

**SOUTH HOLLAND DISTRICT COUNCIL**

**Report of: Planning Manager**

**To: Planning Committee – 25 September 2013**

**(Author: David Gedney – Planning Officer)**

**Subject: Lefleys Garage, Station Road, Holbeach**

**Purpose: To consider Planning Application H09-0436-13**

**Application Number: H09-0436-13 Date Received: 20 May 2013**

**Application Type: Full**

**Description: Change of use of site to Class C3 (residential) – erection of 51 dwellings and conversion of Station House building into 4 dwellings**

**Location: Lefleys Garage, Station Road, Holbeach**

**Applicant: Haycroft Homes Ltd Agent: Andrew M Wright**

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You can view this application on the Council's web site at

<http://www.sholland.gov.uk/doitonline/plandev/plansearch.aspx> .

Just enter the Application Reference Number, press 'Get the details' and follow the links to see the documents and plans held

**1.0 REASON FOR COMMITTEE CONSIDERATION**

1.1 Significant development that warrants Committee consideration.

**2.0 PROPOSAL**

2.1 The application is in full for 55 no. residential units consisting of the following:

- Conversion of the existing Station House into 3 no. 1 bedroom flats and 1 no. 2 bedroom flat (plus new external cycle/refuse store);
- 26 no. 2 bedroom houses (2 storey);
- 2 no. 2 bedroom flats (2 storey);
- 6 no. 3 bedroom houses (2.5 storey);
- 14 no. 2 bedroom chalet bungalows (2 storey) some with a garage;
- 3 no. 3 bedroom chalet bungalows (2 storey) with adjoining garage.

Plot nos. 1-8, 23-25 and 49-55 would be affordable units.

### 3.0 **SITE DESCRIPTION**

- 3.1 The site (some 1.1 ha) is a vacant industrial site situated on the south-western side of Station Road close to the junction with Fen Road and Barrington Gate. It is currently occupied by the former Station House, a former goods shed/warehouse and the former Station Inn, the latter two of which would be demolished to accommodate the development.
- 3.2 Residential development and Barrington Mill are situated to the north and residential to the east on the opposite side of Station Road. Bungalows and an industrial unit are situated to the south, public open space to the south-west and residential to the west off The Sidings. Industrial units are located to the north-west.
- 3.3 The site is not within Holbeach Conservation Area. No. 67 Station Road (dwelling) is situated opposite the site, which is Grade II listed.

### 4.0 **RELEVANT PLANNING POLICIES**

#### 4.1 **The Development Plan**

##### South Holland District Local Plan, July 2006

The South Holland Local Plan 2006 was formally adopted on 18 July 2006. Following a direction from the Government Office for the East Midlands under paragraph 1(3) of Schedule 18 to the Planning and Compulsory Purchase Act 2004, as of 18 July 2009 only certain Local Plan policies have been extended and continue to form part of the development plan. In the context of those Saved policies referred to below, it is considered that the Local Plan was adopted in general accordance with the Planning and Compulsory Purchase Act 2004 (albeit under the transitional arrangements). Those policies referred to below clearly accord with the thrust of guidance set out in the National Planning Policy Framework, and in the context of paragraph 215 of the NPPF should therefore continue to be given substantial weight in the decision making process.

Policy SG3 – Settlement Hierarchy

Policy SG7 – Energy Efficiency

Policy SG13 – Pollution and Contamination

Policy SG14 – Design and Layout of New Development

Policy SG15 – New Development: Facilities for Road Users, Pedestrians and Cyclists

Policy SG16 – Parking Standards in New Development

Policy SG17 – Protection of Residential Amenity

Policy SG18 – Landscaping of New Development

Policy HS6 – New Housing in Group Centres

Policy HS8 – Affordable Housing

Policy HS11 – Open Space in New Residential Developments.

If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, Section 38 (6) to the Town and Country Planning Act as amended by the 2004 Act states that the determination must be made in accordance with the plan unless material considerations indicate otherwise.

#### 4.2 **National Guidance**

National Planning Policy Framework (NPPF), March 2012

Paragraph 7 – Achieving sustainable development.

Paragraph 17 – Core planning principles.

Section 6 – Delivering a wide choice of high quality homes.

Section 7 – Requiring good design.

Section 10 – Climate change and flooding.

Section 11 – Conserving and enhancing the natural environment.

#### 5.0 **RELEVANT PLANNING HISTORY**

H09-0799-08 – Outline – Demolition of existing garage buildings (except Station House and part goods shed) and redevelopment of site for mixed use residential and B1. Granted 29 October 2009.

H09-1026-12 – Demolition of buildings on site except former goods shed and station building. Approved 27 December 2012.

#### 6.0 **REPRESENTATIONS**

##### 6.1 Parish Council

Support providing all requirements are met.

