DECISION DELEGATED TO HEAD OF PLANNING

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| **Application No:** | **H09-0913-23** | **Applicant:** | **Mr D & A Rulewski** |
| **Proposal:** | Details of Construction Management Plan and Method Statement (Condition 4 of H09-1094-21) | | |
| **Location:** | 47 Low Lane Holbeach Spalding | | |
| **Terminal Date:** | 11th December 2023 | | |

**Planning Policies**

**South East Lincolnshire Local Plan - Adopted: March 2019**

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|---|---|
| 02 | Development Management |
| 03 | Design of New Development |
| 30 | Pollution |

**National Guidance**

**National Planning Policy Framework 2023**

Section 2. Achieving sustainable development.
Section 12. Achieving well designed places.
Section 15. Conserving and enhancing the natural environment.

**Representations:**

| | Object | Support | No Obj. | Comments |
|---|---|---|---|---|
| HIGHWAYS & SUDS SUPPORT | 0 | 0 | 0 | 1 |
| SOUTH HOLLAND INTERNAL DRAINAGE BOARD | 0 | 0 | 0 | 1 |

CASE OFFICER ASSESSMENT

**Proposal**

The application is to discharge condition 4 of H09-1094-21 (details of Construction Management Plan and Method Statement), which is as follows:

The development hereby permitted shall be undertaken in full accordance with a Construction

Management Plan and Method Statement to have first been submitted to and approved in writing by the Local Planning Authority, which shall include details of:

· The phasing of the development, to include access construction.
· Parking for site operatives and visitors.
· Measures to mitigate any potential adverse effects of vehicle movements and vehicle parking.
· Loading and unloading of plant and materials.
· The storage of plant and materials used in constructing the development.
· Wheel washing facilities.
· A strategy stating how surface water run off on and from the development will be managed during construction.
· Working hours.

## Site Description

The site is located within the built-up area of Holbeach and is part of the north-eastern edge of the town. The area is predominantly residential, comprising a range of house types, ages, design and appearance.

The site currently hosts a large bungalow (No. 47) with a sizeable garden mainly laid to grass. It is served by a private roadway running between Nos. 45 and 49 which front Low Lane. Immediately to the west there is another access roadway which serves three detached dwellings (The Chestnuts, Rosella and The Willows). The Chestnuts, which is a large house, adjoins the main part of the site.

No. 45a is located to the north. It is a large two-storey detached house that backs onto No. 45 and which obtained full planning permission in 2013 (application ref. H09-0664-13). It is a few metres to the north of No. 47. There is no means of enclosure between these two properties.

A conifer hedge approximately 2 metres high runs along the rear of plots on Low Lane adjoining No. 45a. A drain borders the southern boundary of the site. The eastern and southern boundaries of the site are defined by a mature conifer hedge approximately 4 metres high. Fencing presently runs along the side boundary of The Chestnuts immediately to the west.

## History

H09-0801-20 - Full - Erection of four detached two-storey dwellings, two detached garages and demolition of existing bungalow - Granted 25 February 2021.

H09-0511-21 - C/C - Details of landscaping, maintenance measures for existing hedge along eastern & southern boundaries, landscape and site management plan, boundary treatment and means of foul & surface water disposal (Conditions 4, 5, 6, 7 & 9 of H09-0801-20) - Approved 3 August 2021.

H09-1094-21 - Full - Erection of 4 detached dwellings, 1 detached garage and demolition of existing bungalow - Refused 25 May 2022. Allowed on appeal 18 May 2023

H09-0575-22 - Full - Erection of four detached dwellings, one detached garage and demolition of existing bungalow - re-submission of H09-1094-21 - Approved 24 May 2023.

## Consultation Responses

LCC Highway and Lead Local Flood Authority

No objections.

South Holland Internal Drainage Board

If infiltration is not feasible at this site, following the drainage hierarchy we would expect the applicant to propose to discharge surface water to a watercourse. In this case, consent would be required under Byelaw 3.

