

Officers Report

Planning Application No: 139324

PROPOSAL: Planning application for erection of 2 single storey units to use for car rentals, including car wash, car parts and tyre sales with fitting services and associated parking spaces and new access.

LOCATION: Land adj Morrisons Supermarket, Heapham Road South, Gainsborough DN21 1XY

WARD: Gainsborough East

WARD MEMBER(S): Cllr Tim Davies, Cllr Mick Devine, Cllr David Dobbie

APPLICANT NAME: Mr Burney

TARGET DECISION DATE: Extension of Time to 18.10.19

DEVELOPMENT TYPE: Minor - all others

CASE OFFICER: Joanne Sizer

RECOMMENDED DECISION: Grant permission subject to conditions

Description: The site is located on the south eastern fringe of Gainsborough, to the immediate north west of the Morrison's supermarket and petrol station. It was formerly in use as a recycling centre and consists of grassland with an access off Heapham Road South that turns within the site to allow vehicles to enter and exit in the site in a single manoeuvre. There is some evidence of fly tipping. To the north, north east and north west on the opposite side of the road is a large important Established Employment Area (EEA) which is the "Gainsborough Industrial Area" with the reference E19 in the Central Lincolnshire Local Plan. South and south west is a large triangular area of important local green space. A wide grassed area runs along the western boundary of the site with a pedestrian/cycle path providing access to houses backing onto Marshall Close that face the footpath. A line of trees and a small earth bund run along this section of the site.

The proposal is for the erection of 2 units. One will be used in association with car rentals, including a car wash and valeting area for rental vehicles. The larger unit will sell and fit tyres and other car parts and offer vehicle servicing among other automotive services. The application as originally submitted proposed 2 separate access which was subsequently amended to a single centrally paced one.

This application has been referred to the committee in the interests of transparency as West Lindsey District Council are the owners of the land.

Relevant history:

139325 –Advertisement consent for 4 No fascia signs and 1 No free standing totem sign– Not yet determined.

138663 – Pre application enquiry for two units and car parking
130947 – County matters consultation
W33/989/93 – Application to use land as recycling centre – Permission granted.
W33/397/85 – Change of use from former oil well site to sale of motor vehicles. Permission granted.

Representations:

Chairman/Ward member(s):

No representations received

Parish/Town Council/Meeting:

Gainsborough Town Council resolved to support the application

Local residents:

No representations received

LCC Highways & Lead Local Flood Authority (Summary):

No objections and recommends conditions regarding closure of existing access within 7 days of the new access being brought into use and submission of a surface water drainage scheme; and informatives regarding the need for a legal agreement with LCC, new vehicular access construction to adoptable standards and arrangements for works within the public highway.

Health and Safety Executive: The proposed development site which you have identified does not currently lie within the consultation distance (CD) of a major hazard site or major accident hazard pipeline; therefore at present HSE does not need to be consulted on any developments on this site. However, should there be a delay submitting a planning application for the proposed development on this site, you may wish to approach HSE again to ensure that there have been no changes to CDs in this area in the intervening period.

There is at least one unidentified pipeline in this Local Authority Area. You may wish to check with the pipeline operator where known or the Local Authority before proceeding.

Environment Agency: We have assessed this proposal as having a relatively low environmental risk.

Environmental Protection (Summary):

No objections subject to the imposition of a suitable ground contamination investigation condition and also the following condition:

1. Prior to any works taking place on the unit in the south eastern section of the site intended to be used for the sale of car parts and tyres and associated fitting and other automotive services including vehicle servicing, full details of proposed noise attenuation measures including a noise report to BS4142 (2014) standards shall be submitted to and approved in writing by the Local Planning Authority. The proposed attenuation measures shall include details

of the intended hours of operation. The unit shall not be brought into use until the approved measures are implemented in full and retained thereafter

WLDC Growth Team: A new general industrial use would bring a disused site back into productive economic use. Somerby Park being more suited to accommodate larger scale development.