##### 6.2 District Councillors

Cllr F Biggadike - Good for the town that this brownfield site is to be brought back to life. It is important that the disposal of surface water is dealt with to the satisfaction of the South Holland Internal Drainage Board. I would like to see the intended play area equipment set out on the plan in detail so that purchasers can see what is envisaged for the recreational area.

##### 6.3 County Highways

Does not wish to restrict the grant of permission.

##### 6.4 Housing Strategy

On the basis of the local evidenced need, along with a consideration of existing policy requirements, it is considered that a 70/30 split between low cost rented and low cost home ownership should be sought on this site.

#### 6.5 Environmental Services Team

Number of queries in respect to waste/recycling collection and grounds maintenance:

- 1) We would like to confirm from a waste collection perspective that SHDC's policy is to collect from the point where land in private ownership meets land in public ownership. In this respect, we can confirm that our vehicles or crews will not travel down roads in private ownership to collect and therefore would require properties that are accessible by private road only to bring their materials out on collection day. I note also that it is the intention to provide a bin store for the flats. I must confirm that it is the policy of SHDC not to collect from bin stores and I believe these flats are again serviced by a private drive. Under these circumstances would it be possible to have confirmation from the developer that they understand these requirements and the intention of where they expect householders to leave their sacks for waste collection?
- 2) Would it be possible to confirm if it is the intention of the developer for the public open space to be ultimately adopted by the council? If yes, it would be useful for the developer to contact our Grounds Maintenance Team supervisor to understand our adoption procedure.

#### 6.6 Environmental Protection

The Environmental Risk Assessment undertaken by Stuart Guy Consulting (Report Number 12-09-01) recommends that further site investigation is required. It specifies testing under buildings once those buildings have been demolished, testing once the underground fuel storage tanks have been removed and also testing of any areas where materials are encountered which are discoloured or odorous.

Therefore require parts ii, iii and iv of the Contaminated Land Condition on this application.

Ask that the soil sampling results from this investigation and future investigations are interpreted against current Soil Guideline Values (SGVs) produced by the Environment Agency and other published Generic Assessment Criteria (GAC) in order to assess the risks to Human Health.

#### 6.7 Economic Development Officer

This site has historically been an employment area, first as a railway yard and latterly as a garage with a number of small ancillary businesses. The site has, over the last few years, fallen into disuse and disrepair due, in no small part, to the prevailing economic climate. The previous permission on this site made allowance for a small amount of employment in this location. Note in this latest application, there is none.

Normally the Economic Development Team would ask for an element of employment allocation to remain, but in the current climate, and in view of the fact there is a substantial employment allocation on the A151 link road to the west of Holbeach, we are happy to support this application 'as is'.

- 6.8 Anglia Water  
No assets owned by Anglian Water within the site. The foul drainage from this development is in the catchment of Holbeach STW that at present has available capacity for these flows.
- 6.9 Environment Agency  
No objections.
- 6.10 South Holland Internal Drainage Board  
Object pending clarification regarding the responsibility for the existing brick arch/concrete pipeline. Feel it is very important to clarify who will be responsible for this watercourse.
- 6.11 LCC Archaeology  
This site has already undergone archaeological evaluation and historic building recording. No further archaeological work is required.
- 6.12 Lincolnshire County Council Education  
No request for an education contribution from this development at this time, based on current projected "Numbers on Roll".
- 6.13 Lincolnshire Wildlife Trust
- We have been made aware that swifts use the former station building. Strongly recommend that an ecological survey be carried out to assess the status of other nesting birds and protected species. This should include a bat survey and appropriate mitigation measures.
  - Any vegetation clearance should take place outside the bird nesting season.
  - Opportunities for biodiversity enhancement should be explored. These should include habitat creation measures and the provision of nesting and roosting features. Given that swifts have been noted breeding on site, additional swift boxes should be provided.
- 6.14 Police Architectural Liaison Officer
- Recommend that all units are built to comply with "Secured by Design" standards.
  - Secured by Design mandates that all exterior doorsets should comply with standard PAS 24. All glazing in such doors and immediately adjacent windows should contain burglar proof laminated safety glass, minimum thickness 6.4mm and the inside pane in a double glazed unit.
  - Rear and side (unless between adjacent block gardens) perimeters should be protected by fencing at least 1.8 metres high. Where it backs onto anything other than another rear garden it is recommended that the height should be further raised by wooden trellis approximately 300mm high. All rear garden gates in this fencing should be the same height as the latter, fitted with bolts top and bottom and supplied with suitable locking systems.
  - Security lighting required outside all external doors.

