrawby Street Brigg North Lincolnshire DN20 8JW t: +44(0)1652 659467 f: +44(0)1652 659467 e: tasbuildingdesign@hotmail.co.uk			
CLIENT: MR & MRS S STOTHARD					
PROJECT: LAND OFF MILL LANE, MELTON ROAD WRAWBY, DN20 8SL					
TITLE: SITE LOCATION, EXISTING AND PROPOSED BLOCK PLANS					
SCALE & SIZE: AS SHOWN @ A1		CHECKED: TAS		APPROVED: TAS	
CAD FILE: 16709/Dwg/Arch		DESIGN/DRAWN: TAS/ts		DATE: MAR 2020	
PROJECT NO: 16709		DRAWING NO: A0001		REV: A	
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