Tree and Landscape Officer: A tree report and associated protection plan has been submitted examining the existing trees on site and those in close proximity. These identify trees of low value which are to be removed as well as protection measures for those to be retained. A landscaping plan has been provided which shows trees to be planted to compensate for those removed and new hedgerow planting to help soften the impact. I confirm the proposed protection measures and planting scheme are acceptable providing the individual trees across the frontage will be the ornamental pears trees (*Pyrus chanticleer*) rather than the *viburnum tinus*, and will need amending on an updated plan. *Viburnum tinus* is a large evergreen shrub which is suitable for shrub areas or hedging for good screening and feature. The associated plans relate to a previously submitted layout and consequently although the details on species and planting are acceptable they will require updating

Relevant Planning Policies:

Planning law¹ requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The Development Plan in this location comprises the Central Lincolnshire Local Plan (April 2017);

Relevant Policies are listed below;

LP1 – Presumption in Favour of Sustainable Development

LP2 – Settlement Hierarchy and Spatial Strategy

LP5 – Delivering Prosperity and Jobs

LP13 – Accessibility and Transport

LP14 – Managing Water Resources and Flood Risk

LP16 - Development on Land Affected by Contamination

LP17 - Landscape, Townscape and Views

LP26 – Design and Amenity

<https://www.west-lindsey.gov.uk/my-services/planning-and-building/planning-policy/central-lincolnshire-local-plan/>

With consideration to paragraph 213 of the National Planning Policy Framework the above policies are consistent with the NPPF and full weight can be attached to them.

Gainsborough Town Neighbourhood Plan

¹ [Section 38\(6\)](#) of the Planning and Compulsory Purchase Act 2004 and [section 70\(2\)](#) of the Town and Country Planning Act 1990

West Lindsey District Council has approved the application by Gainsborough Town Council to have the town of Gainsborough designated as a neighbourhood area, for the purposes of producing a neighbourhood plan. At the time of writing there are however no policies to consider.

National guidance

National Planning Policy Framework
National Planning Practice Guidance

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Main issues

- Principle to include consideration of visual impact on character of wider area; amenity and highway
- Design and Amenity including trees
- Neighbouring Amenity
- Highways
- Drainage
- Contamination
- Other matters

Assessment:

Principle

Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

Central Lincolnshire Local Plan 2012-2036 (adopted in April 2017) contains a suite of policies that provide a framework to deliver sustainable development. The proposed site being located within the built up area of Gainsborough and seeking the provision of new business units would principally be considered against Local Plan Policies LP1, LP2 and LP5.

Section 2 of Policy LP2 relates to Main Towns and states that to maintain and enhance their roles as main towns, and to meet the objections for regeneration, Gainsborough will, primarily via sites allocated in this Local Plan, be the focus for substantial housing development supported by appropriate levels of employment growth, retail growth and wider service provision. Additional growth on non-allocated sites in appropriate locations within the developed footprint of Gainsborough urban area will also be considered favourably.

Policy LP5 relates to the Delivery of prosperity and jobs and looks to support proposals which assist in the delivery of economic prosperity and job growth in the area. This policy sets out a categorical and hierarchical approach.

It allocates Strategic Employment Sites, establishes Important Established Employment Areas and supports appropriate development within Local Employment Sites, Other Employment Proposals and Expansion of Existing Businesses subject to certain criteria being met.

The site is located on Heapham Road South, opposite Gainsborough Industrial Area which is categorised as an important established employment area within Policy LP5. The site is not allocated and falls to be assessed under the "Other Employment Proposals" category of Policy LP5

Policy LP5: Other Employment Proposals states that employment proposals that are in locations not covered by SES, ESUE and LES categories will be supported provided:

- *There is a clear demonstration that there are not suitable or appropriate sites or buildings within allocated sites or within the built up area of the existing settlement;*
- *The scale of the proposal is commensurate with the scale and character of the existing settlement;*
- *There is no significant adverse impact on the character of the area and/or the amenity of neighbouring occupiers*
- *There are no significant adverse impacts on the local highway network;*
- *There is no significant adverse impact on the viability of delivering any allocated employment site; and*
- *The proposals maximise opportunities for modal shift away from the private car.*

Paragraph 80 of the NPPF sets out that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Although this site does not fall within the allocated established employment area located across the road, it is situated within a built up area containing a mix of uses including residential, commercial and industrial

The comments of the Growth and Regeneration Team make clear that this small scale development would bring a disused site back into productive economic use without having an adverse impact on the allocated site opposite that it is envisaged would provide opportunities for larger scale development opportunities. It is also within walking distance of a bus stop that provides a twice hourly service to Gainsborough bus station. The scale of the development as set out below under consideration of visual impact is considered to be appropriate within the wider area. As it is also concluded below that there would no adverse impact on the amenity of neighbours or on highway safety it must be concluded that both the principle and details of the proposal are acceptable in accordance with Policies LP2 and LP5 of the Central Lincolnshire Local Plan