## 6.15 Public

4 letters of objection received from local residents (summarised):

- Three-storey houses are inappropriate and out of character. Would also overlook existing 2 storey properties on the opposite side of the road. Ground higher on this site. Concerned that they will block a considerable amount of sunlight.
- Increase in traffic. Parking not ideal now – more houses will exacerbate this issue.
- Would prefer the houses to be set further back from the road to give better visibility.
- The hoardings presently in situ have created a blind bend.
- Hope that this development will not add to the drainage problems we have experienced along Fen Road in recent years.

A member of the M & GN Circle has submitted the following comments:

- The Circle (formed 1959) promotes and co-ordinates the study and research into all aspects of the Midland & Great Northern Joint Railway. The Circle is presently researching M & GN Chief Mechanical Engineer William Marriott's use of reinforced concrete in railway architecture. These included sundry items such as posts and sleepers, plus station name boards, etc.
- From c.1916, Marriott introduced architectural items such as door and window frames, lintols and cills into his catalogue. There are four examples of frames on the south and west elevations of the M & GN goods shed on site. The M & GN Circle would be extremely grateful if at least one of these could be salvaged for preservation.
- The effort that has been made to preserve the visual integrity and appearance of the Station House and its historical significance to Holbeach is highly commendable.

## 7.0 **MATERIAL CONSIDERATIONS**

7.1 The key issues for consideration in this application are:

- Housing policy;
- Character/appearance;
- Amenity issues, including the likely effect upon the amenity of nearby residents;
- Highway safety;
- Other material considerations, including drainage, flood risk, contamination, refuse, public open space, security and ecology.

## 7.2 Housing Policy

Policy HS4 of the South Holland Local Plan, 2006 makes provision for residential development on suitable sites within Spalding and the Area Centres (including Holbeach) where:

- The site is within the defined settlement limit, and

- The site constitutes brownfield land, unless it can be demonstrated that no suitable brownfield sites are genuinely available.

Local Plan Policy HS8 is also applicable. It indicates that on residential sites of three or more dwellings the Council will require the provision of a minimum of one-third of the residential units as affordable housing on the site.

The above policies are in accordance with advice within Section 6 of the National Planning Policy Framework (NPPF), March 2012. It indicates that housing applications should be considered in the context of the presumption in favour of sustainable development and should plan for a mix of housing. It stresses that Local Planning Authorities should be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing.

Assessing the proposal against the above, the site is within Holbeach Development Boundary and is classified as brownfield. Part of the site has also been subject to a previous outline approval for a mixed use of residential and business (ref H09-0799-08). The proposal therefore satisfactorily accords with Policy HS4.

The business units to which planning permission reference H09-0799-08 refers are situated to the south of the current site and are to be retained. The Council's Economic Development Officer raises no objection to the proposal.

The applicant has indicated that the affordable units would be plots 1-8, 23-25 and 49-55, a total of 18 dwellings (32.7%). This includes 8 houses/flats along the Station Road/Fen Road frontage (plots 1-8) and conversion of the former Station House into 4 flats (plots 52-55). The Council's Affordable Housing Officer considers that this should be 70/30 low cost rented and low cost home ownership.

### 7.3 Character/Appearance

Local Plan Policy SG14 indicates that new development should make a positive contribution to the architectural and visual quality of its surroundings and not have an adverse effect upon the character and appearance of the locality. It is in accordance with advice within Section 7 (Requiring Good Design) of the NPPF.

Section 12 of the NPPF indicates that when determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets

Surrounding development is generally varied in terms of type and design/appearance. This includes a row of Edwardian properties ("Millfield Terrace") opposite, plus No 67 Station Road (dwelling), which is Grade II listed. Development to the south and west is more contemporary in appearance.

The proposal includes the demolition of the former Station Inn and a former railway goods shed/warehouse. These buildings have been altered and/or modernised over the years. Sufficient reason doesn't exist to justify their retention, especially bearing in mind such an action would seriously affect the overall viability of the scheme. The former Station House is classified as a non-heritage asset and would be retained, along with the platform.

The most prominent and visually sensitive part of the site is that fronting Station Road. Consequently, the frontage properties are of a high standard of design and consist of a mixture of semi-detached and terraced houses. They are predominantly two-storey and have been designed taking reference from "Millfield Terrace" opposite and the former Station House. The front gardens would be enclosed with black metal railings.

The row of properties is punctuated by the new entrance to the site comprising an adoptable standard road, which forms a central spine terminating at the western side of the development. The properties each side of this entrance are two and a half storey, forming a gateway to the development. A further two and a half storey pair of properties terminate the row at the north-western end, adjacent an existing tall workshop building. The scale of these properties also reflects the height of a section of the Station Inn building, which they would replace.

The focal point within the development is a large area of public open space around which dwellings are clustered. This "green" forms a clear vista towards the Station House.