## Planning Considerations

The application is accompanied by a Construction Management Plan and Method Statement, which

includes details of the following:

The phasing of the development, to include access construction - the development will be delivered in a single phase. The existing surface will be used during the construction stage and widened to 5.5m. Just prior to completion the roadway will be upgraded, with a new limestone sub-base and permeable block paving.

Parking for site operatives and visitors - Parking for site operatives and visitors will be accommodated within the curtilage of the development site utilising the driveways available to the front of each of the four dwellings, and where necessary, the 5.5m (approx.) wide access road which is wide enough to accommodate two-way vehicle movements.

Measures to mitigate any potential adverse effects of vehicle movements and vehicle parking - All visitors and operatives will be advised that parking is available on site to discourage any parking on Low Lane. Site parking signage will be installed at the site entrance to advise visitors and operatives of the available site parking. The Site Manager will be responsible for monitoring and directing visitor and operatives arriving by vehicles during construction to mitigate any potential adverse effects of vehicle movements and parking. Guidance will be given to all site vehicles to avoid blocking the access of neighbouring properties. Deliveries will be scheduled to arrive during the core working hours where possible.

Loading and unloading of plant and materials - Delivery of plant and materials is to be made at pre-arranged times as agreed with the Site Manager as to avoid local disruption caused by a backlog of vehicles. Site access details will be provided to all suppliers during the procurement of materials. The use of articulated vehicles for deliveries will be discouraged. The loading and unloading of plant and materials will be accommodated at the 17.52m turning head with any bulky or heavy materials taken to the designated storage areas by a tele-handler, or other suitable mechanical lifting equipment.

The storage of plant and materials used in constructing the development - The storage of plant and materials will be accommodated within the curtilage of the site, the footprint of respective plots or to adjacent work areas when required. The rear garden of Plot 4 will provide contingency storage for any plant and materials unable to be accommodated within the curtilage of the assigned plots. Where it becomes apparent that additional storage space is required, the area to the rear of Plot 4 will be temporarily surfaced with permeable 2" limestone (or similar) to form a suitable base for plant and materials.

Wheel washing facilities - No vehicles entering or exiting the site via the highways should need to traverse over soft ground therefore reducing the likelihood of any mud or debris being deposited on the highways. A Portable jet wash will be available on site where wheel washing may be required during adverse conditions. Vehicles leaving the site will be monitored and if required washed down before leaving site. The Site Manager will be responsible for monitoring the highway outside of the site and if necessary will arrange for road sweeping.

A strategy stating how surface water run off on and from the development will be managed during construction - The majority of the existing ground surface areas across the site, including the existing access road, are of a permeable composition. All access routes and temporary hardstanding areas introduced during construction are to consist of a permeable composition, such as 2" clean limestone or similar. There are no considerable changes in site levels across the site as existing, or to neighbouring land immediately adjacent to the site. Impervious surfaces will only occur once the oversite has been completed to the dwellings and garages, and limited to the footprint of those buildings. Surface water run off from the buildings will be discharged into soakaway crates at completion.

Working hours - Working hours to be from 07:30 - 18:00 Mondays - Fridays and 08:00 - 17:00 on Saturdays. No noisy works on Sundays or Bank Holidays.

Noise management - Deliveries will be programmed to arrive during the working hours only. Care will be taken when unloading vehicles to minimise noise disturbance.

Dust and Debris Management - Prevention measures should be taken to minimise formation and spread of dust and debris. In periods of dry weather damping down of relevant areas to be undertaken with water spray to minimise dust generation. Any cutting, grinding or sawing of materials is to be reduced wherever possible but where essential there should be water

suppressant or suitable local extraction systems available.

Vibration Management - The Site Manager will consider the relevant thresholds for determining significant impacts (for both building damage risk and human disturbance) which will be sourced from relevant standards and guidance. Estimated vibration levels during construction operations are unlikely to be above the relevant thresholds, however, where necessary, vibration levels will be monitored with measurements taken as appropriate.

The above details are considered to be satisfactory. The LCC Highway and Lead Local Flood Authority raises no objections.

**Conclusion**

That condition 4 of H09-1094-21 be discharged.