Design and visual amenity:

Local Plan Policy LP26 states that all development proposals must take into consideration the character and local distinctiveness of the area (and enhance or reinforce it, as appropriate) and create a sense of place. As such, and where applicable, proposals will be required to demonstrate, to a degree proportionate to the proposal, that they are well designed in relation to siting, height, scale, massing and form. The policy also states that the proposal should respect the existing topography, landscape character, street scene and local distinctiveness of the surrounding area and should use appropriate, high quality materials which reinforce or enhance local distinctiveness. Any important local view into, out of or through the site should not be harmed.

LP17 relates to landscape, townscape and views and state to protect the intrinsic value of our landscape and townscape, including the setting of settlements, proposals should have particular regard to maintaining and responding positively to any natural and manmade features within the landscape and townscape which positively contribute to the character of the area.

The site is located within an area characterised by a mixture of commercial, industrial and residential properties. There are a number of trees beyond the site along its western boundary within a grassed area which are a prominent and attractive feature within the wider landscape providing visual relief. There are also trees within the application site itself. A tree report and associated protection plan has been submitted examining the existing trees on site and those in close proximity. These identify trees of low value which are to be removed as well as protection measures for those retained. A landscaping plan has been provided which shows trees to be planted to compensate for those removed and new hedgerow planting. The tree officer has confirmed the proposed protection measures and planting scheme are acceptable subject to ensuring use of specified trees along the road frontage. The associated plans relate to a previously submitted layout and consequently although the details on species and planting are acceptable they will require updating. These will be submitted prior to planning committee. In the absence of such a plan a condition will be imposed requiring this. Subject to this it will be in accordance with LP 17.

The larger unit is the one that will be used for tyre fitting and associated services. This is set back within the site with a width of 14.5 metres and length of 18 metres. Although single storey the building will reach a height of 7.9 metres presumably due to its intended use. It will have a functional industrial appearance with a mix of vertical and horizontal profile metal sheeting not dissimilar to existing units on the opposite side of the road. The colour is not specified so there will need to be a condition requiring these details to be submitted to and agreed in writing, with subsequent implementation in accordance with the approved details. The single storey car rental unit is located centrally and is a modular building of modest proportions with the principal material being glazing and profile sheeting in a beige finish. To the rear of this unit will be a canopy covered wash bay.

The units which are located in an area of mixed uses are considered appropriate within their surroundings with particular reference to the industrial and commercial character of the surrounding area. No details have been submitted in relation to the finish of the external areas of the site or the proposed means of enclosure / boundary treatments and this will necessitate imposition of conditions to agree such matters and subsequent implementation in accordance with the approved details. In relation to the lighting of the site no details have been provided in this regard and consequently a further condition is proposed to limit the lighting of the site to that existing with details for any further lighting needing to be submitted to and approved by the Local Planning Authority prior to installation.

It is considered that the development subject to conditions ensuring the protection and retention of the trees, additional planting and agreeing boundary treatments external finishes, materials and lighting will not be detrimental to the overall character of the site or wider area. The development would be in accordance with policies LP17 and LP26

Neighbouring Amenity

Policy LP26 also relates to amenity and states that the amenities which all existing and future occupants of neighbouring land and buildings may reasonably expect to enjoy must not be unduly harmed by or as a result of development.

The site was last used as a recycling centre which was accessible seven days a week. The car hire unit will be open to members of the public from 0800 to 1600 hours seven days a week. Staff will be present at the site from 0700 to 2200 to work in the office and on activities in association with car rental such as car washing and valeting. The noisiest activity would probably be from washing the cars particularly if a high pressure jet washer is used.

The closest residential properties are those that back onto Harpswell Close approximately 28m to the west of the site. These properties are separated by a grassed earth bund and trees and vegetation along the western boundary of the site which are to be retained and the washing bay and service/clean area is a further 17 metres away in the centre of the site. With a separation distance in excess of 45 metres and with the intervening topography noise from the jet wash operation would not be considered seriously detrimental to existing amenity.