The scheme is considered acceptable in terms of design/appearance and would enhance the character of the locality and preserve the setting of the listed building and terrace opposite and also the former Station House. It is therefore considered to be in accordance with Local Plan Policy SG14 and advice within Sections 7 and 12 of the NPPF.

#### 7.4 Amenity

Local Plan Policies SG14 and SG17 indicate that new development should not cause material harm to residential amenity in terms of overlooking, loss of privacy, overbearing or overshadowing effect, possible noise nuisance, etc.

Concern has been expressed that the taller frontage properties, especially plots 21-22, would overlook and overshadow existing 2 storey properties on the opposite side of Station Road. These properties have since been revised from three to two and a half storey. Properties to the rear are one and a half storey. It is considered that neighbouring residents, including residents on the opposite side of Station Road, would not be materially affected in terms of such matters as overlooking, loss of privacy and overshadowing given the design of the properties and the separation distances involved. This is subject to appropriate site levels and boundary screening. In respect of the former, the applicant has indicated that much of the site would be lowered along the Station Road frontage resulting in ground levels similar to the existing properties opposite.

Existing industrial premises to the north include Hortech Systems Ltd (irrigation systems), off Hallgate and J. T. Ward Joinery Ltd (joinery manufacturer), off Station Road. The building occupied by the latter is of modern brick construction with its main openings facing north away from the site. A welding business presently exists to the south on the opposite side of a private roadway. Acoustic screening is recommended along these boundaries, including Plots 42, 43 and 48 in the south-western corner of the site.

#### 7.5 Highways

The development is served by a central 5 metre wide adoptable road, along with 1.8 metre wide footways. Access to the plots at the rear would be via private 4.1 metre wide private roadways.

The properties along the Station Road/Fen Road frontage are positioned sufficiently far back to provide a 2.4m x 43m visibility splay at the site's entrance.

The County Highways Authority has raised no objections on highway safety grounds, subject to conditions.

#### 7.6 Other Matters

##### Drainage

The development would be served by mains drainage. Anglian Water has indicated that the foul drainage from this development is in the catchment of Holbeach STW "that at present has available capacity for these flows".

The proposed new surface water drainage system would cater for the roads, hard standing areas and roofs of the development. It is proposed to connect to the old "town tunnel", the piped section of Holbeach River which runs through Holbeach. This is via an area of public open space associated with Oxford Gardens, which the applicant intends to purchase and take on the necessary responsibilities for it, including the provision of toddlers play equipment. The South Holland Internal Drainage Board raises no objections in principle to extra flow within their system, but is concerned that ownership of part of the route is presently uncertain. Discussions are therefore under way with relevant parties to ensure a satisfactory connection to and future maintenance of the drainage route. Given that some of the land is currently outside the applicant's control, this matter should be subject to a Section 106 planning obligation.

##### Flood Risk

There are no flood risk issues. Consequently, the levels of the properties would be similar to neighbouring development. Ground floors would be set at a level 0.15m above adjoining surfaces.

The Environment Agency has raised no objections, subject to a satisfactory sustainable surface water drainage scheme.

### Contamination

The Environmental Risk Assessment undertaken by Stuart Guy Consulting recommends that further site investigation is required. It specifies testing under buildings once those buildings have been demolished, testing once the underground fuel storage tanks have been removed and also testing of any areas where materials are encountered which are discoloured or odorous.

Environmental Protection has therefore requested that parts ii, iii and iv of the Contaminated Land Condition be imposed.

### Refuse Disposal

Following concerns expressed by the Environmental Services Team amended plans have been submitted showing the provision of refuse collection points.

### Public Open Space

The area of public open space (POS) totals 14.6%. The main central area amounts to 13.6%, including a toddlers play area. A condition should be imposed concerning future maintenance thereof.

Areas of landscaping not forming part of the POS would be conveyed to home owners.

### Security

The Police Architectural Liaison Officer has requested that rear and side (unless between adjacent block gardens) perimeters should be protected by fencing at least 1.8 metres high. Where it backs onto anything other than another rear garden it is recommended that the height should be further raised by wooden trellis approximately 300mm high.

The applicant has requested, however, that the latter remain at 1.8 metres high, with the top quarter (0.45m) being trellis. This would help facilitate casual surveillance over communal/public areas from properties/gardens. This is considered acceptable

### Ecology

The Lincolnshire Wildlife Trust has been made aware that swifts use the former station building. They have therefore recommended that an Ecological Survey be carried out to assess the status of other nesting birds and protected species. This should include a bat survey and appropriate mitigation measures. This can be made the subject of a condition.

### Other Issues Raised by Objectors

The hoardings placed around the site by the developer are a temporary measure and do not require permission in their own right.