The movement of vehicles to and from the site has the potential to create some additional noise however given the sites former uncontrolled use as well as the existing traffic noise from commercial vehicles and others along Heapham Road South this is not considered to be an issue that would warrant withholding consent. The only concerns raised by Environmental Protection in terms of potential impacts on existing residential amenities from noise and disturbance arise from the operation of the tyre and vehicle parts fitting operation due to the nature of machinery involved and tools required to carry out such works including compressor, air tools and a hydraulic press. This is

however capable of being addressed by use of a condition requiring details of noise attenuation measures including submission of a noise report and subsequent implementation in accordance with approved details. This condition has been agreed with the applicants' representatives.

It is therefore concluded that with such conditions in place, the proposed development and use of the site does not unduly harm the residential amenity of the nearby residential properties and is therefore in accordance with policy LP26 of the Central Lincolnshire Local Plan and guidance within the NPPF.

Highways

LP13 Development proposals which contribute towards an efficient and safe transport network that offers a range of transport choices for the movement of people and goods will be supported.

The site is currently served with an access which is located in the north east corner of the site. After consultation with the Highway Authority this access is now to be closed and a new access with footpath links created in a central point. Onsite parking is to be provided for staff and customers and a clear plan of how it is to be organised noted on the plans.

Various changes were made to the plans as originally submitted in response to comments from Highways and the latest plans received (Drawing Nos 190340-002A and 3892 PL03G) are now deemed acceptable in highway safety terms subject to the imposition of suggested conditions. The development accords with policy LP13 of the Central Lincolnshire Local Plan.

Drainage

Policy LP14 Managing Water Resources and Flood Risk relates to the risk of flooding, protection the water environment and includes the adequate provision of drainage.

The site is noted to be within Flood Zone 1 which is one at low risk of flooding. Flood data maps also indicate that the site is at a low to medium risk of surface water flooding. As the proposal would increase the amount of impermeable surface area any planning application will need to demonstrate how foul and surface water will be dealt with utilising SUDs principles.

Drainage details provided with the application indicate that foul water will be drained into the main system with a SUDS surface water strategy being proposed and set out in the report undertaken by Evans Rivers and Coastal.

The Lead Local Flood Authority have confirmed that the submitted drainage strategy is acceptable in principle for the management of surface water run-off, however the hydraulic design is based on a desktop study, an assumed rate of infiltration and water table level. It has therefore been recommended that a site specific ground investigation report is carried out to confirm the

findings of the desktop study and suitability of the proposed drainage strategy. This will also need to take into consideration the surface material of the site.

Concerns have also been raised over the past and proposed commercial use aspect of this site and the likelihood of ground contamination resulting from using infiltration techniques. It has therefore been suggested that as a minimum the drainage strategy will need to include a specific treatment design which will cleanse the water before it goes to ground. The car wash element of the site has also been noted to require its own separate drainage strategy due to the risk of pollution. The Environment Agency have also noted their expectation that detergents should drain to the foul sewer or a sealed system.

It is therefore concluded that further information is required to ensure that the site can be satisfactorily be drained. The agent has in this instance agreed to a pre commencement condition securing such details being added to any permission granted. With such a condition in place the proposals will be in accordance with LP14 of the Central Lincolnshire Local Plan.

Contamination

LP16 relates to development on land affected by contamination and states that Development proposals must take into account the potential environmental impacts on people, biodiversity, buildings, land, air and water arising from the development itself and any former use of the site, including, in particular, adverse effects arising from pollution.

Where development is proposed on a site which is known to be or has the potential to be affected by contamination, a preliminary risk assessment should be undertaken by the developer and submitted to the relevant Central Lincolnshire Authority as the first stage in assessing the risk of contamination.

Proposals will only be permitted if it can be demonstrated that the site is suitable for its proposed use, with layout and drainage taking account of ground conditions, contamination and gas risks arising from previous uses and any proposals for land remediation, with no significant impacts on future users, neighbouring users, groundwater or surface water.

It is evident from the planning history of the site that the site has the potential to be affected by contamination. A desk top report has been submitted with the application and based upon recommendations contained within Chapter 5 entitled Development Issues, West Lindsey Environmental Protection have recommended that a suitable ground contamination investigation condition is placed on any planning permission granted. The agent of the application has confirmed agreeance of a pre commencement condition in this regard and accordingly one is proposed

Other matters:

Waste storage and collection

Bin storage has been noted on the site and the site is large enough to accommodate adequate provision. Waste removal is also controlled by other legislation and no further details considered necessary in this regard.