## 7.7 Conclusion

The site is within Holbeach Development Boundary and is classified as brownfield. Part of the site has also been subject to a previous outline approval for a mixed use of residential and business (ref H09-0799-08). The proposal therefore satisfactorily accords with Policy HS4.

The business units to which planning permission reference H09-0799-08 refers are situated to the south of the current site and are to be retained. The Council's Economic Development Officer raises no objection to the proposal.

Although there is a slight shortfall in affordable housing (total 32.7%), this is considered acceptable in this particular case given other site constraints, which affect viability. These include demolition of existing buildings, retention and renovation of the former Station House, contamination and resolution of surface water drainage issues. Paragraph 173 of the NPPF indicates that to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing.... should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

The scheme is considered acceptable in terms of design/appearance and would preserve the character of the locality and the setting of the listed building and terrace opposite and also the former Station House. It is therefore considered to be in accordance with Local Plan Policy SG14 and advice within Sections 7 and 12 of the NPPF.

Neighbouring residents, including residents on the opposite side of Station Road, would not be materially affected in terms of such matters as overlooking, loss of privacy and overshadowing given the design of the properties and the separation distances involved. This is subject to appropriate site levels and boundary screening.

The County Highways Authority has raised no objections on grounds of highway safety, subject to conditions.

Issues have been raised relating to the disposal of surface water from the development. These will need addressing by means of a Section 106 planning obligation.

There are no other material considerations that indicate against the proposal, subject to conditions.

## 8.0 **RECOMMENDATION**

- 8.1 **That the Planning Manager be authorised to Grant Permission subject to:**
- 1) The applicant entering into a Section 106 planning obligation to ensure that no development takes place until a detailed scheme for the satisfactory disposal of surface water from the site has been submitted to and approved in writing by the Local Planning Authority and no building shall be occupied before it is connected to the drainage system so approved;**
  - 2) Conditions listed at Section 9.0 of this report.**

## 9.0 CONDITIONS

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.  
Reason: As required by Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.
2. The development hereby permitted shall be carried out in accordance with the following approved plans:  
Dwg. Nos. 111202-PD02-P3 and 111202-PD03-P3 received 29 July 2013  
Dwg. Nos. 111202-PD01-P1, 111202-PD04-P1, 111202-PD08-P1, 111202-PD09-P1 and 111202-PD12-P1 received 17 May 2013;  
Dwg. Nos. Dwg. Nos. 111202-PD05-P3, 111202-PD06-P2, 111202-PD07-P3, 111202-PD10-P3, 111202-PD11-P3, 111202-PD13-P2 and 111202-PD14-P1 received 11 July 2013;  
Dwg. No. 31012/20B received 17 May 2013;  
Dwg. Nos. 31012/10E and 31012/15J received 12 July 2013;  
Proposed Drainage Layout shown on Dwg. No. 31012/16C received 25 July 2013;  
Flood Risk Assessment (Job No. 31012 dated July 2013) received 17 July 2013;  
Contamination Report received 17 May 2013.  
Reason: For the avoidance of doubt and in the interests of proper planning.
3. Before development is commenced full details of the materials to be used for the external walls and roofs of the new dwellings, including details of cladding/render and external finish as appropriate, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.  
Note: The properties fronting Station Road should be constructed in traditional red brickwork with a slate or slate substitute roof.  
Reason: To protect the existing character of the area and the setting of No. 67 Station Road, which is Grade II listed.  
This Condition is imposed in accordance with Policy SG14 of the South Holland Local Plan, 2006 and advice within sections 7 and 12 of the National Planning Policy Framework, 2012.
4. Details of the windows, doors and door frames to be utilised on the front and side elevations of the new properties fronting Station Road, including samples if so required, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced.  
Such details shall indicate, at a scale of not less than 1:20, the longitudinal and cross-sectional detailing, cill and lintol detailing, means of opening and finish. The window frames shall be installed in accordance with the approved details and thereafter so maintained.  
Reason: To protect the existing character of the area and the setting of No. 67 Station Road, which is Grade II listed.  
This Condition is imposed in accordance with Policy SG14 of the South Holland Local Plan, 2006 and advice within sections 7 and 12 of the National Planning Policy Framework, 2012.

5. Details of the dormer windows to be utilised on the front elevations of the new properties fronting Station Road, including samples if so required, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Such details shall indicate, at a scale of not less than 1:20, the longitudinal and cross-sectional detailing, type of external cladding and means of opening and finish. The window frames shall be installed in accordance with the approved details and thereafter so maintained.

Reason: To protect the existing character of the area and the setting of No. 67 Station Road, which is Grade II listed.

This Condition is imposed in accordance with Policy SG14 of the South Holland Local Plan, 2006 and advice within sections 7 and 12 of the National Planning Policy Framework, 2012.

6. Notwithstanding the approved drawings, large scale details (at a scale of at least 1:10) of the following features shall be submitted to and be approved by the Local Planning Authority:

- eaves/verges of the properties fronting Station Road;
- metal railings within the front gardens of properties fronting Station Road.

No work shall commence in advance of that approval. These details shall provide for a cross sectional detailed drawing at 1:10 scale and the development shall be constructed in accordance with the details so approved.

Reason: To protect the existing character of the area and the setting of No. 67 Station Road, which is Grade II listed.

This Condition is imposed in accordance with Policy SG14 of the South Holland Local Plan, 2006 and advice within sections 7 and 12 of the National Planning Policy Framework, 2012.

7. Before the commencement of the development hereby permitted, the approval of the Local Planning Authority is required to a scheme of landscaping and tree planting for the site indicating, inter alia, the number, species, heights on planting and positions of all the trees, together with details of post-planting maintenance. Such scheme as is approved by the Local Planning Authority shall be carried out in its entirety within a period of 12 months beginning with the date on which development is commenced, or within such longer period as may be agreed in writing with the Local Planning Authority. All trees, shrubs and bushes shall be maintained by the owner or owners of the land on which they are situated and all losses shall be made good as and when necessary, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the development is adequately landscaped, in the interests of its visual amenity and that of the area in which it is set.

This Condition is imposed in accordance with Policy SG18 of the South Holland Local Plan 2006.

8. A minimum of 10% of the predicted energy needs of the development hereby permitted shall be met through on site renewable energy production equipment in accordance with details that shall be submitted to and approved in writing by the Local Planning Authority before the commencement of development. The details and equipment so approved shall be provided and made operational prior to the first use of the development hereby permitted and thereafter 10% of the energy needs of the development shall be met through on site renewable energy production equipment.  
Reason: In the interests of sustainable development and the protection of the environment.  
This Condition is imposed in accordance with Policy SG7 of the South Holland Local Plan 2006.
9. Equipped children's play areas shall be provided within the site. The timing of the implementation, location, detailed design, layout, specification of the equipment, and the management and maintenance regime of the play area shall be submitted to and approved in writing by the Local Planning Authority. The play area shall be provided in accordance with the details so approved, and thereafter so maintained.  
Reason: To ensure that adequate play provision is made for the occupiers of the development hereby permitted and that the facility is adequately managed and maintained.  
This Condition is imposed in accordance with Policies SG1 and HS11 of the South Holland Local Plan 2006.
10. A management plan for the areas of publicly accessible open space and any outdoor play areas, including management responsibilities and maintenance schedules, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted. The management of these areas shall be carried out in accordance with the details so approved.  
Reason: To ensure that adequate open space provision is made available for the occupiers of the development hereby permitted and that provision is made for the management and maintenance of the open space.  
This Condition is imposed in accordance with Policies SG1 and HS11 of the South Holland Local Plan 2006.
11. The development shall not begin until a detailed scheme for the provision of affordable housing on Plots 1-8, 23-25 and 49-55 to meet local housing need has been submitted to and approved in writing by the Local Planning Authority. The housing on these plots shall all be affordable in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework, March 2012, or any future guidance that replaces it.  
The scheme shall identify how the affordable housing is to be provided, whether by means of a non-profit registered provider or otherwise, and the timing of delivery. In the submission of these details, the precise type of affordable housing to be provided shall be indicated, along with other matters such as arrangements for ensuring that the affordable housing to be provided meets identified local housing need for both first and subsequent occupiers.

Reason: To ensure that affordable dwellings are provided to meet identified local need and remain affordable in perpetuity.

This Condition is imposed in accordance with Policy HS8 of the South Holland Local Plan, 2006.

12. Not more than 50% of the total number of the approved dwellings, excluding the affordable element, shall be occupied until there has been a material commencement on the affordable housing units and not more than 90% of the approved dwellings, excluding the affordable element, shall be occupied until all the affordable units have been completed.

Note: In order to comply with this Condition it may be necessary for the applicant/developer to enter into a Section 106 planning obligation.

ensure that affordable dwellings are provided to meet identified local need, and remain affordable in perpetuity.

Reason: To ensure that affordable dwellings are provided to meet identified local need and remain affordable in perpetuity.

This Condition is imposed in accordance with Policy HS8 of the South Holland Local Plan, 2006.