Gas and Oil Pipeline

It was identified at pre application stage that the site appears to contain a Pentex Oil and Gas pipeline. It was advised at this time that contact with the relevant bodies should be made in relation to understanding their requirements for easements etc. A matter not controlled by the Planning System. The plans submitted make reference to the gas easement and consultations undertaken with the Health and Safety Executive and National Grid plat protection. In response it was noted that the development site is not considered to lie within the consultation distance of a major hazard size or major accident hazard pipeline and no objections or concerns raised.

Conclusion

The proposal has been assessed against Policies LP1, LP2, LP5, LP13, LP14, LP16, LP17, and LP26 of the Central Lincolnshire Local Plan in the first instance as well as all other material considerations including the National Planning Policy Framework and Practice Guidance. In light of this assessment it is considered that the proposal subject to conditions is in an appropriate built up location of Gainsborough town which will bring this disused site back into a productive economic use; without having an adverse impact on the viability of other allocated sites. The scale of the development is also considered to be commensurate with those surrounding and forming the character of the area and therefore principally in accordance with policies LP2 and LP5 and guidance within the NPPF. The development subject to conditions does not raise any undue concerns in relation to visual and neighbouring amenity or highway safety and therefore in accordance with policies LP17, LP26 and LP13. Conditions are also proposed in relation to drainage and contamination and subject to these being satisfied the development in accordance with policies LP14 and LP16 of the Central Lincolnshire Local Plan. The development can therefore be supported by the relevant policies in the Central Lincolnshire local Plan and NPPF. Consequently grant of permission is recommended subject to the following conditions:

Recommendation: Grant permission subject to the following conditions

Conditions stating the time by which the development must be commenced:

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

Reason: To conform with Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

Conditions which apply or require matters to be agreed before the development commenced:

2. No development shall take place until a scheme for the disposal of surface waters has been submitted to and approved in writing by the Local Planning Authority. The scheme shall:

- a. be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development
- b. provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site
- b. provide attenuation details and discharge rates;
- c. provide details of the timetable for and any phasing of implementation for the drainage scheme;
- d. provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

The approved scheme shall be implemented in full prior to occupation of the hereby approved units.

Reason: To ensure adequate drainage facilities are provided to serve the development in accordance with policy LP14 of the Central Lincolnshire Local Plan and guidance within the NPPF and NPPG.

3. No development shall take place until a scheme for the disposal of foul waters and run off from vehicle washing and associated cleaning has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to occupation of the units and any vehicle washing and cleaning taking place.

Reason: To ensure adequate drainage facilities are provided and to prevent pollution of the water environment in accordance with policies LP14 and LP16 of the Central Lincolnshire Local Plan.

4. Before development is commenced a site investigation and assessment of possible contaminants on the site shall be submitted to and approved in writing by the local planning authority. Any measures shown in the assessment to be necessary, including either the removal or encapsulation of contaminants as required by the local planning authority, shall be undertaken before any of the proposed development is commenced.

Reason: In order to establish whether the site may be contaminated and if so to ensure that any measures of decontamination are undertaken to enable the development to proceed in accordance with policy LP 16 of the Central Lincolnshire Local Plan

5. Prior to any works taking place on the hereby approved unit in the south eastern section of the site intended to be used for the sale of car parts and tyres and associated fitting and other automotive services including vehicle servicing, full details of proposed noise attenuation measures including a noise report to BS4142 (2014) standards shall be submitted to and approved in writing by the Local Planning Authority. The proposed attenuation measures shall include details of the intended hours of operation. The unit shall not be brought into use until the approved measures are implemented in full and retained thereafter.

Reason: To minimise noise and disturbance to nearby residents in accordance with policy LP 26 of the Central Lincolnshire Local Plan

Conditions which apply or are to be observed during the course of the development:

6. With the exception of the detailed matters referred to by the conditions of this consent, the development hereby approved shall be carried out in accordance with the following drawings: 190340-002A, 3892_PL08B, 3892_PL03H, 3892_PL04, 3892_PL05A, 3892_PL06, 3892_PL07A, 3D visuals and material details, tree protection Plan and Soft Landscaping Report/Specification. The works shall be carried out in accordance with the details shown on the approved plans and in any other approved documents forming part of the application.