13. The development hereby permitted shall not be commenced until a scheme to deal with any contamination of land or pollution of controlled waters has been submitted to and approved in writing by the Local Planning Authority (LPA) and until the measures approved in that scheme have been implemented. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement in writing.
  - i) A site investigation shall be carried out to fully and effectively characterise the nature and extent of any land contamination and/or pollution of controlled waters. It shall specifically include a risk assessment that adopts the Source-Pathway-Receptor principle, in order that any potential risks are adequately assessed taking into account the sites existing status and proposed new use. Two full copies of the site investigation and findings shall be forwarded to the LPA without delay upon completion.
  - ii) Thereafter, a written method statement detailing the remediation requirements for land contamination and/or pollution of controlled waters affecting the site shall be submitted to and approved in writing by the LPA, and all requirements shall be implemented and completed to the satisfaction of the LPA. No deviation shall be made from this scheme without the express written agreement of the LPA. If during redevelopment contamination not previously considered is identified, then the LPA shall be notified immediately and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing by the LPA.
  - iii) Two full copies of a full closure report shall be submitted to and approved in writing by the LPA. The report shall provide verification that the required works regarding contamination have been carried out in accordance with the approved Method Statement(s). Post-remediation sampling and monitoring results shall be included in the closure report to demonstrate that the required remediation has been fully met.

### Note

The applicant is advised that the phased risk assessment required by the Contaminated Land Scheme Condition should be carried out in accordance with the procedural guidance of the Environmental Protection Act 1990 Part 11A.

The applicant's attention is also drawn to the document entitled "Developing Land Within Lincolnshire – A guide to submitting planning applications to develop land that may be contaminated", which can be obtained through the Local Environmental Health Department.

Reason: To assess whether the site is polluted and to address any pollution to ensure a satisfactory development.

This Condition is imposed in accordance with Policy SG13 of the South Holland Local Plan 2006.

14. The former Station House shall be retained as part of the completed development.  
Reason: To retain an historic feature of the site.  
This Condition is imposed in accordance with Policy SG14 of the South Holland Local Plan 2006 and advice within Section 12 of the National Planning Policy Framework, 2012.
15. All new and replacement brickwork utilised in carrying out the renovation of the former Station House shall match, as closely as possible, that existing in terms of the type of brick(s), mortar mix and method of bonding.  
Reason: In the interests of the architectural and visual integrity of the building and the visual amenity of the area in which it is set.  
This Condition is imposed in accordance with Policy SG20 of the South Holland Local Plan 2006 and Section 12 of the National Planning Policy Framework, 2012.
16. All new and replacement slates utilised in carrying out the renovation of the former Station House shall match that existing, as closely as possible.  
Reason: In the interests of the architectural and visual integrity of the building and the visual amenity of the area in which it is set.  
This Condition is imposed in accordance with Policy SG20 of the South Holland Local Plan 2006 and Section 12 of the National Planning Policy Framework, 2012.
17. The finish of the walls to be rendered of the former Station House shall match the render of the existing building in terms of colour and texture and shall thereafter be so maintained.  
Reason: In the interests of the architectural and visual integrity of the building and the visual amenity of the area in which it is set.  
This Condition is imposed in accordance with Policy SG20 of the South Holland Local Plan 2006 and Section 12 of the National Planning Policy Framework, 2012.
18. All new/replacement rainwater goods utilised in carrying out the renovation of the former Station House shall match that existing, as closely as possible.  
Reason: In the interests of the architectural and visual integrity of the building and the visual amenity of the area in which it is set.  
This Condition is imposed in accordance with Policy SG20 of the South Holland Local Plan 2006 and Section 12 of the National Planning Policy Framework, 2012.

19. Details of the window frames to be utilised in the renovation of the former Station House, including samples if so required, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Such details shall indicate, at a scale of not less than 1:20, the longitudinal and cross-sectional detailing, cill and lintol detailing, means of opening and finish. The window frames shall be installed in accordance with the approved details and thereafter so maintained.

Reason: In the interests of the architectural and visual integrity of the building and the visual amenity of the area in which it is set.

This Condition is imposed in accordance with Policy SG20 of the South Holland Local Plan 2006 and Section 12 of the National Planning Policy Framework, 2012.
20. The external face of the frame of all new windows within the former Station House shall be set in a reveal to match those existing, as closely as possible.

Reason: In the interests of the architectural and visual integrity of the building and the visual amenity of the area in which it is set.

This Condition is imposed in accordance with Policy SG20 of the South Holland Local Plan 2006 and Section 12 of the National Planning Policy Framework, 2012.
21. Details of the design of all external doors and door frames to be utilised in the renovation of the former Station House shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Such details shall indicate, at a scale of not less than 1:20, the longitudinal and cross-sectional detailing, threshold and lintol detailing, means of opening and finish. The doors and door frames shall be constructed in timber and installed in accordance with the approved details. They shall thereafter be so maintained.

Reason: In the interests of the architectural and visual integrity of the building and the visual amenity of the area in which it is set.

This Condition is imposed in accordance with Policy SG20 of the South Holland Local Plan 2006 and Section 12 of the National Planning Policy Framework, 2012.
22. All new window frames, glazing bars and external door frames to be utilised in the renovation of the former Station House shall be of timber construction, painted white or cream and thereafter so maintained.

Reason: In the interests of the architectural and visual integrity of the building and the visual amenity of the area in which it is set.

This Condition is imposed in accordance with Policy SG20 of the South Holland Local Plan 2006 and Section 12 of the National Planning Policy Framework, 2012.
23. The existing platforms fronting the former railway line shall be retained as part of the completed development and shall be repaired and renovated in accordance with full details to be submitted to and approved in writing by the Local Planning Authority prior to the use of Station House commencing.

Reason: To ensure a satisfactory development and retain the historic features of the site.

This Condition is imposed in accordance with Policies SG14 and SG17 of the South Holland Local Plan 2006 and advice within Section 12 of the National Planning Policy Framework, 2012.

24. Development shall not be commenced until the following details in respect of the former railway goods shed and Station Inn have been submitted to and approved in writing by the Local Planning Authority:
  - 1) A photographic record of existing external and internal features, including doors, windows, window surrounds, exposed roof timbers and staircases;
  - 2) A schedule indicating which materials and other architectural features/items of interest will be salvaged and re-used or preserved.

Reason: The buildings are of archaeological interest.  
This Condition is imposed in accordance with Section 12 of the National Planning Policy Framework, 2012.
25. Foul sewage shall be disposed of via the mains sewer  
Reason: To ensure a satisfactory form of development in the interest of the amenities of the locality.  
This Condition is imposed in accordance with Policy SG13 of the South Holland Local Plan, 2006.
26. The refuse collection points shown shall be provided in accordance with the approved details before any dwelling to which they relate is occupied.  
Reason: To ensure a satisfactory development, in the interests of the amenities of future occupiers of the development.  
This Condition is imposed in accordance with Policy SG14 of the South Holland Local Plan, 2006.
27. Before the commencement of development hereby granted, details of the proposed boundary screening, including details of height and a schedule of materials, shall be submitted to and approved in writing by the Local Planning Authority. The details so approved shall be implemented in full before the development is first brought into use  
Note: Acoustic fencing should be constructed along the northern boundary bordering plots 22, 23, 34 and 35 and the southern boundary bordering Plots 42, 43 and 48.  
Reason: In the interests of the character and appearance of the development and the amenity of future occupiers.  
This Condition is imposed in accordance with Policies SG14 and SG17 of the South Holland Local Plan 2006.
28. Development shall not be commenced until an ecological survey has been carried out to determine the presence, or otherwise, of bats, owls and swifts upon the site. If evidence of their presence is found a working design, method and timetable to mitigate any harm to the species involved shall be submitted to and approved in writing by the Local Planning Authority before development commences. Such measures shall thereafter be undertaken in accordance with the approved details.  
Reason: In the interests of nature conservation and because bats and owls are a protected species under the Wildlife and Countryside Act, 1981.

29. Before each dwelling is first occupied the roads and/or footways providing access to that dwelling, for the whole of its frontage, from an existing public highway, shall be constructed to a specification to enable them to be adopted as Highways Maintainable at the Public Expense, less the carriageway and footway surface courses. The carriageway and footway surface courses shall be completed within three months from the date upon which the construction is commenced of the penultimate dwelling.  
Reason: In the interests of highway safety and to accord with Policy SG14 of the South Holland Local Plan 2006.
30. Before the construction of any dwelling hereby permitted is commenced the first 50 metres of the estate road from its junction with the public highway, including visibility splays as shown on dwg no. 111202-PD02-P3 forming part of this application, has been completed.  
Reason: In the interests of highway safety and to accord with Policy SG14 of the South Holland Local Plan 2006.
31. Before the construction of any dwelling hereby permitted is commenced, all of that part of the estate road and associated footways that forms the junction with the main road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Note

You are advised to contact Lincolnshire County Council as the local highway authority for approval of the road construction specification and programme before carrying out any works on site.

Reason: In the interests of highway safety and to accord with Policy SG14 of the South Holland Local Plan 2006.

32. Details of the precautions to be taken to prevent the deposit of mud on public highways by vehicles travelling from the site shall be submitted to and approved in writing by the Local Planning Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority. These precautions shall be made available before the development commences on the site and be kept available and in full working order until such time as the Local Planning Authority agrees in writing to their withdrawal.  
Reason: To ensure that no mud or other debris is deposited on the carriageway, in the interests of highway safety and to accord with Policy SG14 of the South Holland Local Plan 2006.

Note:

This planning permission is subject to an Agreement under Section 106 of the Town & Country Planning Act 1990 and can only be implemented as a consequence of meeting the provisions of that Agreement.

**Lead Contact Officer**

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**Appendices attached to this report:**

Appendix A - Plan A

Plan A