Reason: In the interests of clarity and proper planning

7. No development or site clearance/scraping shall take place until the fencing for the protection of trees on the site have been erected in the position(s) shown on the Tree protection Plan dated 29th March 2019. The protective fencing shall thereafter be retained until completion of the development. The development shall thereafter be undertaken in accordance with the approved Tree Protection Plan.

Reason: To safeguard important trees on and close to the site during construction works, in the interest of neighbouring and visual amenity in accordance with policy LP26 of the Central Lincolnshire Local Plan

8. Notwithstanding the submitted Landscaping Plan dated 29th March 2019, a further landscaping plan must be submitted to and approved in writing by the Local Planning Authority reflecting the approved site layout on drawing 3892 PL03H. This must be submitted prior to completion of the development or first use of the site (whichever is the sooner).

Reason: To ensure an adequate landscaping scheme is secured for the development in the interest of visual amenity in accordance with Policy LP26 of the Central Lincolnshire Local Plan.

9. Prior to any works above ground level taking place details of the proposed means of enclosure and other boundary treatments together with materials and finishes to all hard surfaced areas of the site including car parking and pedestrian paths must be submitted to and approved in writing by the Local planning Authority. The approved details must be implemented in full prior to bringing the site into the hereby approved use.

Reason: As no details were submitted and in order to ensure a satisfactory visual appearance

10. Prior to any works above ground level taking place details of the colour and finish to the walling and roofing materials of the approved units shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

Reason: In the interest of visual amenity in terms of the appearance of the site within the wider area in accordance with Policy LP26 of the Central Lincolnshire Local Plan.

11. Within seven days of the new access being brought into use, the existing access onto Heapham Road South shall be permanently closed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: To reduce to a minimum the number of individual access points to the development, in the interests of road safety in accordance with policy LP13 of the Central Lincolnshire local Plan

Conditions which apply or relate to matters which are to be observed following completion of the development:

12. The car rental use of the site shall not be open to customers or deliveries taken or dispatched outside the hours of 8am and 7pm Monday to Saturday and 8am to 4pm on a Sunday unless otherwise agreed in writing by the Local Planning Authority. No washing, valeting or cleaning of vehicles shall take place before 7 am and no later than 10pm Monday to Sunday. The washing, valeting or cleaning shall be restricted to vehicles from the car rental business only.

Reason: To protect the amenities of adjoining properties from excessive noise and disturbance in accordance with Policy LP26 of the Central Lincolnshire local Plan 2012-2036 and guidance in the NPPF and NPPG.

13. No lighting shall be installed on the site unless details including hours of illumination have been submitted to and approved in writing by the Local Planning Authority. It shall then be operated in accordance with the approved details.

Reason: To safeguard the occupants of nearby housing from excessive illumination in accordance with Policy LP26 of the Central Lincolnshire local Plan

14. The approved landscaping scheme secured by condition 8 above shall be fully carried out in the first planting and seeding season following completion of the development or occupation of any unit whichever is the sooner. 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 specification.

Reason: To ensure the approved landscaping scheme is implemented in the interest of visual amenity in accordance with Policy LP26 of the Central Lincolnshire Local Plan 2012-2036 and NPPF.

Notes to the Applicant

In relation to satisfying the requirements of condition 8 the individual trees across the frontage should be ornamental pear trees (*Pyrus chanticleer*) rather than *viburnum tinus*.

The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. The works should be constructed in accordance with the Authority's specification that is current at the time of construction. For approval and specification details, please contact vehiclecrossings@lincolnshire.gov.uk

Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections and any other works which will be required within the public highway in association with the development permitted under this consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works.

Please be aware that as of the 22nd January 2018 West Lindsey District Council implemented a Community Infrastructure Levy and that eligible development granted on or after this date will be subject to this charge. The development subject to this Decision Notice could fall within the definitions held within the adopted charging schedule and as such may be liable to pay the levy. For further information on CIL, processes, calculating the levy and associated forms please visit the Planning Portal www.west-lindsey.gov.uk/cilforms and West Lindsey District Council's own website www.west-lindsey.gov.uk/CIL

Please note that CIL liable development cannot commence until all forms and necessary fees have been submitted and paid. Failure to do so will result in surcharges and penalties.